PLANNING COMMISSION - PC - REGULAR MEETING

WEDNESDAY, FEBRUARY 7, 2024
REGULAR MEETING: 6:00 P.M.

COUNCIL CHAMBERS 23873 CLINTON KEITH ROAD SUITE 106 WILDOMAR, CA 92595

Eric Filar - Chair
Brianna Bernard - Vice Chair
Arrin Banks - Commissioner
George Cambero - Commissioner
Kim Strong - Commissioner

Matthew Bassi - Community Development Director
Stephanie Gutierrez - Assistant City Attorney

The City of Wildomar will be a Safe and Active Community with Responsible Growth and Quality Infrastructure while keeping a Hometown Feel

NOTICE:
Planning Commission meetings may be live-streamed, photographed and/or videotaped. Participation at the meeting constitutes consent by members of the public to the City's and any third party's use in any media, without compensation or further notice, of audio, video, and/or pictures of meeting attendees.

CALL TO ORDER - REGULAR SESSION - 6:00 P.M.

ROLL CALL

FLAG SALUTE

PUBLIC COMMENTS
*This is the time when the Commission receives general public comments regarding any items or matters within the jurisdiction that **do not** appear on the agenda.*

APPROVAL OF THE AGENDA AS PRESENTED
The Planning Commission to approve the agenda as it is herein presented, or, if it is the desire of the Planning Commission, the agenda can be reordered, added to, or have items tabled at this time.

1. CONSENT CALENDAR
All matters listed under the Consent Calendar are considered routine and will be enacted by one roll call vote. There will be no separate discussion of these items unless members of the Commission, the Public, or Staff request to have specific items removed from the Consent Calendar for separate discussion and/or action.

1.1 Planning Commission Meeting Minutes - January 24, 2024 Special Meeting
Presented By: Matthew Bassi , Planning Department

RECOMMENDATION:
Staff recommends the Planning Commission approve the January 24, 2024 special meeting minutes as submitted.

1.2 2023 Housing and Community Development (HCD) General Plan/Housing Element Annual Progress Report:
Presented By: Matthew Bassi , Planning Department

RECOMMENDATION:
The Planning Department recommends the Planning Commission receive and file this information.

2. PUBLIC HEARINGS

3. GENERAL BUSINESS

3.1 **CUP/Plot Plan No. 14-0040 - Extension of Time (EOT) #3:**
Presented By: Abdu Lachgar , Planning Department

RECOMMENDATION:
The Planning Department recommends the Planning Commission take the following actions:

1. Find and determine that the Extension of Time (EOT) #3 for Plot Plan No. 14-0040 does not require additional environmental review in accordance with Section 15162 of the California Environmental Quality Act (CEQA) guidelines; and

2. Adopt a Resolution entitled:

PC RESOLUTION NO. 2024-05
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 1-YEAR EXTENSION OF TIME (EOT #3) TO FEBRUARY 10, 2025 FOR PLOT PLAN NO. 14-0040 TO DEVELOP AN 86-UNIT SENIOR ASSISTED LIVING/SKILLED NURSING FACILITY LOCATED AT THE NORTHWEST CORNER OF ELIZABETH LANE AND PRIELIPP ROAD AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

3.2 **Plot Plan No. 14-0069 Extension of Time (EOT) #3:**
Presented By: Abdu Lachgar , Planning Department

RECOMMENDATION:
The Planning Department recommends the Planning Commission take the following actions:

1. Find and determine that the Extension of Time (EOT) #3 for Plot Plan No. 14-0069 does not require additional environmental review in accordance with Section 15162 of the California Environmental Quality Act (CEQA) guidelines; and

2. Adopt a Resolution entitled:

PC RESOLUTION NO. 2024-06
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 1-YEAR EXTENSION OF TIME (EOT #3) TO FEBRUARY 10, 2025 FOR PLOT PLAN NO. 14-0069 TO DEVELOP A 162-UNIT APARTMENT PROJECT AND A 55,000 SQUARE-FOOT RETAIL/OFFICE COMPLEX LOCATED AT THE SOUTHWEST CORNER OF YAMAS DRIVE AND CLINTON KEITH ROAD AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

PLANNING COMMISSION COMMUNICATIONS

PLANNING DIRECTOR REPORT

CITY ATTORNEY REPORT

FUTURE AGENDA ITEMS

ADJOURN THE MEETING

PARTICIPATION

MEETINGS

Regular Planning Commission Meetings are held on the 1st Wednesday of every month at 6:00 P.M. in the City Council Chambers, 23873 Clinton Keith Road Ste. 106 Wildomar, CA 92595.

VIEW THE MEETING

1. In Person | City Council Chambers 23873 Clinton Keith Road Ste. 106 Wildomar, CA 92595

2. Cable TV | Frontier Channel 36 or AT&T Channel 99

3. Watch Live | https://www.cityofwildomar.org/129/Agendas-Videos-Watch-Live | Click on the "Live Video Link"

PARTICIPATE IN THE MEETING

1. Fill out the speaker card located on the table near the entrance of the chambers.
2. Submit the speaker card to the Deputy Clerk in the basket located at the front of the chambers.
3. When the Deputy Clerk calls your name, please come up to the front podium.

During Public Comment not on the agenda and after each Agenda Item, the Chair will announce Public Comment. Public Comments are limited to (3) minutes or such other time as the Planning Commission may provide. Per the Brown Act, Commissioners are not allowed to respond to public comments not on the agenda. If you would like to be contacted, please leave your email or contact number on the public comment card.

ACCOMMODATIONS

In compliance with the Americans with Disabilities Act, if requested, the agenda and backup materials will be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans With Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Any person that requires a disability-related modification or accommodation, including auxiliary aids or services, in order to participate in the public meeting, may request such modification, accommodation, aid or service by contacting the City Clerk either in person or by phone at 951-677-7751, no later than 10:00 a.m. on the day preceding the scheduled meeting.

REPORTS

All agenda items and reports are available for review at City Hall, 23873 Clinton Keith Road and on the City's website at the following address: http://www.cityofwildomar.org.

AFFIDAVIT OF POSTING

I, Heidi Jemane, do certify that at least 72 hours prior to the meeting, a true and correct copy of this agenda was posted at Wildomar City Hall, 23873 Clinton Keith Road; U.S. Post Office, 21392 Palomar Street; Wildomar Library, 34303 Mission Trail Blvd; and on the City's website at www.cityofwildomar.org.

Dated: January 31, 2024

CITY OF WILDOMAR
PC - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.1
Meeting Date: February 7, 2024

SUBJECT: Planning Commission Meeting Minutes - January 24, 2024 Special Meeting

SUBMITTED BY: Matthew Bassi

PREPARED BY: Matthew Bassi

ACTION:
Staff recommends the Planning Commission approve the January 24, 2024 special meeting minutes as submitted.

ATTACHMENTS:
01-24-2024 PC Minutes.pdf

MINUTES
CITY OF WILDOMAR
PLANNING COMMISSION
WEDNESDAY, JANUARY 24, 2024
COUNCIL CHAMBERS
23873 CLINTON KEITH ROAD SUITE 106
WILDOMAR, CA, 92595

Special Meeting 6:00 p.m.

CALL TO ORDER – SPECIAL SESSION - 6:00 P.M.

Chair Strong called the meeting to order at 6:00 pm.

ROLL CALL

Members in attendance: Brianna Bernard, George Cambero, Eric Filar, and Kim Strong

Members absent: Arrin Banks

Staff in Attendance: Deputy City Clerk Jemane, IT Specialist Sung, Senior Planner Lachgar, Public Works Director Farag, Economic Development Director Davidson, and Planning Intern Hafeez.

FLAG SALUTE

The flag salute was led by Eric Filar.

PUBLIC COMMENTS

James Coulston provided public comments not on the agenda between 3.1 and 3.2 on agenda, with permission from Assistant City Attorney Gutierrez.

APPROVAL OF THE AGENDA AS PRESENTED

Moved by Eric Filar; seconded by George Cambero to approve the Agenda as presented.

Motion Approved: 4 - 0

Voting For: Eric Filar, Kim Strong, Brianna Bernard, George Cambero
Voting Against: None
Abstain: None
Absent: Arrin Banks

1) CONSENT CALENDAR

1.1) Planning Commission Meeting Minutes - August 2, 2023 Regular Meeting

Moved by Eric Filar; seconded by George Cambero to Approve the August 2, 2023 regular meeting minutes as submitted.

Motion Approved: 4 - 0

Voting For: Brianna Bernard, George Cambero, Eric Filar, Kim Strong
Voting Against: None
Abstain: None
Absent: Arrin Banks

2) PUBLIC HEARINGS

2.1) Chiquito Battery Storage Facility (PA 22-0026)

Senior Planner, Abdu Lachgar presented the staff report.

Applicants James Damon and Andy Blum were present to answer questions.

Public Comments were presented by Don Saunders.

Moved by Eric Filar; seconded by Brianna Bernard to Adopt a Resolution entitled:

PC RESOLUTION NO. 2024-01
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION/MITIGATION MONITORING AND REPORTING PROGRAM (SCH# 2023100095) FOR CONDITIONAL USE PERMIT NO. 22-0026 TO ESTABLISH AN 80-MEGAWATT (MW) BATTERY ENERGY STORAGE SYSTEM FACILITY LOCATED ON THE NORTH SIDE OF CLINTON KEITH ROAD APPROXIMATELY 540 EAST OF GRAND AVENUE (APN: 380-150-019 AND 380-150-020)

Motion Approved: 3 - 1

Voting For: Brianna Bernard, Eric Filar, Kim Strong
Voting Against: George Cambero
Abstain: None
Absent: Arrin Banks

Moved by Eric Filar; seconded by Brianna Bernard to Adopt a Resolution entitled:

PC RESOLUTION NO. 2024-02
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 22-0026 TO ESTABLISH AN 80-MEGAWATT (MW) BATTERY ENERGY STORAGE SYSTEM (BESS) FACILITY ON A 2.83-ACRE SITE, SUBJECT TO CONDITIONS, LOCATED NORTHSIDE OF CLINTON KEITH ROAD APPROXIMATELY 540 FEET EAST OF GRAND AVENUE (APN: 380-150-019 and 380-150-020)

Motion Approved: 3 - 1

Voting For: Brianna Bernard, Eric Filar, Kim Strong
Voting Against: George Cambero
Abstain: None
Absent: Arrin Banks

2.2) Zoning Ordinance Amendment No. 2023-06 (Fencing):

Moved by Kim Strong; seconded by Eric Filar to Determine that Zoning Ordinance Amendment No. 2023-06 meets the findings for a General Rule exemption in accordance with Section 15061(B)(3) of CEQA; and

Adopt a Resolution entitled:

PC RESOLUTION NO. 2024-03
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, RECOMMENDING CITY COUNCIL ADOPTION A GENERAL RULE EXEMPTION IN ACCORDANCE WITH SECTION 15061(B)(3) OF THE CEQA GUIDELINES, AND APPROVAL OF ZONING ORDINANCE AMENDMENT NO. 2023-06 TO AMEND SECTION 17.172.205 (FENCES) OF THE WILDOMAR MUNICIPAL CODE

Motion Approved: 4 - 0

Voting For: Brianna Bernard, George Cambero, Eric Filar, Kim Strong
Voting Against: None
Abstain: None
Absent: Arrin Banks

Senior Planner, Abdu Lachgar presented the staff report.

There were no Public Comments.

3) GENERAL BUSINESS

3.1) Plot Plan No. 20-0028 Extension of Time (Marriott/Baxter Village Hotel)

Planning Intern, Inmaa Hafeez presented the staff report.

The applicant Ron Darling was present to answer questions.

There were no public comments.

Moved by Brianna Bernard; seconded by Kim Strong to Find and determine that the Extension of Time #1 for Plot Plan No. 20-0028 does not require additional environmental review in accordance with Section 15162 of the California Environmental Quality Act (CEQA) guidelines; and

Adopt a Resolution entitled:

PC RESOLUTION NO. 2024-04
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A THREE (3) YEAR EXTENSION OF TIME TO NOVEMBER 11, 2026 FOR PLOT PLAN NO. 20-0028 TO DEVELOP A 4-STORY, 102-ROOM HOTEL LOCATED AT THE NORTHWEST CORNER OF WILDOMAR TRAIL AND MARGRET LANE (BAXTER VILLAGE), AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES CHAPTER 15162

Motion Approved: 4 - 0

Voting For: Brianna Bernard, George Cambero, Eric Filar, Kim Strong
Voting Against: None
Abstain: None
Absent: Arrin Banks

3.2) Election of New Planning Commission Officers for 2024:

Chair, Kim Strong presented the Election of the New Planning Commission Officers for 2024.

Eric Filar was selected as Chair for 2024.

Moved by Kim Strong; seconded by Brianna Bernard to elect Eric Filar as the Chair for the 2024 calendar year in accordance with Section 2 of the Planning Commission bylaws.

Motion Approved: 4 - 0

Voting For: Brianna Bernard, George Cambero, Eric Filar, Kim Strong
Voting Against: None
Abstain: None

Absent: Arrin Banks

Brianna Bernard was selected as Vice Chair for 2024.

Moved by Kim Strong; seconded by Eric Filar to elect Brianna Bernard as the Vice Chair for the 2024 calendar year in accordance with Section 2 of the Planning Commission bylaws.

Motion Approved: 4 - 0

Voting For: Brianna Bernard, George Cambero, Eric Filar, Kim Strong
Voting Against: None
Abstain: None
Absent: Arrin Banks

PLANNING COMMISSION COMMUNICATIONS

Vice Chair Filar requested and update on the problematic archive meeting link issues, which was addressed by Economic Development Director Davidson.

PLANNING DIRECTOR REPORT

Community Development Director Bassi presented the staff report.

CITY ATTORNEY REPORT

There were no City Attorney reports.

FUTURE AGENDA ITEMS

March 6 Planning Commission meeting will be canceled.

ADJOURN THE MEETING

Chair Strong adjourned the meeting at 7:36pm.

Submitted by:



Matthew Bassi
Community Development Director

CITY OF WILDOMAR
PC - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.2
Meeting Date: February 7, 2024

SUBJECT: 2023 Housing and Community Development (HCD) General Plan/Housing Element Annual Progress Report:

SUBMITTED BY: Matthew Bassi

PREPARED BY: Matthew Bassi

ACTION:
The Planning Department recommends the Planning Commission receive and file this information.

PROJECT ANALYSIS:
The 2021/2029 Housing Element is intended to identify and establish City policies with respect to meeting the housing needs of existing and future residents in the city. It establishes policies that will guide City decision-making and sets forth an action plan to implement its housing goals. The commitments are in furtherance of the statewide housing goal of early attainment of decent housing and a suitable living environment for every California family, as well as a reflection of the concerns unique to the City of Wildomar.

The primary purpose is to identify housing solutions that solve our local housing problems and to meet or exceed the regional housing needs allocation. The City recognizes that housing is a need that is met through many resources and interest groups. The Housing Element establishes the local goals, policies, and actions (programs) the City will implement and/or facilitate to solve our identified housing issues.

To this end, the City Council on October 13, 2021 adopted the 2021/2029 Housing Element (6th Cycle document). The element was subsequently certified by state department of Housing and Community Development (HCD) on December January 10, 2022. A copy of the certified 2021/2029 Housing Element is on the City's website, and a copy is provided for reference in Attachment B.

In accordance with Government Code Section 65400, the City is required to submit on April 1 of each year an annual progress of the City's efforts in addressing our RHNA allocation as

delineated in the Housing Element. This year will be the 3rd year reporting period under the 2021/2029 Housing Element known as the 6th Cycle Housing Element period.

The reporting spreadsheets are much different than in years past due to the passage of SB 35 and AB 879 by the state legislature as part of the 2017 California Housing Law Package. As a point of clarification, the RHNA allocation numbers are applicable to all income categories, and not just the extremely low & very low categories. The City is required to plan for housing across all income categories, and every residential unit built in the City counts towards our RHNA allocation. However, the City is not mandated to ensure that all of its RHNA units are actually built. The City is only required to demonstrate to HCD that adequate sites are properly zoned to accommodate affordable housing.

2023 Reporting Analysis:

Since adoption of the 2021/2029 Housing Element (6th Cycle) by the City Council, the Planning Department has prepared and submitted to HCD the required annual reports. The 2023 progress report represents the 3rd of 8 annual reports submitted for this 6th Cycle housing period. Please refer to Attachment A for details.

In regard to the City's RHNA allocation, Table HNA-20 of the 2021/2029 Housing Element (Page HNA-71) outlines what the fair share RHNA allocation is for the 2021/2029 housing planning period. The total RHNA allocation established for Wildomar is 2,715 units which are divided among the four (4) HCD required income categories (i.e., very low (includes very low), low, moderate, and above moderate) as summarized in the table below:

RHNA Allocation Table (from 2021/2029 Housing Element)

Income Level	RHNA Allocation by Income Level	Total Building Permits Issued (2023)	Total Remaining RHNA Allocation
Extremely Low & Very Low	798	0	798
Low	450	0	450
Moderate	434	10	419
Above Moderate	1,033	503	415
Total RHNA	2,715 units	513	2,082

Table B of the 2022 Annual Progress Report (Attachment A, page 4 of 21) reflects the total breakdown of units built since the start of the 6th Cycle reporting period in 2023. As illustrated in Table B, a total of 513 new units were issued building permits, and of those, 35 units received a certificate of occupancy in 2023 in the moderate and above moderate categories. Staff anticipates that this number will significantly increase in 2024 given the number of units that will be completed with the current construction activity.

Since adoption of the 2021/2029 Housing Element, a total of 633 units have received building permits across all income categories. This leaves a "balance" of 2,082 units remaining to be built. As this is the 3rd year of the current 6th Cycle reporting period, the City's remaining RHNA allocation in each income category is noted in the above table.

Of importance to note is that the City in 2021 approved a 222-unit, SB 35 affordable housing project known as Tres Lagos Housing project. Phase 1 and 2 of this project has been graded and vertical construction of about 176 units will occur throughout 2024. In addition, the City recently approved a 2nd SB 35 affordable housing project known as the "Wildomar Cottages" in May 2023 consisting of 128 affordable multi-family units (located in Sedco Hills). The Applicant at this time is still pursuing funding. Collectively, the Tres Lagos and Wildomar Cottages affordable housing projects will create 350 affordable housing units which counts towards our RHNA allocation within the very low to moderate income categories. As the state continues to push its housing agenda onto local government agencies, it is likely that the city will see other SB 35 affordable housing projects during the 2021-2029 reporting period.

Conclusion:

The City is required to submit the 2023 annual housing progress report to HCD by April 1, 2024. Included with the annual report is a summary of the actions taken by the City on its progress in meeting the adopted 2021/2029 housing element action items (refer to Table D (Attachment A, Pdf page 5 - 21). As noted in this table, the City continues to make good progress on its 29 action items outlined in the 2021/2029 Housing Element. The report is tentatively scheduled for City Council review at its meeting on March 13, 2024.

ATTACHMENTS:

Attach A - 2023 APR Summary Matrix [1-25-24].pdf
Attach B - 2021-2029 Adopted Housing Element.pdf

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction	City of Wildomar
Reporting Period	1/1/2023 - 12/31/23

Table A
Housing Development Applications Submitted

				Single Family	2 - 4 Units	5+ Units	ADU	Mobile Homes	Total Applications	Total Units in Applications
No. of Units Permitted for **Lower**									0	0
No. of Units Permitted for **Moderate**									0	0
No. of Units Permitted for **Above Moderate**				**110**	**16**	**21**	**14**	**3**	**164**	**670**

Table A2
Annual building Activity Report Summary
Approved Entitlements (Units)

				Single Family	2 - 4 Units	5+ Units	ADU	Mobile Homes	Total
No. of Units Permitted for **Lower**									**0**
No. of Units Permitted for **Moderate**									**0**
No. of Units Permitted for **Above Moderate**									**0**

Table A2
Annual building Activity Report Summary
Building Permits Issued (Units)

				Single Family	2 - 4 Units	5+ Units	ADU	Mobile Homes	Total
No. of Units Permitted for **Lower**									**0**
No. of Units Permitted for **Moderate**							9	1	**10**
No. of Units Permitted for **Above Moderate**				102	43	358			**503**

Table A2
Annual building Activity Report Summary
Certificate of Occupancy Issued (Units)

				Single Family	2 - 4 Units	5+ Units	ADU	Mobile Homes	Total
No. of Units Permitted for **Lower**									**0**
No. of Units Permitted for **Moderate**								1	**1**
No. of Units Permitted for **Above Moderate**				34					**34**

Table B
Regional Housing Needs Allocation Progress
Permitted Units Issued by Affordability

		1		2								3	4
Income Level		**RHNA Allocation by Income Level**	**Projection Period - 06/30/2021-10/14/2029**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**Total Units to Date (all years)**	**Total Remaining RHNA by Income Level**
Very Low	Deed Restricted	798	-	-	-	-	-	-	-	-	-	-	**798**
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-		
Low	Deed Restricted	450	-	-	-	-	-	-	-	-	-	-	**450**
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-		
Moderate	Deed Restricted	434	-	-	-	-	-	-	-	-	-	15	**419**
	Non-Deed Restricted		1	4	-	10	-	-	-	-	-		
Above Moderate		1,033	2	19	94	503	-	-	-	-	-	618	**415**
Total RHNA		**2,715**											
Total Units			**3**	**23**	**94**	**513**	**-**	**-**	**-**	**-**	**-**	**633**	**2,082**

Progress toward extremely low-income housing need, as determined pursuant to Government Code 65583(a)(1).

	5									6	7
	Extremely low-Income Need		**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**Total Units to Date**	**Total Units Remaining**
Extremely Low-Income	399		-	-	-	-	-	-	-	-	**-**	**399**

Housing Element Implementation

Table D
Program Implementation Status pursuant to GC Section 65582

Housing Programs Progress Report Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.			
1	**2**	**3**	**4**
Name of Program	**Objective**	**Timeframe in H.E**	**Status of Program Implementation**
PROGRAM H-1.1:Updated Available Sites Inventory	The City will monitor the Available Sites Inventory annually as projects are processed through the Planning Department to ensure sufficient capacity is maintained to accommodate the City's remaining RHNA numbers.	Update the Available Sites Inventory on an annual basis	The City regularly reviews its Available Sites Inventory, analyzing both vacant and underutilized land, to ensure sufficient capacity exists for building the remaining RHNA-required housing units, particularly across income categories.
PROGRAM H-1.2:Large Sites.	The City will provide for the inclusion of mixed-income housing in future new growth areas of the city through development agreements, specific plans, and other mechanisms. To facilitate the development of affordable housing on parcels (that can accommodate 50 to 150 units), the City will routinely give high priority to processing subdivision maps that include affordable housing units. Also, an expedited review process will be available for the subdivision of larger sites into buildable lots where the development application can be found consistent with the General Plan, applicable Specific Plan, and master environmental impact report. The City will offer the following incentives for the development of affordable housing on large sites, which may include, but is not limited to: •Streamlining and expediting the approval process for land division for projects that include affordable housing units, •Ministerial review of lot line adjustments, •Deferral of fees related to the subdivision for projects affordable to lower-income households, and •Providing technical assistance to acquire funding.	Develop incentive program by April 2022 and provide incentives as projects are submitted.	Wildomar is tackling its growth with two major developments: 1. Wildomar Meadows: This 750-acre project aims for balance, with half dedicated to green space and the other half housing single-family homes, apartments, commercial centers, and a new school. To expedite the project, the City is exploring innovative solutions: Fee assistance: This could help developers overcome infrastructure costs, paving the way for quicker progress. Grant funding: Direct financial support would further incentivize investment in Wildomar

Housing Element Implementation

Table D
Program Implementation Status pursuant to GC Section 65582

PROGRAM H-1.3:Mixed-Use Development	To promote mixed-use development, the City will provide regulatory and financial incentives to increase the probability that residences will be constructed on mixed-use sites. The City will offer the following regulatory and financial incentives, including, but not limited to, financial assistance (based on availability of federal, state, local, and private housing funds), expedited development review, streamlined development application processing, modification of development requirements, such as reduced parking standards for seniors and special needs housing on a case-by-case basis.	Concurrent with the Housing Element update and will continue to review and rezone as needed by October 2023.	Wildomar is tackling its growth with two major developments: 1. Wildomar Meadows: This 750-acre project aims for balance, with half dedicated to green space and the other half housing single-family homes, apartments, commercial centers, and a new school. To expedite the project, the City is exploring innovative solutions: Fee assistance: This could help developers overcome infrastructure costs, paving the way for quicker progress. Grant funding: Direct financial support would further incentivize investment in Wildomar
Program H-1.4: Zoning Consistency.	The City will review and rezone sites assumed to meet the moderate and above moderate RHNA (Table HNA-24) to ensure zoning and general plan designations are compatible.	Concurrent with the Housing Element update and will continue to review and rezone as needed by October 2023.	Wildomar streamlined its land use framework with two key actions: 1. Rezoning 270 acres on January 12, 2022 (Ordinance No. 210): This ensured harmony between zoning and General Plan designations, fostering unified land use decisions. 2. Launching the 'Envision Wildomar 2050' General Plan update: This ongoing initiative scrutinizes overall consistency and implements necessary adjustments, further strengthening the City's development vision.

Housing Element Implementation

Table D
Program Implementation Status pursuant to GC Section 65582

PROGRAM H-2.1:Strategic Planning Opportunities.	Use the City's GIS to facilitate preliminary strategic planning studies to identify vacant or underutilized commercial properties for infill construction or adaptive reuse in high-density areas. The City will identify the sites with GIS and do a visual assessment to confirm their current use.	Identify vacant or underutilized commercial land by June 2022, update annually thereafter.	The City is reviewing all vacant and underutilized sites as a part of the General Plan update, planned for adoption in 2024.
PROGRAM H-3.1:Multifamily Development.	To assist in the development of affordable housing, the City will continue to offer density bonuses (consistent with State Law) as well as assist interested developers to apply for government financing and/or other government subsidies, assist interested developers in acquiring surplus government land suitable for multifamily development, expedite permit processing, consider reducing parking standards and lot sizes, and consider waiving impact fees for extremely low-, very low-, and low-income dwelling units (these actions identified are not limited to density bonuses).	Publish informational materials on density bonuses to be distributed to developers annually and posted on the City's website. Allow density bonuses on an ongoing basis as eligible projects are proposed.	The City has two specific plans in process. Wildomar Meadows specific plan area which included 750 acres. The plan proses that half of the area be preserved, and the other half will be developed with single-family, multi-family, and commercial, and a new school. The second specific plan is the Bluffs Specific Plan which inlcues168 acres. The plan proposes a mix of multi-family, and mixed-use entertainment, and industrial uses. Wildomar Cottages Affordable Housing Project, a 130-unit affordable housing project (SB 330) was granted a density bonus and parking reduction, the project will provide housing for low-income families, with 26 units reserved for extremely low- and very low-income households and 101 units for low-income households for a 55-year period.

Housing Element Implementation

Table D
Program Implementation Status pursuant to GC Section 65582

PROGRAM H-3.2:Assistance with Affordable Projects	To assist with the development of affordable housing, when funding is available, the City shall: •Offer assistance with land acquisition and off-site infrastructure improvements, •Provide assistance with securing federal or state housing financing resources for affordable housing projects, and •As funding is available, provide financial support for production and subsidization of low- and moderate-income housing, including housing for persons with special needs and developmental disabilities, with affordability requirements. Additionally, the City will publish and make available, to developers, housing development agencies, and City residents, the City's Housing Element and updates and annual reports to ensure that the development community (both nonprofit and for-profit) is aware of the housing programs, technical assistance, and available funding. The purpose of these actions will be to increase the supply of affordable housing both in areas with lower-median incomes and concentrated poverty to reduce displacement risk due to cost and in high resource areas to promote housing mobility opportunities	Meet with developers and non-profits annually to discuss affordable housing opportunities and assist with recommendation letters, regulatory assistance, or other appropriate actions as projects are processed through the Planning Department. Make the Housing Element and associated information available to developers within two months of adoption.	The City continues to expediate all projects that come forward and is considering offering fee assistance or grants money to help pay for infrastructure for the Wildomar and Bluffs Specific Plans.

Housing Element Implementation

Table D
Program Implementation Status pursuant to GC Section 65582

Program H-4.1: Expand Housing Opportunities	Work with local nonprofits and public and private sponsors to expand housing opportunities for lower-income households and special needs persons to reduce displacement risk for these residents due to overpayment and overcome a shortage of accessible housing and possible overcrowding by increasing housing mobility options. To encourage developers to provide affordable homeownership opportunities, the City will offer incentives, which may include, but are not limited to, fee waivers or deferrals, expedited permit processing, and/or reduced parking requirements based on the bedroom mix of the project. Additionally, the City will offer similar incentives for the construction of new rental housing for special needs groups, including persons with physical and developmental disabilities.	Apply for HOME funds annually, meet with developers annually to discuss the creation of low income ownership units. Provide information on incentives for rental units to interested developers annually.	The City continues to work with Wildomar family housing LP an affirmed housing group out of San Diego on an SB 35 project that will be affordable to lower income households and will provide housing for special needs populations. This SB 35 project by Affirmed Housing was approved in May 2023.
PROGRAM H-5.1:Annual Review of the Housing Element.	The City will review the Housing Element on an annual basis to determine the effectiveness of the Housing Element in achieving goals and objectives. The City will provide annual reports to the Planning Commission and City Council as to the effectiveness of the Housing Element. The City will take actions necessary to correct any inconsistencies. A copy of this report will be sent to the California Department of Housing and Community Development (HCD) and California's Office of Planning and Research (OPR) as required by state law.	Annually, complete by April 1 of each year (starting in April 2022)	The City continues to provide annual reports to the Planning Commission and City Council as to the effectiveness of the Housing Element.
PROGRAM H-6.1:Development Review and Processing Procedures	The City will continually seek to improve its development review/processing procedures to minimize, to the extent possible, the time required for review of development projects. This reduction in time will reduce the cost to developers and may increase the housing production in the city.	Annually review processing procedures and amend as needed.	The City is in the process of updating its Development Code (Zoning Code). As a part of the update process, the City is reviewing all development review/processing procedures. This review look to minimize, to the extent possible, the time required for review of development projects.
PROGRAM H-6.2:Building Code.	As new uniform building codes are adopted by the State of California, the City will review its building codes for current compliance and adopt the necessary revisions to further local development objectives.	Review and update the City's building codes as new codes are adopted by the State of California.	The City adopts all new uniform building codes, as required.

Housing Element Implementation

Table D
Program Implementation Status pursuant to GC Section 65582

PROGRAM H-7.1:Incentives for Development of Housing	The City will offer fast track/priority processing, density bonuses, and fee subsidies (when feasible) to developers proposing new housing, mixed-use, or infill projects affordable to lower-income households, farmworkers, seniors, and other special needs groups, including persons with physical and developmental disabilities. The intent of these incentives is to increase the supply of affordable housing in areas with lower median incomes to reduce displacement risk for these residents and in high resource areas to promote housing mobility through affordable housing near areas of opportunity.	Develop materials to market these incentives by December 2021, distribute annually to developers and post on the City's website.	Wildomar incentivizes development with streamlined processes and density bonuses. This approach is exemplified by Wildomar Cottages Affordable Housing Project, a 130-unit affordable housing project (SB 330) that includes 2 – 4 bedrooms ranging in size from 787 square feet to 1,233 square feet. This SB 330 application was a prelude to the formal SB 35 affordable housing project application that was formally submitted to the Planning Division on February 16, 2023. Utilizing a density bonus and parking reduction, the project will provide housing for low-income families, with 26 units reserved for extremely low- and very low-income households and 101 units for low-income households for a 55-year period.
PROGRAM H-8.1:Density Bonus	To comply with California Government Code Section 65915, as revised, the City of Wildomar will amend its Wildomar Municipal Code to be consistent with state density bonus law.	Amend Wildomar Municipal Code by December 2022.	The City amended the Wildomar Municipal Code in March 2023 to comply with state law.

Housing Element Implementation

Table D
Program Implementation Status pursuant to GC Section 65582

PROGRAM H-9.1:Accessory Dwelling Units	The City will amend the Wildomar Municipal Code to clarify that Accessory Dwelling Units (ADU) are permitted in all zones that permit single-family or multi-family uses, in accordance with California Government Code Section 65852.2. The City will promote ADU development by providing guidance and educational materials on the City's website and will promote these materials in high resource areas and areas dominated by low-density residential development to encourage affordable housing in areas of high opportunity to reduce displacement risk and improve access to opportunity and services. Information will include the advantages of building ADU's, including permitting procedures and construction resources. The City will also work with City Council to identify possible incentives for the development of ADU's.	Amend Wildomar Municipal Code by June 2022.	The City amended the Wildomar Municipal Code in March 2023 to comply with state law.
PROGRAM H-10.1:Priority for Affordable Projects	Give priority to permit processing for projects providing affordable housing when requested. Expand application of processing priority to projects providing housing for seniors and other special needs groups, including persons with physical and developmental disabilities, large families, extremely low-income households, farmworker housing, and homeless.	As projects are approved through the Planning Department	As projects come forward the City will continue to provide priority permit processing for affordable housing projects.

Housing Element Implementation

Table D
Program Implementation Status pursuant to GC Section 65582

PROGRAM H-11.1:Extremely Low-Income Households.	California Government Code Section 65583(a) requires the City to identify zoning to encourage and facilitate housing suitable for extremely low-income households, such as supportive housing and single-room occupancy units. Housing for extremely low-income households will provide affordable housing for persons at risk of homelessness to minimize displacement risk. The City encourages the development of housing for extremely low-income households through a variety of activities, such as performing outreach to housing developers on at least an annual basis, providing financial (when feasible) or in-kind technical assistance or land write-downs, providing expedited processing, identifying grant and funding opportunities, applying for or supporting applications for funding on an ongoing basis, reviewing and prioritizing local funding at least twice in the planning period, and/or offering additional incentives beyond the density bonus.	Reach out to housing developers annually and as projects are processed through the Planning Department.	The City did not have any projects in 2023 that included units affordable to extremely low- income households. However, the Wildomar Cottages Affordable Housing Project, a 130-unit affordable housing project has 128-units affordable to very low- and low- income households.
PROGRAM H-11.2:Residential Care Facilities	The City will explore amending provisions in the Wildomar Municipal Code to allow State-licensed residential care facilities for seven or more persons only subject to those restrictions that apply to residential uses in the same zone or otherwise amending the Wildomar Municipal Code to make it easier to locate a State-licensed residential care facility for seven or more persons in the City. Residential care facilities would still be subject to state licensing. Increasing the areas in which large residential care facilities are allowed would assist in creating housing for special needs groups near services; the City will encourage developers to site residential care facilities near high resource areas to improve access to services for this population and to reduce displacement risk for these residents by increasing the supply of suitable housing options in the city.	Identify if barriers exist to development of residential care facilities for seven or more persons by December 2021 and amend the Wildomar Municipal Code by July 2022 if needed.	The City amended the Wildomar Municipal Code in March 2023 to comply with state law.

Housing Element Implementation

Table D
Program Implementation Status pursuant to GC Section 65582

PROGRAM H-11.3:Persons with Developmental Disabilities	The City will work with the Inland Regional Center to implement an outreach program that informs families within the City about housing and services available for persons with developmental disabilities. The program could include developing an informational brochure, posting information about services on the City's website, and/or providing housing-related training for individuals/families through workshops.	The City will continue its current outreach program with a nonprofit homeless provider and will meet bi-annually. The city will work with the Inland Regional Center to discuss opportunities for persons with developmental disabilities.	The City has not worked with the Inland Regional Center to implement an outreach program.
PROGRAM H-11.4:Farmworker Housing.	The City will amend the Wildomar Municipal Code to treat employee/farmworker housing that serves six or fewer persons as a single-family structure and permit it in the same manner as other single-family structures of the same type within the same zone across all zones that allow single-family residential uses. The amendment will also treat employee/farmworker housing consisting of no more than 12 units or 36 beds as an agricultural use and permit it in the same manner as other agricultural uses in the same zone, in compliance with the California Employee Housing Act (Health and Safety Code Sections 17021.5 and 17021.6). The City will also remove the Farm Labor Camp, Migrant Agricultural Workers Mobile Home Park, and Agricultural Mobile Home uses from the Wildomar Municipal Code as employee/farmworker housing will replace the Farm Labor Camp and mobile homes and mobile home parks for farmworkers are treated the same as any other mobile home or mobile home park in the City.	Amend the Wildomar Municipal Code by June 2022.	In 2022, the City amended the Wildomar Municipal Code to allow residential care facilities for 7 or more persons consistent with state law.
PROGRAM H-12.1:Regional Homeless Issues.	The City of Wildomar participates in a regional partnership with the Western Riverside Council of Governments and four other southwest cities in Riverside County to address homelessness in the region. The City will continue to participate and engage in this process to identify actions Wildomar can take to address the homelessness issue.	Meet quarterly with members of the regional homeless partnership.	The City is in the process of updating the Wildomar Development Code (Zoning Code) and will ensure compliance with California Employee Housing Act (Health and Safety Code Sections 17021.5 and 17021.6).

Housing Element Implementation

Table D
Program Implementation Status pursuant to GC Section 65582

PROGRAM H-13.1:Homeless Housing	The City will amend the Wildomar Municipal Code to allow low-barrier navigation centers for the homeless by right in zones that allow for mixed-use and nonresidential zones permitting multifamily uses, per California Government Code Section 65662, to improve access to services for persons experiencing, or at risk of, homelessness. The City will also allow sufficient parking to accommodate all staff working in the emergency shelter, provided that the standards do not require more parking for emergency shelters than other residential or commercial uses within the same zone, in compliance with Government Code Section 65583(a)(4)(A)(ii)). The City will work with developers to identify potential sites for emergency shelters and low barrier navigation centers in high resource areas to improve access to services and mobility for persons experiencing homelessness.	Amend the Wildomar Municipal Code by January 2022.	The City continues to meet quarterly with WRCOG and SWAG to apply for funding monies.
PROGRAM H-14.1:Rehabilitation Program.	The City will pursue grant opportunities to create a rehabilitation program. The City will apply for HOME, CalHome, and CDBG, as well as promote Section 504 Home Repair Program loans and grants to provide housing rehabilitation loans and weatherization services for lower-income households and will work with the County to obtain available redevelopment agency funds to be used, as available, for place-based revitalization in areas with concentrated poverty or rehabilitation need. Targeted efforts to improve housing conditions in areas of need will assist in reducing displacement risk for these residents by improving living conditions and enabling them to stay in their home and community.	Starting in 2021, annually apply for funding as Notices of Funding Availability are released; meet with the County annually to assess availability of redevelopment agency funds.	The City has not applied for funding to create a rehab program.

Housing Element Implementation

Table D
Program Implementation Status pursuant to GC Section 65582

PROGRAM H-15.1:Code Enforcement.	The City's Code Enforcement staff is responsible for ensuring compliance with building and property maintenance codes. Code Enforcement handles complaints on a reactive basis and deals with a variety of issues, including property maintenance, abandoned vehicles, and housing conditions. The City will continue to use Code Enforcement, as well as Building Department staff to ensure compliance with building and property maintenance codes. The Code Enforcement program is complaint-based. The City will also develop an enforcement program to prevent displacement or mitigate through funding for rehabilitation assistance (Program H-15.1) and assistance with relocation costs for lower-income households.	Develop a program to reduce displacement risk as a result of code enforcement within one year of Housing Element adoption; conduct code enforcement on an ongoing basis.	As of 2023, the City does not have a separate housing division and therefore relies on the County's rehabilitation program and provides fliers regarding the program at City Hall. The City had 691 code violations in 2023.
PROGRAM H-16.1:Preservation of At-Risk Housing Units	State law requires jurisdictions to provide a program in their Housing Elements to preserve publicly assisted affordable housing projects at risk of converting to market-rate housing. The City will contact property owners of units at risk of converting to market-rate housing within one year of affordability expiration to discuss the City's desire to preserve complexes as affordable housing. Participation from agencies interested in purchasing and/or managing at-risk units will be sought. Coordinate with owners of expiring subsidies to ensure tenants receive the required notices at 3 years, 6 months, and 12 months, per California law. The City will work with tenants to provide education regarding tenant rights and conversion procedures pursuant to California law. The City shall contact the Fair Housing Council of Riverside County to assist renters.	Annually monitor units at risk of converting. Coordinate noticing as required per California law.	The City does not have any units at-risk of converting to market rate. The one affordable housing project funded with LIHTC, Wildomar Senior Leisure Living, does not expire until 2053.

Housing Element Implementation

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Program Implementation Status pursuant to GC Section 65582

PROGRAM H-17.1:Fair Housing	Assign a point person to refer individuals, developers, landlords, and any other interested persons to the Fair Housing Council of Riverside County. Promote the availability of this service and other fair housing information on the City's website. Meet annually with fair housing service providers and enforcement organizations. invite fair housing service providers to present annually at Planning Commission and City Council hearings, hold a resource fair for residents, hold a meeting to establish connections between fair housing providers and other community service providers and property managers and landlords. Meet with developers within one year of Housing Element adoption to identify mechanisms to encourage construction of housing units with three or more bedrooms. Review and revise development standards and processes within two years of meeting with developers. Ensure that public outreach is accessible to all people. Conduct targeted outreach to underrepresented groups by recruiting them to participate in the public outreach process. Provide biannual training for landlords on fair housing responsibilities, source of income discrimination and other discriminatory practices. Provide landlord incentives for Housing Choice Voucher distribution. Meet with disability service providers to identify whether there is unmet demand anywhere. If an unmet demand is realized, work with providers to secure funding to expand services by March 2023. Meet with school districts. Meet annually with the Riverside Transit Agency. Work with developers to encourage transit access be included in new projects. Develop a targeted program to connect lower-income residents with affordable homeownership and rental opportunities. Review open space requirements for new developments and revise as necessary to ensure all new	Refer to each strategy in the AFFH program for specific timeframes	Wildomar prioritizes fair housing and diverse housing options: 1. Fair housing concerns: While none were reported in 2023, the City promptly refers complaints to Riverside County. 2. Larger households: Wildomar Cottages (SB 330) offers 2-4 bedroom units to address family needs. 3. Multilingual accessibility: Translation services are readily available for public outreach. 4. New school: Wildomar Meadows includes a new school, supporting growing families. 5. Public transit: City collaborates with Eleanor School and Riverside Transit Agency to assess unmet needs. 6. Open space accessibility: Envision Wildomar 2050 reviews open space requirements in new developments.

Housing Element Implementation

Table D
Program Implementation Status pursuant to GC Section 65582

PROGRAM H-18.1:Mortgage Credit Certificate Program	Refer eligible residents to the Riverside County Mortgage Credit Certificate Program for assistance. Promote the availability of this program by posting it on the City's website and in City buildings as well as by providing materials with information on this and other programs to provide to affordable housing providers to distribute to lower-income households that they work with.	Develop informational materials to distribute and post on the City's website by October 2021.	As contacted, the City continues to refer interested residents to the County's Mortgage Credit Certificate Program.
PROGRAM H-18.2:First-Time Homebuyer Program.	Consider the implementation of a First-Time Homebuyer Program to provide down-payment and closing-cost assistance to low-income first-time homebuyers. In order to reduce displacement risk of prospective first-time homebuyers being priced out of the community, the City will promote the availability of this program in areas with concentrations of renters, particularly low-income renters.	Consider applying for funding annually to establish a program	The City continues to direct interested residents to the County's First-Time Home Buyer program.
PROGRAM H-19.1:Acquisition/Rehabilitation.	The City will meet with public and/or private sponsors to discuss creating a partnership for the acquisition/rehabilitation of existing multifamily units to be converted to senior housing and housing for persons with disabilities, with a portion of the units required to be reserved for households with lower incomes to increase the supply of units for these populations and thus reduce displacement that may occur due to a shortage of suitable housing.	Meet with sponsors within one year of Housing Element adoption to assess interest in creating a partnership	The City does not have any units at-risk of converting to market rate. The one affordable housing project funded with LIHTC, Wildomar Senior Leisure Living, does not expire until 2053.

Housing Element Implementation

Table D
Program Implementation Status pursuant to GC Section 65582

PROGRAM H-20.1:Promote Energy Conservation.	The City will promote energy efficiency in existing housing and new development by: •Annually reviewing local building codes to ensure consistency with State-mandated green buildings standards. •Partnering with Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas) to promote energy-saving programs, such as the residential Multifamily Energy Efficiency Rebate program and the heating and cooling rebate program, available to SCE and SoCalGas residential customers. •Encouraging developers to be innovative in designing energy-efficient homes and improving the energy efficiency of new construction. •Promote the Low-Income Home Energy Assistance Program (LIHEAP) to assist low-income residents with one-time energy bill payments and home weatherization services for improved energy efficiency and health and safety. •Promote California's Low-Income Weatherization Program which provides low-income households with solar photovoltaic (PV) systems and energy efficiency upgrades at no cost to residents.	Make information available on the City's website and in public places, such as the library and City Hall, by January 2022.	The City adopted the new California building codes in November 2022 and plans to add the energy conservation programs to website by 2024.

ATTACHMENT B

2013-2021 Adopted/Certified
Housing Element Document



CITY OF
WILDOMAR

2021-2029 HOUSING ELEMENT

Adopted By City Council on October 13, 2021

HCD Certified on January 10, 2022

PLACEWORKS



PLACEWORKS

CITY OF WILDOMAR
2021-2029 HOUSING ELEMENT

Adopted | October 13, 2021

Prepared By: PlaceWorks

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APPENDICES

Appendix A – Housing Needs Assessment

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INTRODUCTION

The City of Wildomar's Housing Element identifies and establishes the City's policies with respect to meeting the needs of existing and future residents in the city. It establishes policies that will guide City decision-making and sets forth an action plan to implement its housing goals. The commitments are in furtherance of the statewide housing goal of early attainment of decent housing and a suitable living environment for every California family, as well as a reflection of the concerns unique to the City of Wildomar.

PURPOSE

The purpose of the Housing Element is to identify housing solutions that solve our local housing problems and to meet or exceed the regional housing needs allocation. The City recognizes that housing is a need that is met through many resources and interest groups. This Housing Element establishes the local goals, policies, and actions (programs) the City will implement and/or facilitate to solve our identified housing issues.

State Housing Element law requires the Housing Element to be consistent and compatible with other General Plan elements. The Housing Element should provide clear policy direction for making decisions pertaining to zoning, subdivision approval, housing allocations, and capital improvements. State law (California Government Code Sections 65580 through 65589) mandates the content of the Housing Element and requires an analysis of:

- Population and employment trends
- The City's fair share of the regional housing needs
- Household characteristics
- An inventory of land suitable for residential development
- Governmental and non-governmental constraints on the improvement, maintenance, and development of housing
- Special housing needs
- Opportunities for energy conservation
- Publicly assisted housing developments that may convert to non-assisted housing developments

The purpose of these requirements is to develop an understanding of the existing and projected housing needs within the community and to set forth policies and schedules promoting the preservation, improvement, and development of diverse housing types available at a range of costs in Wildomar.

GENERAL PLAN CONSISTENCY

State law requires that "the general plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies." The purpose of requiring internal consistency is to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement, and development of housing within the city. All elements of the Wildomar General Plan have been reviewed for consistency in coordination with the update to the Housing Element. The City will continue to review and revise the Housing Element as necessary, to maintain General Plan consistency.

Concurrently with the Housing Element update the City is evaluating and amending as needed the Safety and Conservation Elements of the General Plan to include analysis and policies regarding flood hazard and management information, per Assembly Bill (AB) 162 (California Government Code Section 65302). Additionally, the City is aware of Government Code Section 65302(h) requirements related to environmental justice and are addressing the requirements along with the Housing Element update.

REGIONAL HOUSING NEEDS ALLOCATION

The first step in addressing state housing needs is the Regional Housing Needs Plan, which is mandated by the State of California (California Government Code Section 65584) and requires regions to address housing issues and needs based on future growth projections for the area. The California Department of Housing and Community Development (HCD) allocates regional housing needs numbers to regional councils of governments throughout the state. The Regional Housing Needs Plan for Riverside County is developed by the Southern California Association of Governments (SCAG) and allocates to cities and the unincorporated county their "fair share" of the region's projected housing needs, also known as the Regional Housing Needs Allocation (RHNA). The Regional Housing Needs Plan allocates the RHNA based on household income groupings over the five-year planning period for each specific jurisdiction's Housing Element.

On March 4, 2021, SCAG adopted the Final RHNA Plan for the 2021-2029 planning period. The allocation for the City of Wildomar is a total of 2,715 housing units. The City must identify sites to accommodate these units in the Housing Element. The breakdown of this allocation by income category is shown in **Table H-1**.

TABLE H-1: 2021-2029 REGIONAL HOUSING NEED

Income Category	Income Range [1]	2021-2029 RHNA
Extremely Low [2]	$0–$26,200	399
Very Low	$26,201–$37,650	399
Low	$37,651–$60,250	450
Moderate	$60,251–$90,350	434
Above Moderate	$90,351 or more	1,033
Total	**–**	**2,715**

Source: SCAG, March 2021

[1]. Based on a four-person household.

[2]. It is assumed that 50% of the very low-income unit allocation will be for extremely low-income households.

HOUSING GOALS, POLICIES, AND PROGRAMS

An important component of the Housing Element is the City's description of what it hopes to achieve during the current planning period. This is accomplished with a statement of the City's goals, policies, programs, and quantified objectives relative to the maintenance, preservation, improvement, and development of housing to meet the present and future needs of all economic segments of the population.

GOAL H-1: Assist in the development of adequate housing to meet the city's fair share of the region's housing needs for all economic segments of the population.

ADEQUATE HOUSING

POLICY H-1: **Ensure there is a sufficient supply of multifamily and single-family zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA).**

PROGRAM H-1.1: **Updated Available Sites Inventory.** The City will monitor the Available Sites Inventory annually as projects are processed through the Planning Department to ensure sufficient capacity is maintained to accommodate the City's remaining RHNA numbers.

Responsible Agency: Planning Department

Time Frame: Update the Available Sites Inventory on an annual basis

Funding Source: General Fund

PROGRAM H-1.2: **Large Sites.** The City will provide for the inclusion of mixed-income housing in future new growth areas of the city through development agreements, specific plans, and other mechanisms. To facilitate the development of affordable housing on parcels (that can accommodate 50 to 150 units), the City will routinely give high priority to processing subdivision maps that include affordable housing units. Also, an expedited review process will be available for the subdivision of larger sites into buildable lots where the development application can be found consistent with the General Plan, applicable Specific Plan, and master environmental impact report.

The City will offer the following incentives for the development of affordable housing on large sites, which may include, but is not limited to:

- Streamlining and expediting the approval process for land division for projects that include affordable housing units,
- Ministerial review of lot line adjustments,
- Deferral of fees related to the subdivision for projects affordable to lower-income households, and
- Providing technical assistance to acquire funding.

Responsible Agency: Planning and Public Works Departments

Time Frame: Develop incentive program by April 2022 and provide incentives as projects are submitted.

Funding Source: General Fund, developer fees

PROGRAM H-1.3: Mixed-Use Development. To promote mixed-use development, the City will provide regulatory and financial incentives to increase the probability that residences will be constructed on mixed-use sites. The City will offer the following regulatory and financial incentives, including, but not limited to, financial assistance (based on availability of federal, state, local, and private housing funds), expedited development review, streamlined development application processing, modification of development requirements, such as reduced parking standards for seniors and special needs housing on a case-by-case basis.

Responsible Agency: Planning Department

Time Frame: The City will work with developers to provide regulatory incentives, including fee deferments and flexible development standards as projects are submitted to the Planning Department.

Funding Source: General Fund

PROGRAM H-1.4: Zoning Consistency. The City will review and rezone sites assumed to meet the moderate and above moderate RHNA (Table HNA-24) to ensure zoning and general plan designations are compatible.

Responsible Agency: Planning Department

Time Frame: Concurrent with the Housing Element update and will continue to review and rezone as needed by October 2023.

Funding Source: General Fund, SB2

POLICY H-2: Establish and maintain accurate planning and demographic data using GIS (geographic information systems).

PROGRAM H-2.1: Strategic Planning Opportunities. Use the City's GIS to facilitate preliminary strategic planning studies to identify vacant or underutilized commercial properties for infill construction or adaptive reuse in high-density areas. The City will identify the sites with GIS and do a visual assessment to confirm their current use.

Responsible Agency: Planning Department

Time Frame: Identify vacant or underutilized commercial land by June 2022, update annually thereafter.

Funding Source: General Fund

POLICY H-3: Facilitate the development of affordable housing by providing, when feasible, appropriate financial and regulatory incentives.

PROGRAM H-3.1: Multifamily Development. To assist in the development of affordable housing, the City will continue to offer density bonuses (consistent with State Law) as well as assist interested developers to apply for government financing and/or other government subsidies, assist interested developers in acquiring surplus government land suitable for multifamily development, expedite permit processing, consider reducing parking standards and lot sizes, and consider waiving impact fees for extremely low-, very low-, and low-income dwelling units (these actions identified are not limited to density bonuses).

Responsible Agency: Planning, Public Works, and Building and Safety Departments

Time Frame: Publish informational materials on density bonuses to be distributed to developers annually and posted on the City's website. Allow density bonuses on an ongoing basis as eligible projects are proposed.

Funding Source: General Fund

Quantified Objective: 150 lower-income units, 50 of these in highest resource areas

PROGRAM H-3.2: Assistance with Affordable Projects. To assist with the development of affordable housing, when funding is available, the City shall:

- Offer assistance with land acquisition and off-site infrastructure improvements,

- Provide assistance with securing federal or state housing financing resources for affordable housing projects, and
- As funding is available, provide financial support for production and subsidization of low- and moderate-income housing, including housing for persons with special needs and developmental disabilities, with affordability requirements.

Additionally, the City will publish and make available, to developers, housing development agencies, and City residents, the City's Housing Element and updates and annual reports to ensure that the development community (both nonprofit and for-profit) is aware of the housing programs, technical assistance, and available funding. The purpose of these actions will be to increase the supply of affordable housing both in areas with lower-median incomes and concentrated poverty to reduce displacement risk due to cost and in high resource areas to promote housing mobility opportunities.

Responsible Agency: Planning Department

Time Frame: Meet with developers and non-profits annually to discuss affordable housing opportunities and assist with recommendation letters, regulatory assistance, or other appropriate actions as projects are processed through the Planning Department. Make the Housing Element and associated information available to developers within two months of adoption.

Funding Source: Utilize public financing tools when available, including, but not limited to, multifamily revenue bonds, the Community Development Block Grant (CDBG) Housing Loan Fund, and HOME funds, to provide low-interest loans, and where feasible, leverage other state and federal financing obtained by the developer (e.g., Low-Income Housing Tax Credits, California Housing Finance Agency (CalHFA) multifamily housing assistance programs, HCD Multifamily Housing Loans), and other available financing.

Quantified Objective: 200 units, encourage half of these in highest resource areas, near schools north of I-15, and near transit and 50 in areas with higher rates of poverty near the City of Lake Elsinore-City of Wildomar boundary

POLICY H-4: To the extent resources are available, assist in the provision of homeownership assistance for lower- and moderate-income households.

Program H-4.1: Expand Housing Opportunities. Work with local nonprofits and public and private sponsors to expand housing opportunities for lower-income households and special needs persons to reduce displacement risk for these residents due to overpayment and overcome a shortage of accessible housing and possible

overcrowding by increasing housing mobility options. To encourage developers to provide affordable homeownership opportunities, the City will offer incentives, which may include, but are not limited to, fee waivers or deferrals, expedited permit processing, and/or reduced parking requirements based on the bedroom mix of the project. Additionally, the City will offer similar incentives for the construction of new rental housing for special needs groups, including persons with physical and developmental disabilities.

Responsible Agency: Planning and Administrative Services Departments

Time Frame: Apply for HOME funds annually, meet with developers annually to discuss the creation of low income ownership units. Provide information on incentives for rental units to interested developers annually.

Funding Source: HOME funds, other funding sources

Quantified Objective: 40 units, encourage25 of these in high resource areas and near services

GOAL H-2: Where appropriate, mitigate governmental constraints to the maintenance, improvement, and development of housing.

GOVERNMENTAL CONSTRAINTS

POLICY H-5: **Consistently monitor and review the effectiveness of the Housing Element programs and other City activities in addressing the housing need.**

PROGRAM H-5.1: **Annual Review of the Housing Element.** The City will review the Housing Element on an annual basis to determine the effectiveness of the Housing Element in achieving goals and objectives. The City will provide annual reports to the Planning Commission and City Council as to the effectiveness of the Housing Element. The City will take actions necessary to correct any inconsistencies. A copy of this report will be sent to the California Department of Housing and Community Development (HCD) and California's Office of Planning and Research (OPR) as required by state law.

Responsible Agency: Planning Department

Time Frame: Annually, complete by April 1 of each year (starting in April 2022)

Funding Source: General Fund

POLICY H-6: **Periodically review the City's regulations, ordinances, and development fees/exactions to ensure they do not unduly constrain the production, maintenance, and improvement of housing.**

PROGRAM H-6.1: **Development Review and Processing Procedures.** The City will continually seek to improve its development review/processing procedures to minimize, to the extent possible, the time required for review of development projects. This reduction in time will reduce the cost to developers and may increase the housing production in the city.

Responsible Agency: Planning Department

Time Frame: Annually review processing procedures and amend as needed.

Funding Source: General Fund

PROGRAM H-6.2: **Building Code.** As new uniform building codes are adopted by the State of California, the City will review its building codes for current compliance and adopt the necessary revisions to further local development objectives.

Responsible Agency: Building and Safety Department

Time Frame: Review and update the City's building codes as new codes are adopted by the State of California.

Funding Source: General Fund

POLICY H-7: **Provide streamlined processing of residential projects to minimize time and costs to encourage housing production.**

PROGRAM H-7.1: **Incentives for Development of Housing.** The City will offer fast track/priority processing, density bonuses, and fee subsidies (when feasible) to developers proposing new housing, mixed-use, or infill projects affordable to lower-income households, farmworkers, seniors, and other special needs groups, including persons with physical and developmental disabilities. The intent of these incentives is to increase the supply of affordable housing in areas with lower median incomes to reduce displacement risk for these residents and in high resource areas to promote housing mobility through affordable housing near areas of opportunity.

Responsible Agency: Planning and Public Works Departments

Time Frame: Develop materials to market these incentives by December 2021, distribute annually to developers and post on the City's website.

Funding Source: Where feasible, leverage state and federal financing, including Low-Income Housing Tax Credits, CalHFA multifamily housing assistance programs, HCD Multifamily Housing Loans, CDBG funds, HOME funds, and other available financing.

Quantified Objective: 75 units, of these, 50 in areas with higher rates of poverty and 15 in high resource areas

POLICY H-8: Grant density bonuses to encourage the development of affordable housing.

PROGRAM H-8.1: Density Bonus. To comply with California Government Code Section 65915, as revised, the City of Wildomar will amend its Wildomar Municipal Code to be consistent with state density bonus law.

Responsible Agency: Planning Department

Time Frame: Amend Wildomar Municipal Code by December 2022.

Funding Source: General Fund

POLICY H-9: Allow for the development of Accessory Dwelling Units (ADU's) as an affordable housing option.

PROGRAM H-9.1: Accessory Dwelling Units. The City will amend the Wildomar Municipal Code to clarify that Accessory Dwelling Units (ADU) are permitted in all zones that permit single-family or multi-family uses, in accordance with California Government Code Section 65852.2. The City will promote ADU development by providing guidance and educational materials on the City's website and will promote these materials in high resource areas and areas dominated by low-density residential development to encourage affordable housing in areas of high opportunity to reduce displacement risk and improve access to opportunity and services. Information will include the advantages of building ADU's, including permitting procedures and construction resources. The City will also work with City Council to identify possible incentives for the development of ADU's.

Responsible Agency: Planning Department

Time Frame: Amend Wildomar Municipal Code by June 2022.

Funding Source: General Fund

Quantified Objective: 11 ADU's, of these 5 in high resource areas to promote mobility options

GOAL H-3: Address the housing needs of special needs population groups.

SPECIAL NEEDS GROUPS

POLICY H-10: **Encourage housing developers to produce affordable units by providing assistance and incentives for projects that include new affordable units available to lower- and moderate-income households and/or special needs housing.**

PROGRAM H-10.1: **Priority for Affordable Projects.** Give priority to permit processing for projects providing affordable housing when requested. Expand application of processing priority to projects providing housing for seniors and other special needs groups, including persons with physical and developmental disabilities, large families, extremely low-income households, farmworker housing, and homeless.

Responsible Agency: Planning and Building Departments

Time Frame: As projects are approved through the Planning Department

Funding Source: Where feasible, leverage state and federal financing, including Low-Income Housing Tax Credits, CalHFA multifamily housing assistance programs, HCD Multifamily Housing Loans, CDBG funds, HOME funds, and other available financing.

POLICY H-11: **Promote the development of housing for special needs groups, such as housing for seniors, housing for persons with physical, developmental, or mental disabilities, farmworker housing, housing for extremely low-income persons, homeless, and housing for large households.**

PROGRAM H-11.1: **Extremely Low-Income Households.** California Government Code Section 65583(a) requires the City to identify zoning to encourage and facilitate housing suitable for extremely low-income households, such as supportive housing and single-room occupancy units. Housing for extremely low-income households will provide affordable housing for persons at risk of homelessness to minimize displacement risk. The City encourages the development of housing for extremely low-income households through a variety of activities, such as performing outreach to housing developers on at least an annual basis, providing financial (when feasible) or in-kind technical assistance or land write-downs, providing expedited processing, identifying grant and funding opportunities, applying for or supporting applications for funding on an ongoing basis, reviewing and prioritizing local funding at least twice in the planning period, and/or offering additional incentives beyond the density bonus.

Responsible Agency: Planning Department

Time Frame: Reach out to housing developers annually and as projects are processed through the Planning Department.

Funding Source: General Fund

Quantified Objective: 45 housing units for extremely low-income households in areas of concentrated poverty to reduce displacement risk

PROGRAM H-11.2: Residential Care Facilities. The City will explore amending provisions in the Wildomar Municipal Code to allow State-licensed residential care facilities for seven or more persons only subject to those restrictions that apply to residential uses in the same zone or otherwise amending the Wildomar Municipal Code to make it easier to locate a State-licensed residential care facility for seven or more persons in the City. Residential care facilities would still be subject to state licensing. Increasing the areas in which large residential care facilities are allowed would assist in creating housing for special needs groups near services; the City will encourage developers to site residential care facilities near high resource areas to improve access to services for this population and to reduce displacement risk for these residents by increasing the supply of suitable housing options in the city.

Responsible Agency: Planning and Building and Safety Departments

Time Frame: Identify if barriers exist to development of residential care facilities for seven or more persons by December 2021 and amend the Wildomar Municipal Code by July 2022 if needed.

Funding Source: General Fund

Quantified Objective: 6 residential care facility units in high resource areas

PROGRAM H-11.3: Persons with Developmental Disabilities. The City will work with the Inland Regional Center to implement an outreach program that informs families within the City about housing and services available for persons with developmental disabilities. The program could include developing an informational brochure, posting information about services on the City's website, and/or providing housing-related training for individuals/families through workshops.

Responsible Agency: Planning and Building Administration

Time Frame: The City will continue its current outreach program with a nonprofit homeless provider and will meet bi-annually. The city will work with the Inland Regional Center to discuss opportunities for persons with developmental disabilities.

Funding Source: General Fund, CDBG, ESG and Measure AA

PROGRAM H-11.4: Farmworker Housing. The City will amend the Wildomar Municipal Code to treat employee/farmworker housing that serves six or fewer persons as a single-family structure and permit it in the same manner as other single-family structures of the same type within the same zone across all zones that allow single-family residential uses. The amendment will also treat employee/farmworker housing consisting of no more than 12 units or 36 beds as an agricultural use and permit it in the same manner as other agricultural uses in the same zone, in compliance with the California Employee Housing Act (Health and Safety Code Sections 17021.5 and 17021.6). The City will also remove the Farm Labor Camp, Migrant Agricultural Workers Mobile Home Park, and Agricultural Mobile Home uses from the Wildomar Municipal Code as employee/farmworker housing will replace the Farm Labor Camp and mobile homes and mobile home parks for farmworkers are treated the same as any other mobile home or mobile home park in the City.

Responsible Agency: Planning and Building and Safety Departments

Time Frame: Amend the Wildomar Municipal Code by June 2022.

Funding Source: General Fund

POLICY H-12: Participate regionally in addressing homeless issues.

PROGRAM H-12.1: Regional Homeless Issues. The City of Wildomar participates in a regional partnership with the Western Riverside Council of Governments and four other southwest cities in Riverside County to address homelessness in the region. The City will continue to participate and engage in this process to identify actions Wildomar can take to address the homelessness issue.

Responsible Agency: Planning and Administrative Services Departments

Time Frame: Meet quarterly with members of the regional homeless partnership.

Funding Source: General Fund

POLICY H-13: **Allow transitional and supportive housing and emergency/homeless housing in appropriate zoning districts.**

PROGRAM H-13.1: **Homeless Housing.** The City will amend the Wildomar Municipal Code to allow low-barrier navigation centers for the homeless by right in zones that allow for mixed-use and nonresidential zones permitting multifamily uses, per California Government Code Section 65662, to improve access to services for persons experiencing, or at risk of, homelessness. The City will also allow sufficient parking to accommodate all staff working in the emergency shelter, provided that the standards do not require more parking for emergency shelters than other residential or commercial uses within the same zone, in compliance with Government Code Section 65583(a)(4)(A)(ii)). The City will work with developers to identify potential sites for emergency shelters and low barrier navigation centers in high resource areas to improve access to services and mobility for persons experiencing homelessness.

Responsible Agency: Planning and Administrative Services Departments

Time Frame: Amend the Wildomar Municipal Code by January 2022.

Funding Source: General Fund

Quantified Objective: 1 low barrier navigation center in an area with concentrated poverty and/or homeless persons

GOAL H-4: Conserve and improve the condition of the housing stock, particularly affordable housing.

CONSERVATION AND IMPROVEMENT OF HOUSING STOCK

POLICY H-14: **Pursue all available federal and state funds to establish a housing rehabilitation program.**

PROGRAM H-14.1: **Rehabilitation Program.** The City will pursue grant opportunities to create a rehabilitation program. The City will apply for HOME, CalHome, and CDBG, as well as promote Section 504 Home Repair Program loans and grants to provide housing rehabilitation loans and weatherization services for lower-income households and will work with the County to obtain available redevelopment agency funds to be used, as available, for place-based revitalization in areas with concentrated poverty or rehabilitation need. Targeted efforts to improve housing

conditions in areas of need will assist in reducing displacement risk for these residents by improving living conditions and enabling them to stay in their home and community.

Responsible Agency: Planning and Administrative Services Departments

Time Frame: Starting in 2021, annually apply for funding as Notices of Funding Availability are released; meet with the County annually to assess availability of redevelopment agency funds.

Funding Source: HOME

Quantified Objective: Rehabilitation of 30 housing units, 15 of these in areas of concentrated poverty such as the area adjacent to the City of Lake Elsinore

POLICY H-15: Concentrate rehabilitation assistance and code enforcement efforts in areas that have a concentration of older and/or substandard residential structures.

PROGRAM H-15.1: Code Enforcement. The City's Code Enforcement staff is responsible for ensuring compliance with building and property maintenance codes. Code Enforcement handles complaints on a reactive basis and deals with a variety of issues, including property maintenance, abandoned vehicles, and housing conditions. The City will continue to use Code Enforcement, as well as Building Department staff to ensure compliance with building and property maintenance codes. The Code Enforcement program is complaint-based. The City will also develop an enforcement program to prevent displacement or mitigate through funding for rehabilitation assistance (**Program H-15.1**) and assistance with relocation costs for lower-income households.

Responsible Agency: Building and Safety and Code Enforcement Departments

Time Frame: Develop a program to reduce displacement risk as a result of code enforcement within one year of Housing Element adoption; conduct code enforcement on an ongoing basis.

Funding Source: General Fund

Quantified Objective: Conservation of 30 housing units, 15 of these in areas of concentrated poverty such as the area adjacent to the City of Lake Elsinore

POLICY H-16: **Preserve the affordability of federal- and state-subsidized units at risk of conversion to market rate or other affordable housing resources.**

PROGRAM H-16.1: **Preservation of At-Risk Housing Units.** State law requires jurisdictions to provide a program in their Housing Elements to preserve publicly assisted affordable housing projects at risk of converting to market-rate housing. The City will contact property owners of units at risk of converting to market-rate housing within one year of affordability expiration to discuss the City's desire to preserve complexes as affordable housing. Participation from agencies interested in purchasing and/or managing at-risk units will be sought. Coordinate with owners of expiring subsidies to ensure tenants receive the required notices at 3 years, 6 months, and 12 months, per California law. The City will work with tenants to provide education regarding tenant rights and conversion procedures pursuant to California law. The City shall contact the Fair Housing Council of Riverside County to assist renters.

Responsible Agency: Planning Department

Time Frame: Annually monitor units at risk of converting. Coordinate noticing as required per California law.

Funding: General Fund

GOAL H-5: Promote equal housing opportunities for all persons regardless of race, age, sexual orientation, religion, or gender.

EQUAL HOUSING OPPORTUNITIES

POLICY H-17: **Continue to support fair housing laws and organizations that provide fair housing information and enforcement.**

PROGRAM H-17.1: **Fair Housing.** To comply with California Government Code Sections 8899.50, 65583(c)(5), 65583(c)(10), 65583.2(a) (AB 686), the City will develop a plan to Affirmatively Further Fair Housing (AFFH). The AFFH Plan shall take actions to address significant disparities in housing access and needs for all persons regardless of race, color, religion, sex, gender, sexual orientation, marital status, national origin, ancestry, familial status, source of income, or disability, and any other characteristic protected by the California Fair Employment and Housing Act (Part 2.8, commencing with Section 12900, of Division 3 of Title 2), Government Code Section 65008, and any other state and federal fair housing and planning law.

Specific actions include:

- Implement Programs H-4.1, H-7.1, and H-11.2 to affirmatively further fair housing, including targeting community revitalization through place-based programs, enhancing mobility between neighborhoods, and developing strategies to reduce displacement risk in areas with a higher concentration of lower-income households and overpayment (e.g. Programs H-4.1 and H-14.1), and facilitating affordable housing in high opportunity areas (e.g. Programs H-9.1 and H-11.1).By December 2021, the City will assign a point person to refer individuals, developers, landlords, and any other interested persons to the Fair Housing Council of Riverside County. Promote the availability of this service and other fair housing information on the City's website.
- Meet annually with fair housing service providers and enforcement organizations to track issues and identify patterns in Wildomar. Possible strategies to improve communication with the public on fair housing rights and resources may include inviting fair housing service providers to present annually at Planning Commission and City Council hearings, hold a resource fair for residents, hold a meeting to establish connections between fair housing providers and other community service providers and property managers and landlords, among other potential strategies.
- Meet with developers within one year of Housing Element adoption to identify mechanisms to encourage construction of housing units with three or more bedrooms. Strategies may include incentives such as fee waivers, parking reductions, or density bonuses. Review and revise development standards and processes within two years of meeting with developers.
- Ensure that public outreach is accessible to all people by offering translation services at all public meetings and workshops, in addition to bilingual written materials.
- Conduct targeted outreach to underrepresented groups by recruiting them to participate in the public outreach process and apply to committees through coordinating with service providers and posting information in grocery stores and public buildings to provide assistance to at least 50 households.
- Provide biannual training for landlords on fair housing responsibilities, source of income discrimination and other discriminatory practices, and the benefits of marketing their housing units to Housing Choice Voucher program participants to encourage landlords in high opportunity areas to register their units with Section 8 providers and expand housing mobility opportunities throughout the City to provide assistance to at least 50 households. Additionally, the City will explore options by 2024 and determine next steps by 202,5 to provide landlord

incentives for Housing Choice Voucher distribution such as cash bonuses and property tax incentives.

- Meet with disability service providers, including the Inland Regional Center, to identify whether there is unmet demand anywhere in the City by March 2022. If an unmet demand is realized, work with providers to secure funding to expand services by March 2023.
- Meet with school districts by June 2022 to assess whether existing and projected need can be accommodated with existing facilities. If not, work with developers in underserved areas to identify sites for new school facilities.
- Meet annually with the Riverside Transit Agency to assess unmet transit needs in the city and expand routes and frequency as needed to connect residents with educational facilities (both for youth and adults), employment centers, medical centers, and other resources and services. If expansion needs are identified, provide technical support to RTA to apply for funding to support infrastructure improvements. Work with developers to encourage transit access be included in new projects.
- By December 2022, develop a targeted program to connect lower-income residents with affordable homeownership and rental opportunities within the City.
- Within one year of Housing Element adoption, review open space requirements for new developments and revise as necessary to ensure all new units have access to outdoor spaces.
- Within 6 months of housing element adoption, provide a link on the City's website to Riverside County's CalWORKs program to assist lower-income households to enter or reenter the workforce.

Responsible Agency: Planning Department

Time Frame: Refer to each strategy in the AFFH program for specific timeframes.

Funding Source: General Fund

POLICY H-18: Support programs that offer low- and moderate-income households the opportunity for homeownership.

PROGRAM H-18.1: Mortgage Credit Certificate Program. Refer eligible residents to the Riverside County Mortgage Credit Certificate Program for assistance. Promote the availability of this program by posting it on the City's website and in City buildings as well as by providing materials with information on this and other programs to provide to

affordable housing providers to distribute to lower-income households that they work with.

Responsible Agency: County of Riverside Economic Development Agency, Planning Department

Time Frame: Develop informational materials to distribute and post on the City's website by October 2021.

Funding Source: General Fund

Quantified Objective: Connect 15 eligible residents with the Mortgage Credit Certificate Program

PROGRAM H-18.2: First-Time Homebuyer Program. Consider the implementation of a First-Time Homebuyer Program to provide down-payment and closing-cost assistance to low-income first-time homebuyers. In order to reduce displacement risk of prospective first-time homebuyers being priced out of the community, the City will promote the availability of this program in areas with concentrations of renters, particularly low-income renters.

Responsible Agency: Planning Department

Time Frame: Consider applying for funding annually to establish a program

Funding Source: HOME funds

Quantified Objective: Provide assistance to 6 low-income first-time homebuyers

POLICY H-19: Expand the availability of affordable and/or special needs housing through acquisition or conversion.

PROGRAM H-19.1: Acquisition/Rehabilitation. The City will meet with public and/or private sponsors to discuss creating a partnership for the acquisition/rehabilitation of existing multifamily units to be converted to senior housing and housing for persons with disabilities, with a portion of the units required to be reserved for households with lower incomes to increase the supply of units for these populations and thus reduce displacement that may occur due to a shortage of suitable housing.

Responsible Agency: Planning Department

Time Frame: Meet with sponsors within one year of Housing Element adoption to assess interest in creating a partnership.

Funding Source: HOME, CDBG

Quantified Objective: Acquire and/or rehabilitate 30 units in areas of with concentrated housing repair need

GOAL H-6: Conserve energy in the development of new housing and the rehabilitation of existing housing.

ENERGY CONSERVATION

POLICY H-20: Encourage the use of energy conservation features in residential construction and remodeling.

PROGRAM H-20.1: Promote Energy Conservation. The City will promote energy efficiency in existing housing and new development by:

- Annually reviewing local building codes to ensure consistency with State-mandated green buildings standards.
- Partnering with Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas) to promote energy-saving programs, such as the residential Multifamily Energy Efficiency Rebate program and the heating and cooling rebate program, available to SCE and SoCalGas residential customers.
- Encouraging developers to be innovative in designing energy-efficient homes and improving the energy efficiency of new construction.
- Promote the Low-Income Home Energy Assistance Program (LIHEAP) to assist low-income residents with one-time energy bill payments and home weatherization services for improved energy efficiency and health and safety.
- Promote California's Low-Income Weatherization Program which provides low-income households with solar photovoltaic (PV) systems and energy efficiency upgrades at no cost to residents.

Responsible Agency: Planning and Building Department, SCE, SoCalGas

Time Frame: Make information available on the City's website and in public places, such as the library and City Hall, by January 2022.

Funding Source: General Fund, SCE, and SoCalGas funding sources

QUANTIFIED OBJECTIVES

Quantified objectives estimate the number of units likely to be constructed, rehabilitated, or conserved/preserved by income level during the planning period. The quantified objectives do not represent a ceiling on development and do not require the City to construct these units, but rather set a target goal for the jurisdiction to achieve based on needs, resources, and constraints. Each quantified objective is detailed by income level, as illustrated in **Table H-2**.

- The **Construction** objective refers to the number of new units that potentially may be constructed using public and/or private sources over the planning period of the Housing Element given the locality's land resources, constraints, and proposed programs.
- The **Rehabilitation** objective refers to the number of existing units expected to be rehabilitated during the Housing Element planning period.
- The **Conservation** objective refers to the preservation of the existing affordable housing stock throughout the Housing Element planning period.

TABLE H-2: QUANTIFIED OBJECTIVES SUMMARY

Task	Income Level				
	Extremely Low	Very Low	Low	Moderate	Above Moderate
RHNA	**399**	**399**	**450**	**434**	**1,033**
New Construction					
Program H-3.1	50	50	50		
Program H-3.2		50	100	50	
Program H-4.1			40	25	
Program H-7.1		25	30	20	
Program H-9.1	2	2	2	5	
Program H-11.1	45				
Program H-11.2			3	3	
Rehabilitation					
Program H-14.1		15	15		
Program H-19.1		15	15		
Conservation					
Program H-15.1	10	10	10		
Total	**107**	**167**	**265**	**103**	**0***

Source: City of Wildomar, March 2021

** It is assumed that the market will address the need for above moderate-income households.*

APPENDIX A

Housing Needs Assessment

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PUBLIC PARTICIPATION

The California Government Code Section 65583(c)(6) requires that local governments make diligent efforts to solicit public participation from all economic segments of the community, especially low-income persons, in the development of the Housing Element. During the preparation of this Housing Element update, public input was actively encouraged in a variety of ways. The element was posted to the City of Wildomar's website, and a hard copy was available for review at City Hall. The draft and final Housing Element were also provided to the California Department of Housing and Community Development (HCD) for review and comment. The City offers translation services as requested. No services were requested as a part of this outreach program

PLANNING COMMISSION STUDY SESSION

On December 2, 2020, the City held a Planning Commission Study Session on the 2021-2029 Housing Element update and invited the public to attend and participate in this virtual event. The City sent a flyer with information about the workshop to local service providers, affordable housing developers, and other community organizations in an effort to reach special needs groups and lower-income households that may not have seen the information posted at City buildings or on the City's website. City staff presented an overview of the Housing Element update process and required contents of the element, discussed early strategies to meet their regional housing need allocation, and solicited feedback from the Planning Commission and community members on these strategies and other housing needs in Wildomar. Commissioners expressed their support for increasing the availability of affordable housing and interest in considering a variety of units, including accessory dwelling units (ADU's) to meet this need. No community members chose to participate during the open discussion and questions portion of the presentation; however, the event was held virtually and is available on the City's website, so residents have ongoing access to this information.

Summaries of the April 21 Planning Commission and May 21 City Council study sessions will be added following each meeting.

AGENCY CONSULTATIONS

To ensure that the City was soliciting feedback from all segments of the community, consultations were conducted with service providers and other stakeholders who represent different socio-economic groups. Between December 2020 and January 2021, the City of Wildomar reached out to 12 stakeholder organizations to offer the opportunity for each to provide on-on-one input on housing needs and programs. Of these 12 organizations, 5 responded and provided input to the City. These included:

- Inland Regional Center – December 15, 2020

- Affordable Housing Clearinghouse – December 16, 2020
- Fair Housing Council of Riverside County – December 18, 2020
- Habitat for Humanity-Inland Empire – December 23, 2020
- Southern California Association of Non-Profit Housing – January 12, 2021

In each consultation, the stakeholders were asked the following questions:

1. What three top opportunities do you see for the future of housing in Wildomar? What are your three top concerns for the future of housing in Wildomar?
2. What types of housing do your clients prefer? Is there adequate rental housing in the City? Are there opportunities for home ownership? Are there accessible rental units for seniors and persons with disabilities?
3. Where have your clients been able to afford housing, if at all? What continues to be a struggle in allowing your clients/people you serve to find and keep affordable, decent housing?
4. What are the biggest barriers to finding affordable, decent housing? Are there specific unmet housing needs in the community?
5. How do you feel about the physical condition of housing in Wildomar? What opportunities do you see to improve housing in the future?

Through these consultations, stakeholders identified several barriers to housing, especially for lower-income households. These included the cost of land and construction, as well as the availability of land at a reasonable price that is zoned to support the densities required for affordable housing, and the current limited availability of affordable housing options. Stakeholders noted that while there are available rental and homeownership opportunities in general, many of these are not accessible to lower-income households, persons with disabilities, and large households. Multiple stakeholders discussed the shortage of housing units with three or more bedrooms to accommodate larger households. Stakeholders identified opportunities to address barriers to housing as increased investment in transitional services for homeless individuals, down payment assistance programs, training opportunities on the homebuying process, and health inspections of units that residents report as having physical issues, such as insect infestations or mold. The City has included serval programs under Housing Element Goal H-4 -- Conserve and improve the condition of the housing stock, particularly affordable housing, to assist with these identified needs.

PUBLIC HEARINGS

August 18, 2021 Planning Commission and September 8 City Council meetings.

PUBLIC COMMENT

This section will be updated after public comment is received.

NOTICING OF THE DRAFT HOUSING ELEMENT

The Draft Housing Element was released on April 21, 2021 for public review and was made available on the City's website and noticed to residents through the same methods as the Planning Commission and City Council meetings. Additional direct noticing was sent to local housing advocate groups.

EVALUATION OF THE PREVIOUS HOUSING ELEMENT

Per California Government Code Section 65588, "Each local government shall review its housing element as frequently as appropriate to evaluate all of the following: (1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal. (2) The effectiveness of the housing element in attainment of the community's housing goals and objectives. (3) The progress of the city, county, or city and county in implementation of the housing element. (4) The effectiveness of the housing element goals, policies, and related actions to meet the community's needs, pursuant to paragraph (7) of subdivision (a) of Section 65583."

The following table describes the results and evaluates the effectiveness of 2013–2021 Housing Element programs.

EFFORTS TO ADDRESS SPECIAL HOUSING NEEDS

Government Code Section 65588 requires that local governments review the effectiveness of the housing element goals, policies, and related actions to meet the community's special housing needs. As shown in the Review of Previous Housing Element matrix on page HNA-4, the 2013 Housing Element, the City worked diligently to continuously promote housing for special needs groups in a variety of ways by continuing to permit residential care facilities by right in specific zones, allowing for the development of ADUs consistent with state law, providing handouts and other materials on fair housing, and is currently working through the approval process of a 100 percent affordable housing project.

Program		Implementation Status	Continue-Modify-Delete
PROGRAM H-1.1: General Plan Land Use Change to Provide Additional Sites. To ensure there is enough land available for the development of housing affordable to lower-income households, the City will amend its General Plan Land Use and Zoning maps to redesignate and rezone sites 22, 23, 24, and 25 (see Table HNA-25 in the Housing Needs Assessment), a total of 25.96 acres to the Highest Density Residential (HHDR) land use designation and with R-4 zoning to allow for at least 30 units to the acre by right. Additionally, to comply with state law, the City has identified and will re-zone sites to accommodate the City's housing needs, with at least 50 percent of the 4th cycle unmet need coming from sites that are zoned for residential uses only. The City had an unaccommodated need of 538 units and has re-zoned 25.96 acres to HHDR to accommodate 623 units at 20 to 40 dwelling unit per acre. All sites will accommodate a minimum of 20 units per acre, allow up to 30 units per acre and at least 16 units per site, per state law requirements. All rezoned sites will permit owner-occupied and rental multi-family developments by right with a minor plot plan to verify development standards (i.e., setbacks) and will not require a conditional use permit, a planned unit development permit, or any other discretionary review. In addition, the City is creating a mixed-use overlay zone to apply to 20 sites, totaling 117 acres within the inventory.	Responsible Agency: Planning Department Time Frame: By December 2013 Funding Source: General Fund	In 2013, the City completed all necessary rezones consistent with Government Code Section 65583.2, (resolutions 2013-45 and 2013-46) to ensure there were sufficient sites available to meet the City's lower-income Regional Housing Needs Allocation (RHNA). The City continues to ensure there is sufficient capacity to meet its regional housing need.	Completed. Delete.

Program		Implementation Status	Continue-Modify-Delete
The mixed-use overlay will have a 30 percent residential requirement.			
PROGRAM H-1.2: Large Sites. The City will provide for the inclusion of mixed-income housing in future new growth areas of the city through development agreements, specific plans, and other mechanisms. To facilitate the development of affordable housing on parcels (50 to 150 units in size), the City will routinely give high priority to processing subdivision maps that include affordable housing units. Also, an expedited review process will be available for the subdivision of larger sites into buildable lots where the development application can be found consistent with the General Plan, applicable Specific Plan, and master environmental impact report.	Responsible Agency: Planning Department Time Frame: Ongoing, as projects are processed through the Planning Department Funding Source: General Fund, developer fees	No affordable housing projects have come forward, but the City continues to encourage mixed-income housing for future projects. This is a priority moving forward. The program will be revised to include proactive efforts in hopes of making this program more successful.	Continue as a proactive program.
PROGRAM H-2.1: Assistance with Affordable Projects. Where feasible and/or necessary and as funding is available, the City shall offer assistance with land acquisition and off-site infrastructure improvements, as well as assistance in securing federal or state housing financing resources for developers, (for and non-profit) for projects affordable to extremely low-, very low-, low-, and moderate-income households within the planning period.	Responsible Agency: Planning Department Time Frame: Meet with developers and non-profits annually to discuss affordable housing opportunities and assist with recommendation letters, regulatory assistance or other appropriate actions as projects are processed through the Planning Department Funding Source: Where feasible, leverage state and federal financing	The City provides fair housing educational brochures in English and Spanish at City Hall and the City library and provides a link to these services on the City's website. Due to limited funding and lack of developer interest, the City did not provide assistance with land acquisition and/or off-site infrastructure improvements, or assistance securing federal or state housing financial resources, in the previous planning period. The City is	Continue, combine with Programs H-4.1 and H-4.2.

Program		Implementation Status	Continue-Modify-Delete
	including Low Income Housing Tax Credits, CHFA multifamily housing assistance programs, HCD Multifamily Housing Loans, CDBG funds, HOME funds, and other available financing.	committed to providing this assistance to interested developers during the 2021-2029 planning period.	
PROGRAM H-3.1: Updated Land Inventory. The City will establish a Land Inventory that provides the mechanism to monitor acreage and location, by General Plan designation, of vacant and underutilized land, as well as buildout of approved projects, utilizing the City's GIS.	Responsible Agency: Planning Department Time Frame: Update the Land Inventory on an annual basis Funding Source: General Fund	The City uses GIS to maintain a current land inventory. This is done as projects are submitted to, and approved by, the Planning Department.	Continue.
PROGRAM H-3.2: Strategic Planning Opportunities. Utilize the City's GIS to facilitate preliminary strategic planning studies to identify vacant or underutilized commercial properties for infill construction or adaptive reuse in high-density areas.	Responsible Agency: Planning Department Time Frame: Annually Funding Source: General Fund	Due to limited funding, the City has not taken action to identify vacant or commercial properties for infill construction or adaptive reuse. This is a priority moving forward. The program will be revised to include proactive efforts in hopes of making this program more successful.	Continue.
PROGRAM H-4.1: Funding Opportunities. Use, to the greatest extent possible, a portion of available funds for the production and subsidization of low- and moderate-income housing including persons with special needs and developmental disabilities. All projects receiving public assistance will be required to remain affordable in compliance with the requirements of the program in which	Responsible Agency: Planning Department Time Frame: Ongoing as projects are processed through the Planning Department Funding Source: Utilize public financing tools when available,	Due to limited funding, the City has not taken action to identify vacant or commercial properties for infill construction or adaptive reuse. This is a priority moving forward. The program will be revised to include proactive efforts in hopes of making this program more successful.	Continue, combine with Programs H-2.1, H-4.2.

Program		Implementation Status	Continue-Modify-Delete
they participate. These actions are not limited to density bonus, but are offered above and beyond.	including but not limited to multifamily revenue bonds, the CDBG Housing Loan Fund, and HOME funds, to provide low interest loans, and where feasible, leverage other state and federal financing obtained by the developer (e.g., Low Income Housing Tax Credits, CHFA multifamily housing assistance programs, HCD Multifamily Housing Loans), and other available financing.		
PROGRAM H-4.2: Available Housing Programs and Assistance. To ensure that the development community (both nonprofit and for-profit) is aware of the housing programs, technical assistance, and funding available, the City will publish and make available, to developers, housing development agencies, and City residents, the City's Housing Element and updates and annual reports.	Responsible Agency: Planning and Building Department Time Frame: Ongoing, as developers approach the City for assistance Funding Source: General Fund	All Housing Element updates and the annual reports (2014, 2015, 2016, 2017, 2018, 2019) are posted on the City's website.	Continue.
PROGRAM H-4.3: Multi-Family Development. To assist in the development of affordable housing, the City will offer density bonuses as well as assist interested developers to apply for government financing and/or other government subsidies, assist interested developers in acquiring surplus government land suitable for multi-family development, expedite permit processing, consider reducing parking standards and lot sizes, and consider waiving impact fees for extremely low-, very low-, and low-income dwelling	Responsible Agency: Planning, Public Works, and Building and Safety Departments Time Frame: Ongoing, as applications are processed through the Planning and Building and Safety Departments Funding Source: General Fund	Between 2017 and 2020, the City was contacted by several affordable housing developers expressing interest in developing affordable housing. In January 2021, Palm Communities, Inc. submitted to the City an SB 330 Pre-Application Review (PAR) for a 225-unit affordable housing project. A formal	Continue.

Program		Implementation Status	Continue-Modify-Delete
units (these actions identified are not limited to density bonuses).		SB 35 application was submitted in May 2021 and is currently being processed. The project submittal includes a 7.5-percent density bonus request as permitted under Section 17.290 of the Wildomar Municipal Code, and in compliance with Sate Density bonus Laws. This density bonus request also includes allowable concessions to parking, architectural design and expedited processing under SB 35 requirements. The project could yield 180 housing units affordable to extremely low-, very low-, and low-income households and 42 housing units affordable to moderate-income households.	
PROGRAM H-5.1: Homeownership Opportunities. Explore opportunities to work with local nonprofits in an effort to provide homeownership opportunities.	Responsible Agency: Planning Department Time Frame: Apply for HOME funds annually Funding Source: HOME funds, other funding sources	The City met with nonprofit developers in 2018 and 2019, but developers have not decided to move forward with any proposals. One developer was interested in developing manufactured affordable units with covenants. The developer met with several Council members	Continue, combine with Program H-12.1.

Program		Implementation Status	Continue-Modify-Delete
		but has not yet submitted an application.	
PROGRAM H-6.1: Annual Review of the Housing Element. The City will review the Housing Element on an annual basis to determine the effectiveness of the Housing Element in achieving goals and objectives. The City will provide annual reports to the Planning Commission and City Council as to the effectiveness of the Housing Element. The City will take actions necessary to correct any inconsistencies. A copy of this report will be sent to the California Department of Housing and Community Development (as required by state law).	Responsible Agency: Planning Department Time Frame: Annually, starting in April 2014 Funding Source: General Fund	The City completes its Housing Element annual reports annually and submits them to HCD by April 1 each year. Prior to submittal to HCD, the Housing Element annual reports are presented to the Planning Commission and City Council at public meetings where citizens have an opportunity to ask questions.	Delete.

Program		Implementation Status	Continue-Modify-Delete
PROGRAM H-7.1: Development Review and Processing Procedures. The City will continually seek to improve its development review/processing procedures to minimize, to the extent possible, the time required for review of development projects. This reduction in time will reduce the cost to developers and may increase the housing production in the city.	Responsible Agency: Planning Department Time Frame: Annually, starting in December 2014 Funding Source: General Fund	The City is constantly seeking ways to streamline development review and processing procedures. The City has a pre-application review process that has decreased review time for the formal application.	Continue.
PROGRAM H-7.2: Building Code. As new uniform building codes are adopted, the City will review its building codes for current compliance and adopt the necessary revisions so as to further local development objectives.	Responsible Agency: Building and Safety Department Time Frame: As new uniform codes are adopted Funding Source: General Fund	The building code was updated in 2010, 2013, 2016, and in 2019 per State law.	Continue.
PROGRAM H-8.1: Incentives for Development of Housing. The City will offer fast track/priority processing, density bonuses, and fee subsidies (when feasible) to developers proposing new housing, mixed-use, or infill projects affordable to lower-income households, farmworkers, seniors, and other special needs groups including persons with physical and developmental disabilities.	Responsible Agency: Planning and Public Works Departments Time Frame: As projects are proposed to the Planning Department Funding Source: Where feasible, leverage state and federal financing including Low Income Housing Tax Credits, CHFA multifamily housing assistance programs, HCD Multifamily Housing Loans, CDBG funds, HOME funds, and other available financing.	Between 2017 and 2020, the City was contacted by several affordable housing developers expressing interest in developing affordable housing. In January 2021, Palm Communities, Inc. submitted to the City an SB 330 Pre-Application Review (PAR) for a 225-unit affordable housing project. A formal SB 35 application was submitted in May 2021 and is currently being processed. The project submittal includes a 7.5-percent density bonus request as permitted under Section	Continue.

Program		Implementation Status	Continue-Modify-Delete
		17.290 of the Wildomar Municipal Code, and in compliance with Sate Density bonus Laws. This density bonus request also includes allowable concessions to parking, architectural design and expedited processing under SB 35 requirements. The project could yield 180 housing units affordable to extremely low-, very low-, and low-income households and 42 housing units affordable to moderate-income households.	
PROGRAM H-9.1: Density Bonus. In an effort to comply with Government Code Section 65915 and Senate Bill (SB) 1818, the City of Wildomar will amend its Zoning Ordinance to be consistent with state density bonus law.	Responsible Agency: Planning Department Time Frame: Comply by December 2013 Funding Source: General Fund	This program was completed in December 2013. The City is undergoing an update to its density bonus ordinance to comply with the newly adopted state changes to density bonus laws in 2019/2020.	Continue.
PROGRAM H-10.1: Second Units. In order to comply with AB 1866, the City will permit secondary dwelling units via a ministerial action (by right) in all single-family residential zones.	Responsible Agency: Planning Department Time Frame: Comply by December 2013; ongoing, as projects are processed through the Planning Department Funding Source: General Fund	This program was completed in December 2013. Mandatory State changes from 2016 and 2017 and 2020 have been addressed and new city ordinances adopted to address Accessory Dwelling Units.	Continue, modify as needed to meet future changes in State law.

PROGRAM H-11.1: Priority for Affordable Projects. Give priority to permit processing for projects providing affordable housing when requested. Expand application of processing priority to projects providing housing for seniors and other special needs groups including persons with physical and developmental disabilities.	Responsible Agency: Planning Department Time Frame: As projects are approved through the Planning Department Funding Source: Where feasible, leverage state and federal financing including Low Income Housing Tax Credits, CHFA multifamily housing assistance programs, HCD Multifamily Housing Loans, CDBG funds, HOME funds, and other available financing.	Between 2017 and 2020, the City was contacted by several affordable housing developers expressing interest in developing affordable housing. In January 2021, Palm Communities, Inc. submitted to the City an SB 330 Pre-Application Review (PAR) for a 225-unit affordable housing project. A formal SB 35 application was submitted in May 2021 and is currently being processed. The project submittal includes a 7.5-percent density bonus request as permitted under Section 17.290 of the Wildomar Municipal Code, and in compliance with Sate Density bonus Laws. This density bonus request also includes allowable concessions to parking, architectural design and expedited processing under SB 35 requirements. The project could yield 180 housing units affordable to extremely low-, very low-, and low-income households and 42 housing units affordable to moderate-income households. No projects providing senior or special needs housing have been	Continue.

Program		Implementation Status	Continue-Modify-Delete
		proposed due to difficulty securing financing for affordable senior housing. The City will implement this program as projects are proposed.	
PROGRAM H-12.1: Special Needs Housing. Work with public or private sponsors to identify candidate sites for new construction of rental housing for special needs including persons with physical and developmental disabilities, and take all actions necessary to expedite processing of such projects.	Responsible Agency: Planning Department Time Frame: As projects are approved through the Planning Department Funding Source: General Fund	No public or private sponsors have requested to identify candidate sites. The City has not been proactive in recruiting public or private sponsors due to limited staffing and financial resources but is open to this proposal if a request was submitted.	Continue, combine with Program H-5.1.
PROGRAM H-13.1: Extremely Low-Income Households. AB2634 requires the City to identify zoning to encourage and facilitate housing suitable for extremely low-income households, such as supportive housing and single-room occupancy units. The City will encourage the development of housing for extremely low-income households through a variety of activities such as performing outreach to housing developers on at least an annual basis, providing financial (when feasible) or in-kind technical assistance or land write-downs, providing expedited processing, identifying grant and funding opportunities, applying for or supporting applications for funding on an ongoing basis, reviewing and prioritizing local funding at least twice in the planning period, and/or offering additional incentives beyond the density bonus.	Responsible Agency: Planning Department Time Frame: Comply by December 2013; ongoing, as projects are processed through the Planning Department and annual outreach with local developers Funding Source: General Fund	This program was completed in December 2013.	Modify.

Program		Implementation Status	Continue-Modify-Delete
In addition, the City will allow single-room occupancy units to be permitted in the R-4 and R-6 residential designations with a conditional use permit.			
PROGRAM H-13.2: Farmworkers. The City will amend its Zoning Ordinance in an effort to comply with Sections 17021.5 and 17021.6 of the Health and Safety Code. In addition, the City will allow for farmworker housing in the A-1, A-2, and R-A zones by right.	Responsible Agency: Planning and Building and Safety Departments Time Frame: Comply by December 2013 Funding Source: General Fund	The City amended the Zoning Ordinance in December 2013 but to ensure compliance with Health and Safety Code Sections 17021.5 and 17021.6 this program will be continued.	Modify and Continue.
PROGRAM H-13.3: Reasonable Accommodation. Develop and formalize a general process for reasonable accommodation requests in order to accommodate the needs of persons with physical as well as development disabilities and streamline the permit review process (Sections 4450–4460 of the California Government Code and Title 24 of the California Code of Regulations). The City will provide information to individuals with disabilities regarding reasonable accommodation policies, practices, and procedures based on the guidelines from HCD. This information will be available through postings and pamphlets at the City and on the City's website. In addition, the City will encourage housing developers to include mobility-impaired accessibility in their project designs. The City will include accessibility considerations in the preparation of the City's capital improvement plan and the	Responsible Agency: Planning and Building and Safety Departments Time Frame: Comply with SB 520 by December 2013 Funding Source: General Fund	This program was completed in December 2013.	Completed. Delete.

Program		Implementation Status	Continue-Modify-Delete
allocation of funding for capital improvements in support of housing and residential neighborhoods for persons with physical and developmental disabilities. The City will provide exceptions in zoning and land use for housing for persons with physical and developmental disabilities. This procedure will be ministerial process, with minimal or no processing fee, subject to approval by the Planning Director by applying the following criteria: 1. The request for reasonable accommodation will be used by an individual with a physical or developmental disability or their representative protected under fair housing laws. 2. The requested accommodation is necessary to make housing accessible and suitable to an individual with a physical or developmental disability protected under fair housing laws. 3. The requested accommodation would not impose an undue financial or administrative burden on the City. 4. The requested accommodation would not require a fundamental alteration in the nature of the City's land use and zoning program.			
PROGRAM H-13.4: Residential Care Facilities. SB 520 requires residential care facilities of six or fewer persons to be permitted in all residential zones. Currently, residential care homes with six or fewer persons are permitted in some zones with a conditional use permit.	Responsible Agency: Planning and Building and Safety Departments Time Frame: Comply with SB 520 by December 2013	In December 2013 the Zoning Ordinance was updated to allow for residential care facilities consistent with state law and comply with state law and the definition of family was	Modify to reflect current State guidance.

Program		Implementation Status	Continue-Modify-Delete
The City will revise the current regulations to meet state law requirements. The City will amend the Zoning Ordinance to allow for residential care facilities with six or fewer persons by right in all residential zones subject only to the same restriction in that zone, and will allow larger licensed residential care facilities of seven or more persons in the R-2 and R-3 zones with a conditional use permit. Additionally, the City will amend the Zoning Ordinance to update its definition of family to be consistent with current housing law.	Funding Source: General Fund	updated to state -- "Family" shall mean one or more persons living together in a dwelling unit, with common access to and common use of all living, kitchen, and eating areas within the dwelling unit	
PROGRAM H-14.1: Child Care Program. In cooperation with private developers, the City will evaluate on a case-by-case basis the feasibility of pairing a childcare center with affordable, multi-family housing developments or nearby major residential subdivisions.	Responsible Agency: Planning Department Time Frame: Ongoing Funding Source: General Fund	Private developers have not expressed any interest in this program to date.	Delete.
PROGRAM H-15.1: Regional Homeless Issues. The City shall cooperate with the other cities, the County, and other agencies in the development of programs aimed at providing homeless shelters and related services.	Responsible Agency: Planning Department Time Frame: Meet with neighboring cities and the County annually to discuss homeless issues Funding Source: General Fund	Along with the Western Riverside Council of Governments (WRCOG), five southwest cities in Riverside County have created a partnership to address homelessness in the region. This alliance will be meeting regularly to discuss a regional plan for homeless aid.	Continue.
PROGRAM H-16.1: Emergency Shelters. Pursuant to SB 2, the City will allow emergency shelters as a permitted use	Responsible Agency: Planning Department	In December 2013 Chapter 17.88 of the Wildomar Municipal Code was	Completed. Continue to address state law

Program		Implementation Status	Continue-Modify-Delete
(by right) in the Industrial Park (I-P) zone without a conditional use permit or other discretionary review. The I-P zone is close to services and future transit as development occurs. In addition, the City will evaluate adopting development and managerial standards that will be consistent with Government Code Section 65583(a)(4). These standards may include such items as: • Lighting • On-site management • Maximum number of beds or persons to be served nightly by the facility • Off-street parking based on demonstrated need • Security during hours that the emergency shelter is in operation	Time Frame: Comply with SB 2 by December 2013 Funding Source: General Fund	amended to permit emergency shelters in the I-P zone and managerial standards were adopted. The City does required a plot plan review, which is a ministerial process and it used to verify that the proposed project meets the City's development standards as part of a plan check review. No public hearing is required.	concerning low barrier navigation centers.
PROGRAM H-16.2: Transitional and Supportive Housing. Pursuant to SB 2, the City must explicitly allow both supportive and transitional housing types in all zones allowing residential uses exclusively. The City shall amend the Zoning Ordinance to provide separate definitions of transitional and supportive housing as defined in Health and Safety Code Sections 50675.2 and 50675.14, and both transitional and supportive housing types will be allowed as a permitted use subject to only the same restrictions on residential uses contained in the same type of structure.	Responsible Agency: Planning Department Time Frame: Comply with SB 2 by December 2013 Funding Source: General Fund	This program was completed in December 2013.	Delete. Supportive housing is permitted in all zones that allow multifamily development.
PROGRAM H-17.1: Rehabilitation Program. The City will pursue grant opportunities to create a rehabilitation program. The City will apply for HOME funding for this	Responsible Agency: Planning Department	Due to limited staffing and financial resources, the City has not applied	Continue.

Program		Implementation Status	Continue-Modify-Delete
program and will work with the County to obtain available redevelopment agency funds.	Time Frame: Starting in 2014, annually apply for HOME funds as Notices of Funding Availability are released Funding Source: HOME	for HOME funding to create a housing rehabilitation program.	
PROGRAM H-18.1: Code Enforcement. The City's Code Enforcement staff is responsible for ensuring compliance with building and property maintenance codes. Code Enforcement handles complaints on a reactive basis and deals with a variety of issues, including property maintenance, abandoned vehicles, and housing conditions. The City will continue to use Code Enforcement, as well as Building Division, staff to ensure compliance with building and property maintenance codes. The Code Enforcement program is complaint-based.	Responsible Agency: Building and Safety and Code Enforcement Departments Time Frame: Ongoing Funding Source: General Fund	The City continues to use the Code Enforcement and Building Division staff to ensure compliance.	Continue.

Program		Implementation Status	Continue-Modify-Delete
PROGRAM H-19.1: Preservation of At-Risk Housing Units. State law requires jurisdictions to provide a program in their Housing Elements to preserve publicly assisted affordable housing projects at risk of converting to market-rate housing. The City will monitor the status of all affordable housing projects and, as their funding sources near expiration, will work with owners and other agencies to consider options to preserve such units. The City will also provide technical support to property owners and tenants regarding proper procedures related to noticing and options for preservation.	Responsible Agency: Planning Department Time Frame: Annually monitor starting October 2014 Funding Source: General Fund	The City did not have any units at risk of converting to market rate during the planning period.	Continue, modify to reflect new State law.
PROGRAM H-20.1: Fair Housing. The City will assign a point person to refer individuals, developers, landlords, and any other interested persons to the Fair Housing Council of Riverside County, which provides a number of programs including (1) audits of lending institutions and rental establishments, and (2) education and outreach to apartment owners, associations, management companies, lending institutions, building industry associations, homebuyers, and residents in emergency shelters and transitional housing facilities. The City will also post a link on its website to direct interested parties to the Fair Housing Council's website and any other important information regarding fair housing.	Responsible Agency: Fair Housing Council of Riverside County, Planning Department Time Frame: Ongoing; assign a point person and post a link to the website by December 2013 Funding Source: General Fund	The City's Planning Director is the assigned point person for this program. No complaints have been received to date. The City's website includes a link to the Fair Housing Council's website.	Continue, modify to reflect new State law, combine with Program H-21.1.

Program		Implementation Status	Continue-Modify-Delete
PROGRAM H-21.1: Fair Housing Education. The City will make fair housing educational brochures available at City Hall, the City library, and will post a link on its website referring interested persons to the Fair Housing Council's website as well as to the Fair Housing Council, which provides education and outreach services to the public in both Spanish and English.	Responsible Agency: Fair Housing Council of Riverside County, Planning Department Time Frame: Ongoing; assign a point person and post a link to the website by December 2013 Funding Source: General Fund	The City provides fair housing educational brochures in English and Spanish at City Hall and the City library and has a link on the City's website.	Combine with Program H-20.1
PROGRAM H-22.1: Mortgage Credit Certificate Program. Refer eligible residents to the Riverside County Mortgage Credit Certificate Program for assistance.	Responsible Agency: County of Riverside Economic Development Agency, Planning Department Time Frame: Ongoing; assign a point person and post a link to the website by December 2013 Funding Source: General Fund	There has been no interest within the City regarding the Riverside County Mortgage Credit Certificate Program to date.	Continue
PROGRAM H-22.2: First-Time Homebuyer Program. Consider the implementation of a First-Time Homebuyer Program to provide down payment assistance and closing cost assistance to low-income first-time homebuyers.	Responsible Agency: Planning Department Time Frame: Consider applying for funding annually to establish a program Funding Source: HOME funds	Due to lack of financial resources and the loss of Redevelopment Agency (RDA) monies, the City has not yet implemented a First-Time Homebuyer Program.	Continue.

Program		Implementation Status	Continue-Modify-Delete
PROGRAM H-22.3: Foreclosures. Investigate the feasibility of acquiring foreclosure homes and offering them to residents at prices affordable to low- and moderate-income households.	Responsible Agency: Administration and Planning Department Time Frame: Annually or as funding is available; consider applying for funding to establish a program. Funding Source: Neighborhood Stabilization Program funding	Due to a lack of financial resources and the current economic conditions of the housing market, the City has not investigated the feasibility of acquiring foreclosure homes.	Delete.
PROGRAM H-23.1: Acquisition/Rehabilitation. Work with public or private sponsors to encourage acquisition/rehabilitation of existing multi-family units to be converted to senior housing and housing for persons with disabilities, with a portion of the units required to be reserved for households with lower income.	Responsible Agency: Planning Department Time Frame: Ongoing as opportunities arise Funding Source: HOME, CDBG	The City has not worked with public or private sponsors to encourage acquisition/rehabilitation of multifamily housing units. The County offers similar opportunities through CDBG funding to the low- and moderate-income areas of the City but there has been little success.	Continue.
PROGRAM H-24.1: Promote Energy Conservation. The City will partner with Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas) to promote energy-saving programs, such as the residential Multifamily Energy Efficiency Rebate program and the heating and cooling rebate program, available to SCE and SoCalGas residential customers.	Responsible Agency: Planning and Building Department, SCE, SoCalGas Time Frame: Ongoing as programs are available Funding Source: SCE and SoCalGas funding sources	The City partners with WRCOG and SCE as part of the HERO Program created by the WRCOG. This program has been successful in saving costs and providing solar energy solutions.	Continue.
PROGRAM H-24.2: Ensure Consistency with Green Building Standards. The City annually ensure that local building codes are consistent with state-mandated green building standards.	Responsible Agency: Building Department Time Frame: Annually Funding Source: General Fund	The City is diligent in implementing state-mandated green building standards on development projects as part of its development review process.	Delete.

Program		Implementation Status	Continue-Modify-Delete
PROGRAM H-24.3: Implement State Energy Conservation Standards. The City's Building and Safety Department will be responsible for implementing the state's energy conservation standards (e.g., Title 24 Energy Standards). This includes checking building plans and other written documentation showing compliance and inspecting construction to ensure that the dwelling units are constructed according to those plans. Applicants for building permits must show compliance with the state's energy conservation requirements at the time building plans are submitted.	Responsible Agency: Building Department Time Frame: Ongoing Funding Source: General Fund	The City implements the state's energy conservation standards through standard operating procedures.	Delete.

COMMUNITY PROFILE

An accurate assessment of existing and future residents' demographic characteristics and housing needs forms the basis for establishing program priorities and quantified objectives in the Housing Element. This section presents statistical information and analysis of demographic and housing factors that influence housing demand, availability, and cost. The focus of this section is on identifying the need for housing according to income level as well as by special needs groups.

NOTE: The most current and relevant data sources were used in the preparation of this Housing Element. This document contains data from the 2010 Census, 2014-2018 American Community Survey, Department of Finance, and Southern California Association of Governments, as well as from other sources.

POPULATION CHARACTERISTICS

Housing needs are largely determined by population and employment growth, coupled with various demographic variables. Characteristics such as age, household size, occupation, and income combine to influence the type of housing needed and its affordability.

POPULATION TRENDS

Between 2010 and 2020, Wildomar experienced a population growth of 15.6 percent and Riverside County as a whole grew by 11.5 percent. This shows that Wildomar's population growth in the last 10 years was slightly higher compared to Riverside County (see **Table HNA-1**).

TABLE HNA-1: POPULATION GROWTH

Jurisdiction	Total Population		Growth	
	2010	2020	Total	Percentage
Wildomar	32,176	37,183	5,007	15.6%
Riverside County	2,189,641	2,442,304	252,663	11.5%

Source: California Department of Finance (DOF) E-5 Population Estimates

AGE CHARACTERISTICS

Although population growth strongly affects total demand for new housing, housing needs are also influenced by age characteristics. Typically, different age groups have distinct lifestyles, family characteristics, incomes, and housing preferences. As people move through each stage of life, their housing needs and preferences also change. Age characteristics are therefore important in planning for the changing housing needs of residents.

Housing needs often differ by age group. For instance, most young adults (under 34) are single or starting families. Housing needs for younger adults are addressed through apartments or first-time homeownership opportunities. Middle-aged residents (34–64) may already be homeowners, are usually in the prime earning power of their careers, and thus tend to seek larger homes. Seniors often own a home but, due to limited income or disabilities, may need assistance to remain in their homes.

The age distribution for the City of Wildomar and Riverside County is presented in **Table HNA-2**. According to the 2014–2018 American Community Survey (ACS), in the City of Wildomar more than half (59.6 percent) of the population was working age, between 20 and 64 years of age, and almost one-third (27.9 percent) of the population was school age or below, between 0 and 19 years of age. The population 65 years and over represents the remaining 12.5 percent. When compared to Riverside County, the age distribution is similar, although Wildomar had a lower percentage of persons between the age of 45 to 54 and 65 to 84 and a higher percentage of persons between the age 55 to 64 and 85 and over.

TABLE HNA-2: AGE CHARACTERISTICS

Jurisdiction	Median Age	Percentage of Age Groups*								
		0–9	10–19	20-24	25-34	35-44	45-54	55-64	65-84	85 and over
Wildomar	34.9	13.1%	14.8%	7.0%	15.3%	12.9%	11.6%	12.8%	10.3%	2.2%
Riverside County	35.3	13.7%	14.9%	7.1%	13.8%	12.7%	12.8%	11.1%	12.1%	1.7%

Source: 2014-2018 ACS

** Due to rounding, totals may not equal 100%.*

RACE AND ETHNICITY

As shown in **Table HNA-3**, the largest racial group in Wildomar identified themselves as White (68.1 percent). Riverside County as a whole had a lower percentage, 60.8 percent, in the White racial group. There was almost a 10-percent difference in the Hispanic population: 41.2 percent in Wildomar and 48.4 percent in Riverside County as a whole.

TABLE HNA-3: RACE AND ETHNICITY

Income Category	Race/Ethnicity of Population							
	White	African American	American Indian/ Alaska Native	Asian	Native Hawaiian/ Pacific Islander	Other	Two or More	Hispanic or Latino
Wildomar	68.1%	5.1%	0.9%	4.9%	0.8%	16.6%	3.7%	41.2%
Riverside County	60.8%	6.4%	0.8%	6.4%	0.3%	20.8%	4.5%	48.4%

Source: 2014-2018 ACS
** Note: Hispanic is not including in the race percentage.*
Due to rounding, totals may not equal 100%.

HOUSEHOLD CHARACTERISTICS

Household type and size, income levels, and other household characteristics determine the type of housing needed by residents. This section details the various household characteristics affecting housing needs.

HOUSEHOLDS TYPE AND SIZE

A household refers to the people occupying a home, such as a family, a single person, or unrelated persons living together. Family households often prefer single-family homes or condominiums to accommodate children, while non-family households generally occupy smaller apartments or condominiums.

Table HNA-4 displays household composition as reported by the 2014-2018 ACS. In the City of Wildomar, families made up 79.4 percent of all households, of which, 33.8 percent have children under 18 years of age. Riverside County as a whole has a lower percentage of families (72.0 percent) and slightly lower percentage of families with children under 18 years of age (30.3 percent).

TABLE HNA-4: HOUSEHOLD CHARACTERISTICS

Jurisdiction	Households	Average Household Size	Percentage of Households		
			Families	Families with Children Under 18	Nonfamily
Wildomar	10,109	3.57	79.4%	33.8%	20.6%
Riverside County	728,103	3.31	72.0%	30.3%	28.0%

Source: 2014-2018 ACS, Table S1101

OVERCROWDING

Overcrowding is often closely related to household income and the cost of housing. The U.S. Census Bureau considers a household to be overcrowded when there is more than one person per room, excluding bathrooms and kitchens, and to be severely overcrowded when there are more than 1.5 occupants per room. Overcrowded households are usually a reflection of the lack of affordable housing.

According to the 2014–2018 ACS and as shown in **Table HNA-5**, 3.1 percent of Wildomar's owner-occupied households were overcrowded and 0.6 percent were severely overcrowded, as compared to the county as a whole, where 3.2 percent of the households were overcrowded, and 1.1 percent were severely overcrowded. In renter-occupied households, 7.2 percent of Wildomar households were overcrowded and 2.2 percent were severely overcrowded, as compared to the county, where 8.6 percent were overcrowded, and 3.3 percent were severely overcrowded.

TABLE HNA-5: OVERCROWDED HOUSEHOLDS

Household Size	Owner Households		Renter Households		Total Households	
	Number	Percentage	Number	Percentage	Number	Percentage
City of Wildomar						
Less than 1.00	6,758	96.3%	2,799	90.6%	9,557	94.5%
1.01–1.50	221	3.1%	223	7.2%	444	4.4%
1.51 or more	39	0.6%	69	2.2%	108	1.1%
Wildomar Total	***7,018***	***100.0%***	***3,091***	***100.0%***	**10,109**	***100.0%***

Household Size	Owner Households		Renter Households		Total Households	
	Number	Percentage	Number	Percentage	Number	Percentage
Riverside County						
Less than 1.00	451,938	95.7%	216,825	88.2%	668,763	93.1%
1.01–1.50	15,189	3.2%	21,040	8.6%	36,229	5.0%
1.51 or more	5,274	1.1%	8,083	3.3%	13,357	1.9%
Riverside County Total	***472,401***	**100.0%**	***245,948***	**100.0%**	***718,349***	**100.0%**

Source: 2014-2018 ACS
** Based on occupied housing units.*

HOUSEHOLD INCOME

Along with housing prices and rents, household income is the most important factor affecting housing opportunities in Wildomar. Housing choices such as tenure (owning versus renting), housing type, and location are dependent on household income. On the other hand, household size and type often affect the proportion of income that can be spent on housing.

For the purpose of evaluating housing affordability, housing need, and eligibility for housing assistance, income levels are defined by guidelines adopted each year by HCD. According to HCD's 2020 State Income Limits, the area median income (AMI) for a family of four in Riverside County in 2020 was $75,300.

- Extremely Low Income — Up to 30 percent of AMI ($0–$26,200)
- Very Low Income — 31–50 percent of AMI ($26,201–$37,650)
- Low Income — 51–80 percent of AMI ($37,651–$60,250)
- Moderate Income — 81–120 percent of AMI ($60,251–$90,350)
- Above Moderate Income — Above 120 percent of AMI ($90,350 or more)

Table HNA-6 shows the maximum annual income level for each income group adjusted for household size for Riverside County. The maximum annual income data is then used to calculate the maximum affordable housing payments for different households (varying by income level) and their eligibility for federal housing assistance.

TABLE HNA-6: MAXIMUM HOUSEHOLD INCOME BY HOUSEHOLD SIZE, 2020

Income Category	Household Size							
	1	2	3	4	5	6	7	8
Extremely Low	$15,850	$18,100	$21,720	$26,200	$30,680	$35,160	$39,640	$44,120
Very Low	$26,400	$30,150	$33,900	$37,650	$40,700	$43,700	$46,700	$49,700
Low	$42,200	$48,200	$54,250	$60,250	$65,100	$69,900	$74,750	$79,550
Median	$52,700	$60,250	$67,750	**$75,300**	$81,300	$87,350	$93,350	$99,400
Moderate	$63,250	$72,300	$81,300	$90,350	$97,600	$104,800	$112,050	$119,250

Source: HCD State Income Limits 2020

HOUSEHOLD INCOME

Table HNA-7 provides a summary of Wildomar households in the extremely low-income, very low-income, and low-income range. As shown in **Table HNA-**7, 22.1 percent of Wildomar households are in the low-income range, 7.7 percent are within the very low-income range, and 11.5 percent have an extremely low-income range.

TABLE HNA-7: HOUSEHOLD BY INCOME CATEGORY, 2020

Income Range	Renter Households		Owner Households		Total Households	
	Number	Percentage	Number	Percentage	Number	Percentage
Extremely Low (0-30% AMI	615	19.9%	547	7.8%	1162	11.5%
Very Low (30%-50% AMI)	276	8.9%	505	7.2%	781	7.7%
Low (50%-80% AMI)	736	23.8%	1500	21.4%	2,236	22.1%
Moderate (80-120% AMI)	666	21.5%	1162	16.6%	1828	18.1%
Above Moderate (120% AMI or Greater)	799	25.8%	3305	47.1%	4104	40.6%
Total Households	**3,091**	**100.0%**	**7,018**	**100.0%**	**10,109**	**100.0%**

Source: 2014-2018 ACS, Table S1901; HCD State Income Limits 2020

OVERPAYMENT

State and federal housing law defines overpayment (or cost burdened) as a household paying more than 30 percent of gross income for housing expenses. Severe cost burden occurs when a household pays more than 50 percent of its income on housing. Housing overpayment is especially problematic for lower-income households that have limited resources for other living expenses and is an important measure of the affordability of housing within a city. Overpayment for housing is based on the total cost of shelter compared to a household's ability to pay. Specifically, overpayment is defined as a household paying more than 30 percent of their gross household income for shelter. According to the U.S. Census, shelter cost is the monthly owner costs (mortgages, deeds of trust, contracts to purchase or similar debts on the property, taxes, and insurance) or the gross rent (contract rent plus the estimated average monthly cost of utilities).

A total of 2,060 owner households (20.7 percent of total households) were paying more than 30 percent of their income for housing between 2013 to 2017 (see **Table HNA-8**). In contrast, 1,660 renter households (16.7 percent of total households) were paying more than 30 percent of their income for housing.

Of all owner-occupied households within Wildomar, 285 (2.9 percent) are considered extremely low-income; for 50 percent of those households, the cost of housing is greater than half of the gross household income. Out of all renter-occupied households within Wildomar, 450 (4.5 percent) are considered extremely low income; for 85 percent of those households, the cost of housing is greater than half of their household incomes. The City has included program 11-1 to assist with the

TABLE HNA-8: HOUSING OVERPAYMENT FOR LOW INCOME HOUSEHOLDS

Total Household Characteristics	Number	Percent of Total Households
Total occupied units (households)	9,935	100.0%
Total Renter households	3,035	30.5%
Total Owner Households	6,900	69.5%
Total lower income (0-80% of HAMFI) households	3,070	30.9%
Lower-income renters (0-80%)	1,430	14.4%
Lower-income owners (0-80%)	1,640	16.5%
Extremely low-income renters (0-30%)	450	4.5%
Extremely low-income owners (0-30%)	285	2.9%
Lower-income households paying more than 50%	1,515	15.2%
Lower-income renter households severely overpaying	810	8.2%

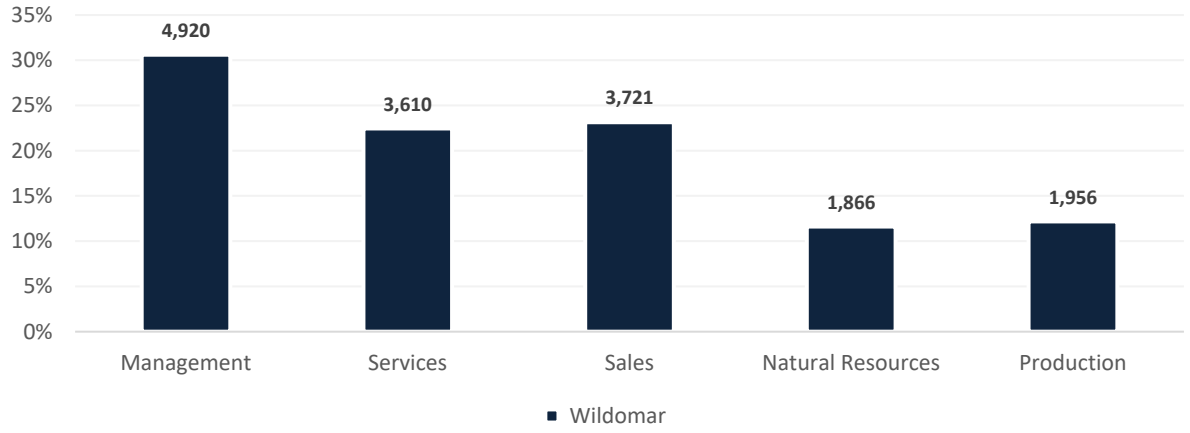
Total Household Characteristics	Number	Percent of Total Households
Lower-income owner households severely overpaying	700	7.0%
Extremely Low Income (0-30%)	735	7.4%
ELI Renter HH severely overpaying	385	3.9%
ELI Owner HH severely overpaying	145	1.5%
Income between 30%-50%	520	5.2%
Income between 50% -80%	460	4.6%
Lower income households paying more than 30%	2,310	23.3%
Lower-income renter households overpaying	1,215	12.2%
Lower-income owner households overpaying	1,095	11.0%
Extremely Low Income (0-30%)	625	6.3%
Income between 30%-50%	760	7.6%
Income between 50% -80%	925	9.3%
Total Households Overpaying	3,720	37.4%
Total Renter Households Overpaying	1,660	16.7%
Total Owner Households Overpaying	2,060	20.7%

Source: 2013-2017 CHAS Data Sets https://www.huduser.gov/portal/datasets/cp.html

EMPLOYMENT BY INDUSTRY

The economy has an important impact on housing needs. Employment growth typically results in increased housing demand in areas that serve as regional employment centers. Moreover, the type of occupation and income levels for new employment also affect housing demand. This section describes the economic and employment patterns in Wildomar and how these patterns influence housing needs. As of 2018, the management economic sector was the largest employer of Wildomar residents, providing 4,920 jobs, or 31 percent of the workforce. The second-largest sector was sales, which employed 3,721 Wildomar residents, or 23 percent, of the workforce. Other large economic sectors include services (3,610 people, or 23 percent); production (1,956 people, or 12 percent); and natural resources (1,866 people, or 12 percent). **Figure HNA-1** shows the types of industries for residents working in the City of Wildomar in 2018 and the employment percentage per occupation.

FIGURE HNA-1: EMPLOYMENT BY OCCUPATION, 2018



Source: 2014-2018 ACS using groupings of Standard Occupational Classification (SOC) codes.

HOUSING STOCK CHARACTERISTICS

This section describes the housing characteristics and conditions that affect housing needs in Wildomar. Important housing stock characteristics include housing type, tenure, vacancy rates, age, condition, cost, and affordability.

HOUSING TYPE

According to California's Department of Finance, 69.4 percent of the city's housing stock consisted of single-family homes and 5.0 percent were multifamily units, with the remaining 25.2 percent being mobile homes. Riverside County had almost the same proportion of single-family homes (68.4 percent) but had three times more multifamily units (16.0 percent) (**Table HNA-9**). Riverside County had a significantly lower proportion of mobile homes (9.4 percent) than Wildomar (25.2 percent).

TABLE HNA-9: HOUSING UNITS BY HOUSING TYPE

Housing Type	City of Wildomar		Riverside County	
	Number	Percentage	Number	Percentage
Single-Family Detached	8,044	69.4%	585,544	68.4%
Single-Family Attached	45	0.4%	52,844	6.2%
Multifamily 2–4 Units	27	0.2%	39,044	4.6%

Housing Type	City of Wildomar		Riverside County	
	Number	Percentage	Number	Percentage
Multifamily 5+ Units	552	4.8%	98,023	11.4%
Mobile Homes	2,916	25.2%	80,669	9.4%
Total Housing Units	**11,584**	**100.0%**	**856,124**	**100.0%**

Source: CA DOF E-5 Population and Housing Unit Estimates

HOUSING TENURE

Housing tenure (owner versus renter) can be affected by many factors, such as housing cost (interest rates, economics, land supply, and development constraints), housing type, housing availability, job availability, and consumer preference. **Table HNA-10** details housing tenure in Wildomar and Riverside County according to the 2014-2018 ACS. The City of Wildomar has a slightly higher owner-occupied household percentage (69.4 percent) than that of Riverside County (65.8 percent).

TABLE HNA-10: HOUSING TENURE

Housing Tenure	City of Wildomar		Riverside County	
	Number	Percentage	Number	Percentage
Owner-Occupied Households	7,018	69.4%	472,401	65.8%
Renter-Occupied Households	3,091	30.6%	245,948	34.2%

Source: 2014-2018 ACS

VACANCY RATE

Vacancy rates of 5 percent for rental housing and 1.5 percent for ownership housing are generally considered to be healthy. A higher vacancy rate may indicate an excess supply of units and a softer market, and result in lower housing prices. A lower vacancy rate may indicate a shortage of housing and high competition for available housing, which generally leads to higher housing prices and diminished affordability.

Table HNA-11 shows the occupancy status of the housing stock according to the 2014-2018 ACS. The City of Wildomar had a total vacancy rate of 4.5 percent as compared to Riverside County as a whole, which had a vacancy rate of 13.8 percent. As shown in **Table HNA-11**, the City of Wildomar homeowner vacancy rate was 0.4 percent and the rental vacancy rate was 1.0 percent. For the county as a whole, the homeowner vacancy rate was 1.1 percent, and the rental vacancy rate was 1.7 percent.

TABLE HNA-11: OCCUPANCY STATUS OF HOUSING STOCK

Type	City of Wildomar		Riverside County	
	Number	Percentage	Number	Percentage
Occupied	10,109	95.5%	718,349	86.2%
Vacant	474	4.5%	115,253	13.8%
For rent	109	1.0%	13,906	1.7%
For sale	45	0.4%	9,184	1.1%
Rented/sold, not occupied	88	0.8%	5,980	0.7%
For seasonal/recreational or occasional use	83	0.8%	65,882	7.9%
For migrant workers	0	0.0%	656	0.1%
Other vacant	149	1.4%	19,645	2.4%
Total Housing Units	**10,583**	**100.0%**	**833,602**	**100.0%**

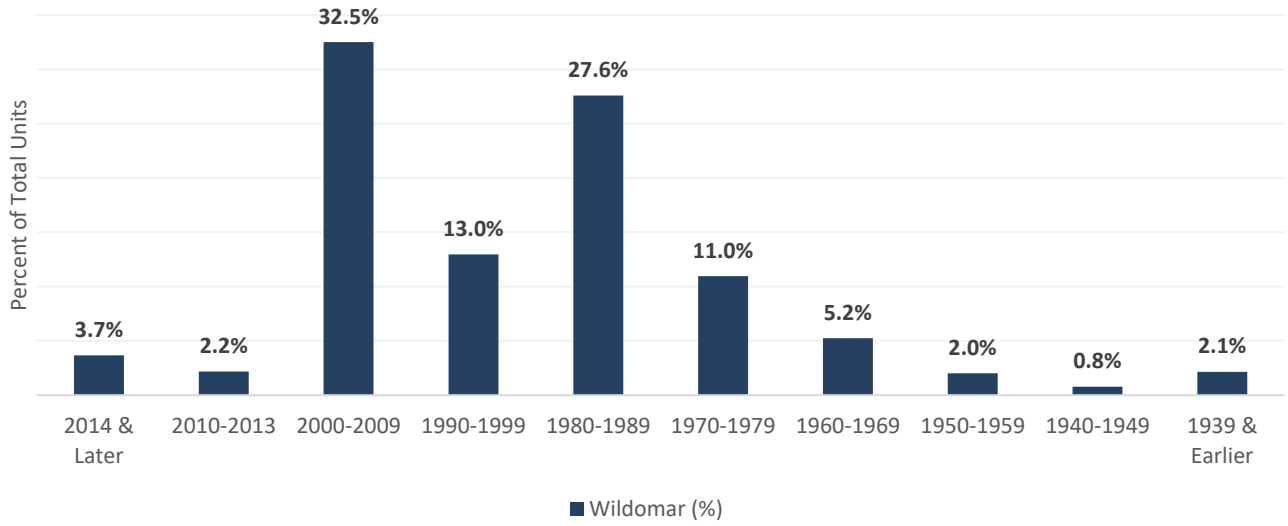
Source: 2014-2018 ACS

HOUSING CONDITIONS

Housing conditions are an important indicator of quality of life in the City of Wildomar. Like any asset, housing ages and deteriorates over time. If not regularly maintained, structures can deteriorate and discourage reinvestment, depress neighborhood property values, and even become health hazards. Thus, maintaining and improving housing quality is an important goal for communities.

An indication of the quality of the housing stock is its general age. Typically, housing over 30 years old is likely to have rehabilitation needs that may include plumbing, roof repairs, foundation work, and other repairs. **Figure HNA-2** displays the age of Wildomar's housing stock starting from before 1939 up until 2014 and later, per the 2014-2018 ACS. Among the housing stock, 51.4 percent of the housing units in Wildomar were built since 1990. The remaining 48.7 percent of the housing stock is over 30 years old, meaning rehabilitation needs could be necessary in certain homes. The City estimates that approximately 10 percent of the housing stock needs rehabilitation.

FIGURE HNA-2: AGE OF HOUSING STOCK



Source: 2014-2018 ACS

HOUSING COST AND AFFORDABILITY

One of the major barriers to housing availability is the cost of housing. To provide housing to all economic levels in the community, a wide variety of housing opportunities at various prices should be made available. Housing affordability is dependent on income and housing costs.

Housing affordability is based on the relationship between household income and housing expenses. According to the U.S. Department of Housing and Urban Development (HUD) and HCD, housing is considered "affordable" if the monthly housing cost is no more than 30 percent of a household's gross income.

Sales Prices

According to Realtor.com, the median sales price for homes in Wildomar as of December 2020 was $477,500 (**Table HNA-12**). The median sales price in Wildomar is higher than Lake Elsinore and Menifee at $435,000 and $426,000, respectively. However, the median sales price in Wildomar is slightly lower compared to Murrieta ($505,000).

TABLE HNA-12: MEDIAN SALES PRICES, 2020

Jurisdiction	Median Sales Price
Wildomar	$477,500
Lake Elsinore	$435,000
Menifee	$426,000
Murrieta	$505,000

Source: Realtor.com, December 2020

Rental Prices

Table HNA-13 shows the rental costs in Wildomar by the number of bedrooms. Two-bedrooms homes had the highest number of listings and were available for rent at an average price of $2,039. One-bedroom homes had the second-highest number of listings at an average rental price of $1,965. As indicated by **Table HNA-13**, Wildomar only had 12 rental homes listed during October 2020.

TABLE HNA-13: MEDIAN RENTAL COST BY HOUSING TYPE, 2020

Housing Type	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms
Number of Listings	3	6	2	1
Median Price	$1,965	$2,039	$2,145	$2,745
Price Range	$1,786-1,970	$1,695-$2,369	$1,550-$2,740	-

Source: Hotpads.com, Zillow.com, Realtor.com, October 2020

Housing Affordability

Table HNA-14 provides the affordable rents and maximum purchase price, based on the HCD income limits for Riverside County. As shown in **Table HNA-14**, the maximum affordable rent is $655 for an extremely low-income four-person household, $941 monthly for a very low-income household, $1,506 for a low-income household, and $2,259 for a moderate-income household. As shown in **Table HNA-13**, two- and three-bedroom units were renting at median prices of $2,039 to $2,145, respectively, and therefore are out of the affordability range for extremely low-income, very low-income, and low-income households. The two- and three-bedroom units are within the price range for moderate-income households. As shown in **Table HNA-13**, some units on the lower end of the price range are only within the affordability range for low-income and moderate-income households.

As of December 2020, the median sales price for all single-family homes in the city was $477,500. The maximum affordable sales price for a four-person household is $163,536 for an extremely low-income household, $235,005 for a very low-income household, $376,070 for a low-income household, and $563,949 for a moderate-income household. This indicates that only moderate-income households would be able to afford existing and newly constructed homes in Wildomar at a median sales price of $477,500.

TABLE HNA-14: HOUSING AFFORDABILITY BY INCOME LEVEL (BASED ON A FOUR-PERSON HOUSEHOLD)

	Income Level (Based on a 4-Person Household)			
	Extremely Low	**Very Low**	**Low**	**Moderate**
Annual Income	$26,200	$37,650	$60,250	$90,350
Monthly Income	$2,183	$3,138	$5,021	$7,529
Maximum Monthly Gross Rent[1]	$655	$941	$1,506	$2,259
Maximum Purchase Price[2]	$163,536	$235,005	$376,070	$563,949

Source: California Department of Housing and Community Development 2020 State Income Limits
Notes:
1. Affordable cost 30 percent of gross household income spent on housing.
2. Affordable housing sales price is based on conventional 30-year loan at 3 percent interest and a 5% down payment.

SPECIAL NEEDS GROUPS

Certain groups have greater difficulty in finding acceptable, affordable housing due to special circumstances relating to employment and income, household characteristics, and disabilities, among others. These "special needs" groups include seniors, persons with disabilities, large households, single-parent households (female-headed households with children, in particular), homeless persons, and farmworkers.

SENIORS

Senior residents have many different housing needs, depending on their age, level of income, current tenure status, cultural background, and health status. Senior households may need assistance with personal and financial affairs, networks of care to provide services and daily assistance, and even possible architectural design features that could accommodate disabilities that would help ensure continued independent living.

According to the 2014-2018 ACS, there were 4,534 seniors or 12.5 percent of the total population (age 65 and over) in the City of Wildomar. Riverside County as a whole had a slightly higher percentage of seniors with 13.8 percent of persons ages 65 and over.

Of the senior population, 2,366 seniors were householders in Wildomar, representing 23.2 percent of all households in the city. Of those senior householders, approximately 76.0 percent were owner-occupied and 24.0 percent were renter-occupied. Riverside County's breakdown was similar with 79.2 percent and 20.8 percent, respectively.

PERSONS WITH DISABILITIES

Physical, mental, and/or developmental disabilities may prevent a person from working, may restrict one's mobility, or may make it difficult to care for oneself. Persons with disabilities have special housing needs often related to the limited ability to earn a sufficient income and a lack of accessible and affordable housing. Some residents have disabilities that require living in a supportive or institutional setting.

The American Disabilities Act (ADA) defines an individual with a disability as "as a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such an impairment, or a person who is perceived by others as having such an impairment."

The City of Wildomar has a disabled population of 9,925 persons, approximately 27.6 percent of the total population, according to the 2014–2018 ACS. **Table HNA-15** provides additional characteristics for the disabled population.

To meet the special needs of disabled residents, the City supports the upgrade of existing buildings to conform to ADA requirements. The City has included **Program H-5.1** to support development of housing accessible to persons with a disability.

TABLE HNA-15: DISABILITIES BY AGE

Type of Disability	Age Group			With Disability	Total Population	Percentage with a Disability
	Under 18 Years	18-64 Years	65+ Years			
City of Wildomar						
Hearing Difficulty	17	376	920	1,313	35,973	27.6%
Vision Difficulty	27	589	340	956		
Cognitive Difficulty	548	879	630	2,057		
Ambulatory Difficulty	28	1,186	1,440	2,654		
Self-Care Difficulty	130	475	672	1,277		
Independent Living Difficulty	--*	753	915	1,668		
Riverside County						
Hearing Difficulty	3,516	24,921	48,125	76,562	2,361,744	22.5%
Vision Difficulty	4,518	26,258	22,570	53,346		
Cognitive Difficulty	15,171	53,819	29,630	98,620		
Ambulatory Difficulty	2,433	63,836	76,195	142,464		
Self-Care Difficulty	4,472	26,019	29,419	59,910		
Independent Living Difficulty	--*	50,110	51,241	101,351		

Source: 2014-2018 ACS
** No data available for this age group with this disability.*

Persons with Developmental Disabilities (Senate Bill 812)

Senate Bill (SB) 812 (Ashburn, 2010) requires the City to include in its analysis of "Special Needs Groups" the needs of those with a developmental disability within the community. According to Section 4512 of the Welfare and Institutions Code, "developmental disability" means a disability that originates before an individual attains 18 years of age, continues, or can be expected to continue, indefinitely, and constitutes a

substantial disability for that individual. It includes intellectual disabilities, cerebral palsy, epilepsy, and autism. This term also includes disabling conditions found to be closely related to intellectual disability or to require treatment similar to that required for individuals with intellectual disabilities but does not include other conditions that are solely physical in nature.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled persons require a group living environment where supervision is provided. The most severely affected persons may require an institutional environment where medical aid and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services (CDDS) currently provides community-based services to approximately 330,000 with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The Inland Regional Center is one of 21 regional centers in the State of California that provides point of entry to services for people with developmental disabilities. The center is a private, nonprofit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

The information in **Table HNA-16** is from the California Department of Developmental Services, charged by the State of California to oversee the coordination and care of people with developmental disabilities, provides a closer look at the disabled population by age.

TABLE HNA-16: DEVELOPMENTALLY DISABLED RESIDENTS, BY AGE

Zip Code Area	0-17 Years	18+Years	Total
92595	152	114	266

Source: California Department of Developmental Services, Quarterly Consumer Report, September 2020

There are a number of housing types appropriate for people living with a development disability: rent-subsidized homes, licensed and unlicensed single-family homes, inclusionary housing, Section 8 vouchers, special programs for home purchase, HUD housing, and SB 962 homes. The design of housing-accessibility modifications, the proximity to services and transit, and the availability of group living opportunities represent some of the types of considerations that are important in serving this need group.

LARGE HOUSEHOLDS

Large households are defined as households with five or more members. Large households comprise a special needs group because of the need for larger dwelling units, which are often in limited supply and therefore command higher prices. To save for other basic necessities, such as food, clothing, and medical care, it is common for lower-income large households to reside in smaller dwelling units, frequently resulting in overcrowding.

Based on estimates from the 2014-2018 ACS, 19.9 percent (2,012) of Wildomar's households were large households, including 5.3 percent (537) that had six or more persons and 3.7 percent (376) that had seven or more persons.

As previously mentioned, 2,012 households in Wildomar were occupied by five or more persons. Of those, 1,323 were owner-occupied households and 689 were renter-occupied households.

SINGLE-PARENT HOUSEHOLDS

Single-parent households (which are predominantly female-headed) are one-parent households with children under the age of 18 living at home. For these households, living expenses generally require a larger proportion of income relative to two-parent households. Therefore, finding affordable, decent, and safe housing is often more difficult for single-parent households. Additionally, single-parent households have special needs involving access to daycare or childcare, healthcare, and other supportive services.

According to the 2014-2018 ACS, 21.7 percent (2,190 households) of households in the city were single-parent households. Of these households, approximately 64.0 percent (1,401 households) were female-headed and the remaining 36.0 percent (789 households) were male-headed.

FARMWORKERS

Farmworkers are generally considered to have special housing needs because of limited income and the unstable nature of employment (i.e., having to move throughout the year from one harvest to the next). The typical temporary nature of farm work is not the case in Wildomar. The only work of this nature is dairy work, which goes on year-round and is not seasonal.

Based on the 2014–2018 ACS, it is estimated that there are approximately 127 persons employed in the agriculture, forestry, fishing, and hunting industry, representing only 0.8 percent of the total population. The demand for specific farmworker housing is estimated to be very minimal if at all and therefore housing is addressed through the current housing stock and through overall programs for affordability.

When looking at Riverside County as a whole, according to the US Department of Agriculture's (USDA) 2017 Census of Agriculture, there were 11,365 farm workers in Riverside County. Of those farm workers, the majority (8,469 or 75 percent) were seasonal employees, working less than 150 days per year. The remaining one-quarter of farmworkers (3,714 persons) were permanent employees.

EXTREMELY LOW-INCOME HOUSEHOLDS

In 2020, the median income for a household of four in Riverside County was $75,300. Households that earn 30 percent or less than the county's median income are considered "extremely low-income", making $26,200 or less annually for a household of 4.

Households and individuals with extremely low incomes may experience the greatest challenges in finding suitable, affordable housing. Extremely low-income households often have a combination of housing challenges related to income, credit status, disability or mobility status, family size, household characteristics, supportive service needs, or a lack of affordable housing opportunities. These households typically include seniors on Social Security, individuals with disabilities, single parents, farmworkers, and low-wage workers. Some extremely low-income individuals and households are homeless. Many extremely low-income households seek rental housing and most likely face overpayment, overcrowding, or substandard housing condition. Some extremely low-income households could have members with mental or other disabilities and special needs.

Approximately 7.4 percent (or 735 households) of households in Wildomar fell into the extremely low-income range, according 2013–2017 Comprehensive Housing Affordability Strategy [CHAS]). Of those households, 38.8 percent (285 households) were owner occupied households and 61.2 percent (450 households) were renter occupied households. Of the 735 extremely low-income households, 85 percent were overpaying (paying more than 30 percent of their income on housing costs) for housing and 72.8 percent were severely overpaying (paying more than 50 percent of their income on housing costs).

To address the need for extremely low-income housing, the City has included Program 3.1, 10.1, and 11.1. Additionally, the City permits single-room occupancy units, in compliance with Government Code Section 65583(c)(1).

HOMELESS

Homeless individuals and families have perhaps the most immediate housing need of any group. They also have one of the most difficult sets of housing needs to meet, due to both the diversity and the complexity of factors that lead to homelessness and to community opposition to the siting of facilities that serve homeless clients. California law requires that Housing Elements estimate the need for emergency shelter for homeless people.

The County of Riverside completed a Point-in-Time Homeless Count in January 2020. According to this data, there are approximately six unsheltered persons within the City of Wildomar. The Riverside County Sheriff's Department and the Social Work Action Group estimated a total of 15 unsheltered persons living in Wildomar and the surrounding areas but did not have an estimate specific to the City of Wildomar available. **Table HNA-17** shows some of the shelter resources available to the homeless in Riverside County.

TABLE HNA-17: HOMELESS SHELTER RESOURCES

Shelter Name	Type of Shelter	City	Clientele or Needs Serviced	Number of Beds
Operation SafeHouse	Emergency	Riverside	Runaway youth	17
Operation SafeHouse	Transitional	Riverside	Ages 18-22 years	15
Path of Life Ministries	Emergency	Riverside	General	135
Project T.O.U.C.H.	Transitional	Temecula	General	215
Project T.O.U.C.H.	Emergency	Temecula	Winter Shelter	25
Valley Restart Shelter	Emergency	Hemet	Families	35
Lutheran Social Services	Permanent	Riverside	General	30
Anchor in Christ	Transitional	Lake Elsinore	Substance Abuse	28
The Hacienda (God's Helping Hand)	Transitional	Perris	Substance Abuse	70
Project Touch	Transitional	Temecula	General	215
Rancho Damacitas Project Independence	Transitional	Temecula	Former Foster Youth	19
Set Free Ministry	Transitional	Lake Elsinore	Substance Abuse	110
Teen Challenge of Riverside	Transitional	Riverside	Substance Abuse	140

Source: Dreamcenterle.org, Murrieta Community Resource Guide, 2018

ANALYSIS OF AT-RISK HOUSING

California Housing Element law requires the analysis of government-assisted housing units that are eligible to convert from low-income housing to market-rate housing during the next 10 years due to expiring subsidies, mortgage prepayments, or expiration of affordability restrictions and development of programs aimed at their preservation.

INVENTORY OF AFFORDABLE UNITS

An inventory of assisted units in the City of Wildomar was compiled based on information gathered from the California Housing Partnership Corporation (**Table HNA-18**). According to the California Housing Partnership Corporation, there is one assisted property in Wildomar. This property is not at risk of opting out of programs that keep them affordable to very low- and low-income households over the Housing Element period (2021-2029).

TABLE HNA-18: ASSISTED UNITS INVENTORY

Projects	Total Units	Assisted Units	Type	Funding Source	Earliest Date of Conversion
Wildomar Senior Leisure Living	176	175	Senior	LIHTC	2053

Source: California Housing Partnership Corporation 2021

Preservation Resources

Efforts by the City to retain low-income housing must be able to draw upon two basic types of preservation resources: organizational and financial. Qualified nonprofit entities need to be made aware of the future possibilities of units becoming at risk. Should a property become at risk, the City maintains an active list of resources by which to preserve that property.

In addition, the City of Wildomar will develop procedures for monitoring and preserving at-risk units, which will include the following:

- Monitor the Risk Assessment report published by the California Housing Partnership Corporation.
- Maintain regular contact with the local HUD office regarding early warnings of possible opt-outs.

- Maintain contact with the owners and managers of existing affordable housing to determine if there are plans to opt out in the future and offer assistance in locating eligible buyers.
- Develop and maintain a list of potential purchasers of at-risk units and act as a liaison between owners and eligible purchasers.
- Ensure that all owners and managers of affordable housing are provided with applicable state and federal laws regarding notice to tenants of the owner's desire to opt out or prepay. State law requires a 12-month notice.

Nonprofit Entities

Nonprofit entities serving Riverside County, including Wildomar, can be contacted to gauge their interest and ability in acquiring and/or managing units at risk of conversion. A partial listing of entities with resources in the Riverside County area includes:

- Alternatives for Domestic Violence
- Shelter from the Storm
- Nexus for Affordable Housing
- Catholic Charities
- Coachella Valley Housing Coalition
- Fair Housing Council of Riverside County
- Family Service Association of Riverside County
- Habitat for Humanity
- Lutheran Social Services
- BUILD Leadership Development

ASSESSMENT OF FAIR HOUSING

Assembly Bill (AB) 686 requires that all housing elements due on or after January 1, 2021, must contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015.

Under state law, AFFH means "taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics."

In order to comply with AB 686, the City has completed the following outreach and analysis.

OUTREACH

As discussed in the Public Participation section of the Housing Element, the City held a Planning Commission Study Session and invited the public to attend and participate. This study session was held in addition to the standard public hearing process and conducted individual consultations with stakeholders. A flyer with information about the workshop was sent to local service providers, affordable housing developers, and legal aid providers in an effort to reach lower-income residents and special needs groups. At this public outreach presentation, the Planning Commission discussed the need to address affordable housing issues in general. No community members elected to participate; however, the event was held virtually and is available on the City's website, so residents have ongoing access to this information. The City has included **Program H-17.1** to conduct ongoing outreach to engage members of all socio-economic groups and recruit members of underrepresented groups to participate in Planning Commission, City Council, and committees as they are formed. Members of the community were also encouraged to share input to ask questions before and after the workshop by emailing the Planning Director.

The City also conducted one-on-one consultation meetings with housing advocates, housing and service providers, and community organizations who serve the general public and special needs groups. As with the workshop, the purpose of these consultations was to solicit direct feedback on housing needs, barriers to fair and affordable housing, and opportunities for development from all community groups, not just those who are able to attend the study session and public hearings. The primary concerns that stakeholders raised related to fair housing included:

- Limited availability of appropriately zoned land to accommodate high-density affordable housing that limits mobility options for lower income households;

- Lack of a varied housing supply that can result in occupants living in inaccessible housing for their needs or overcrowded situations;
- Discriminatory practices by landlords against low-income persons and persons with disabilities; and
- Community opposition to affordable, high-density housing in the City.

The issues raised by stakeholders identified barriers to fair housing in the form of housing mobility opportunities and exclusionary behaviors that may result in displacement. In order to address these, the City has included **Programs H-1.1** and **H-1.2** to ensure there is a supply of high-density land available and **Program H-17.1** to address discriminatory practices and community position on high-density housing. The collection process for this qualitative data is described in greater detail in the Public Participation section of this Housing Element.

The primary fair housing issues identified by the Fair Housing Council of Riverside County (FHCRC) were refusal by landlords to grant reasonable accommodation requests and poor housing conditions, specifically pest infestations and mold that can create health problems for occupants. In both instances, FHCRC noted that these issues, and others, present barriers to safe and equal housing opportunities, particularly for lower-income households that may have more limited housing options. The City will provide biannual training for landlords on their responsibilities to their tenants and fair housing laws (**Program H-17.1**) and will develop a code enforcement program to ensure owners are addressing building and maintenance issues without displacing occupants, or with relocation assistance (**Program H-15.1**). Additional data collected from the FHCRC on local and regional fair housing issues is described in the Enforcement and Outreach Capacity section of this assessment.

The local data and knowledge gathered during these consultations was used to inform this assessment of fair housing issues, reveal barriers to fair housing, and identify factors that contribute to these issues (**Table HNA-19**). In an effort to gather ongoing local input and data and encourage all residents to participate in planning processes, the City has included **Program H-17.1** to meet annually with fair housing providers to discuss local fair housing issues and concerns, offer translation services to improve accessibility for all residents, conduct targeted outreach to underrepresented groups, and meet with service providers for special needs and underrepresented groups.

ASSESSMENT OF FAIR HOUSING ISSUES

The California Government Code Section 65583 (10)(A)(ii) requires the City of Wildomar to analyze areas of segregation, racially or ethnically concentrated areas of poverty, disparities in access to opportunity, and disproportionate housing needs, including displacement risk. Since 2017, the California Tax Allocation Committee (TCAC) and HCD have developed annual maps of access to resources such as high-paying job opportunities, proficient schools, safe and clean neighborhoods, and other healthy economic, social, and environmental indicators to provide evidence-based research for policy recommendations. This effort has been dubbed "opportunity mapping" and is available to all jurisdictions to assess access to opportunities within their community. According to the HCD/TCAC 2020 Opportunity Areas Map, the City of Wildomar is split between high/highest resource areas south of Wildomar Trail and moderate resource in most areas to the north of Wildomar Trail, except for high resource areas south of Palomar Street (**Figure HNA-3**). While there are no low resource areas or areas of high segregation and poverty in the City of Wildomar, all areas west of the City in Lake Elsinore are considered low resource. Although the City does not plan for housing for these areas, it is likely that many of these residents rely on Wildomar for services and it is possible that people that work in Wildomar live in these areas. As such, the City has taken a broader view than just the city limits when assessing fair housing issues.

Some of the indicators identified by TCAC and HCD to determine the access to opportunity include high levels of employment and close proximity to jobs, access to effective educational opportunities for both children and adults, low concentration of poverty, and low levels of environmental pollutants, among others. These indicator scores decrease as the level of designation decreases until "Low Resource" areas, which typically have limited access to education and employment opportunities and may have poor environmental quality. The trends and factors that have resulted in these patterns of access to resources, and other fair housing issues, may have stemmed from historical patterns or from current practices.

Patterns of Integration and Segregation

Diversity

As shown in **Figure HNA-4,** in 2018 the City of Wildomar had a similar diversity index score to much of the surrounding areas. However, while the majority of residents in communities north of Wildomar identify as Hispanic, Wildomar is predominantly White and non-Hispanic, as described in the Community Profile of the Housing Element. In the Southern California Association of Governments (SCAG) region, northern areas in Los Angeles and San Bernardino Counties have a higher percentage of residents that identify as Hispanic than White. This trend differs from more southern areas of the SCAG region, including Wildomar. Wildomar more closely reflects the patterns of diversity found in urban areas of Riverside County, where the diversity index is consistent across communities, indicating that there are not concentrated areas of more or less diversity.

While 68.1 percent of Wildomar residents identify as White, there do not appear to be any areas with significantly higher or lower levels of diversity than any other within the city or immediately adjacent areas (**Figure HNA-4**), suggesting that the community is well integrated in this regard. This trend is an increase in the distribution of diversity scores across the city since even 2010, when the diversity index scores were slightly lower in the southeastern portion of the city.

Income and Race

A racially or ethnically concentrated area of poverty (R/ECAPs) is an area in which 50 percent or more of the population identifies as non-White and 40 percent or more of residents are living in poverty. In the SCAG region, there are several R/ECAPs located in major cities and unincorporated areas. However, there are no R/ECAPs located in the City of Wildomar. The nearest R/ECAP is the community of Meadowbrook located northeast of Wildomar. While there are no R/ECAPs in Wildomar, there is a higher percent of the population living below the poverty line along the northwestern city limit adjacent to the City of Lake Elsinore. Across Lake Elsinore, there is a significantly higher rate of poverty than anywhere in Wildomar (**Figure HNA-5**). As shown in **Figure HNA-5,** there is a slightly higher rate of poverty southwest of I-15 in Wildomar than to the north of the freeway, which corresponds with a higher concentration of Housing Choice Voucher recipients living between Palomar Street, Central Avenue, Clinton Keith Road, and I-15. In this area, 5 to 15 percent of housing units are occupied by voucher holders, while there are no notable concentrations east of I-15. Beginning January 1, 2020, under California Government Code Section 12927(i), landlords must accept Housing Choice Vouchers as an acceptable source of income for tenants. Therefore, the concentration of voucher recipients may be due to the availability of housing that is affordable with a voucher, meets the condition requirements of the voucher, or that landlords in other areas of the city are unaware of the requirement to accept vouchers. While 12.4 percent of the population in Wildomar has an income at or below the poverty line, this is a decrease from 15 percent in 2015. Despite this slight decline, the City has included **Program H-17.1** to provide regular training to landlords on requirements under fair housing law and **Programs H-3.2, H-4.1,** and **H-7.1** to expand the supply of affordable housing so there are more options for lower-income households throughout the city.

In contrast to a R/ECAP, a racially concentrated area of affluence (RCAA) is defined as a census tract in which 80 percent or more of the population is White and has a median income greater than $125,000 annually. While there is a higher median income in the southern portion of the City, south of Clinton Keith Road, these areas do not correspond with a White population that is 80 percent or more of the population in that area. Therefore, there are no areas of Wildomar that qualify as a RCAA. Most RCAAs in the SCAG region are located in coastal communities while inland suburban communities do not reflect this pattern.

Persons with Disabilities

As discussed in the Community Profile section of the Housing Element, approximately 27.6 percent of Wildomar's population in 2018 had at least one disability, and 40.2 percent of those individuals were seniors, who are more likely to have an ambulatory, visual, or hearing disability. Since 2014, the percent of the population with a disability has increased slightly across the City, but still reflects the SCAG region and the rate of disability is even across the City. The rate of disability in Wildomar is similar to all incorporated jurisdictions in Riverside County and most suburban communities in the SCAG region. Disability rates are higher further inland in the region, indicating that the City of Wildomar does not have a disproportionate concentration of persons with disabilities when compared to the region or a smaller percentage of persons with disabilities that would indicate barriers to this population. In Wildomar, the senior population has increased since 2012, from 9.8 percent of the population to 12.5 percent in 2018, which may account for a large portion of the increase in the percentage of the population with a disability during this time period, from 10.4 percent in 2012 to 13.9 percent in 2018. The City will explore amending the Wildomar Municipal Code to allow residential care facilities for seven or more persons in all residential zones to ensure that residents are able to age in place with access to the resources they need (**Program H-11.2**) and will work with disability service providers to identify whether there is unmet demand for services in any area of the city (**Program H-17.1**).

Familial Status

Wildomar has historically been highly family-oriented, a pattern that exists today, and will in the future. As shown in **Figure HNA-6**, Wildomar and the surrounding areas are dominated by married-couple families and families with children. Given the low vacancy rate for both ownership units (0.4 percent) and rental units (1.0 percent) in 2018, this may suggest that there is a shortage of homes to meet the needs of existing family types in Wildomar. While many communities across the SCAG region are predominantly made up of married-couple families, like Wildomar, the percentage of households with children decreases in more rural and unincorporated areas, especially in the eastern portion of the region. The City will work with developers to promote and incentivize the development of a variety of housing types to meet the needs of all current and future residents (**Programs H-4.1**).

Other Relevant Factors

While not incorporated until 2008, development in the Wildomar area began in the 1880s with the introduction of train service to present day Lake Elsinore. In 1885, the first map of the Wildomar townsite was made by its founders and formal development began thereafter with the construction of a school, federal buildings, and a town center. The townsite was originally platted for large-lot, single-family construction, which was standard for the time but supported a lower-density downtown that persists today. While Wildomar's growth originated with the construction of the Southern Pacific Railroad through the townsite, heavy rains in 1884 washed out the tracks which were never replaced. The following century of slow growth

therefore, was not largely influenced by the presence of the railroad beyond a concentration of retail and commercial at the original center of town where which, in some jurisdictions, can result in significantly different land use patterns and segregation.

With the opening of the Temecula Valley Freeway (Interstate [I-] 15) in 1985, Wildomar's community was revitalized, and growth began again. Due to its historic foundation as a railroad community, Wildomar's services are generally located along the in the original center of town where the railroad once was and have since stretched along the length of the I-15 corridor. Interstate 15 bisects the City in a north-south direction. Areas west of I-15 are typically smaller, older homes, indicative of the older nature of this part of the city, which tend to be more affordable than larger, newer homes east of I-15. West of I-15, poverty rates tend to be higher, ranging from approximately 6.5 percent to 13.4 percent, while east of I-15 rates range from 4.2 to 10.0 percent. While these do not differ significantly, the presence of smaller, more affordable homes may be more accessible for lower-income households, resulting in a slightly higher rate of poverty. In order to address the disproportionate concentration of lower-income households, the City will employ several strategies to encourage the construction of affordable housing in high opportunity areas and throughout the city to facilitate housing mobility (**Programs H-3.2, H-4.1, H-7.1,** and **H-9.1**).

The hillside arching through the eastern portion of the City present another barrier in Wildomar. The topography creates a barrier between the residential and commercial areas to the south of the mountains and the residential area to the north. Additionally, due to steeper topography adjacent to the hillside, development is more limited with regards to high density housing construction. Its historical ties to the railroad community and geographic location have resulted in the distribution of density Wildomar has today, with higher-density residential uses concentrated on the northern and southern areas of the City and lower-density uses in the historic areas. However, poverty rates, racial and ethnic concentrations, and other potential indicators of segregation do not exist between areas north and south of the topographic barrier. Housing north of the mountains reflect the development patterns south of the mountains, east of I-15, with larger homes in suburban development. Additionally, despite topographic factors and transportation routes that have influenced how the City of Wildomar has grown in the last 40 years, public investment in infrastructure has remained balanced throughout the city. There is no history of disproportionate investment in certain areas of the city, or lack of investment in others. Therefore, there are no patterns of disproportionate access to opportunity as a result of public investment.

Zoning in Wildomar was, until 2008 upon incorporation, established as part of the greater Riverside County governmental agency. The area that is present day Wildomar was part of the urbanized western Riverside County, as opposed to the more agricultural eastern Riverside County. This distinction is part of what drove targeting commercial zoning and higher density and mixed use zoning in the town center of Wildomar, along

the interstate and other major transit routes. The County established Mixed Use Planning Areas which still exist today, emphasizing a shift toward denser, more integrated residential and commercial development. When the City of Wildomar incorporated, it inherited both the current and historic growth patterns that had resulted from being part of unincorporated Riverside County. Riverside County has no history of exclusionary zoning practices or land use policies that influenced the development of present-day Wildomar. Growth was dependent on access to transit and resources and resulted in a denser city core and more suburban exteriors that were not explicitly exclusionary.

In the last decade, population growth has primarily occurred east of I-15, in newer areas of the city with available land. West of I-15 between Almond Street and Wildomar Trail, and west of Palomar Street, the population decreased slightly. The concentration of population growth is not surprising considering that most areas west of I-15 are built out, however the declining population in some neighborhoods west of I-15 may be a symptom of residents being drawn to other neighborhoods of Wildomar or elsewhere. To ensure that residents have access to a variety of affordable housing types to remain in their neighborhood if they choose to, the City will pursue funding to assist homeowners with securing rehabilitation funding (**Program H-14.1**), allow ADU's in all residential zones (**Program H-9.1**), and will develop a program to connect lower-income residents with affordable housing opportunities. (**Programs H-4.1** and **H-17.1**)

Educational attainment may also indicate discrepancies in access to educational opportunities, or varying needs for types of employment based on education levels. In 2019, approximately 81.6 percent of Wildomar residents had earned a high school diploma while approximately 11.5 percent had a bachelor's degree or higher. There are no neighborhoods in the City that have notably lower rates of attainment of a bachelor's degree or higher; however, west of Palomar Street and west of Lost Road have high school educational attainment rates of 64.4 percent and 69.9 percent, respectively. However, despite areas with lower educational attainment levels, these areas do not have lower median incomes or other indicators of fair housing issues beyond what is discussed throughout this assessment of fair housing. Educational attainment may still be a cause of fair housing issues; therefore, the City will promote the availability of the County's CalWorks program to assist lower-income households to enter or re-enter the workforce and will work with the school district and developers to ensure all neighborhoods have equal access to strong educational opportunities (**Program H-17.1**).

Access to Opportunity

Educational Opportunities

There are several schools located in Wildomar, including Wildomar Elementary School, Donald Graham Elementary School, David Brown Middle School, and Elsinore High School, among others. Of the

approximately 11 schools located within city limits, 8 are located west of I-15. Due to geographical constraints, there are limited areas of development east of I-15 and, therefore, less need for schools in this area. However, there are no schools located in the developed northeast corner of Wildomar, reducing access to schools for residents of this area. As shown in **Figure HNA-7**, a more positive educational outcome is expected for students in the southern portion of the city, where there is greater access to resources, including schools. The access to strong educational opportunities decreases in the northern portion of the city, though remains higher than areas west of Wildomar. There is a significant discrepancy in expected educational outcome for residents between these two areas of the city, suggesting that there is more limited access to high-quality schools in the northwestern areas of the city due to the quality of schools or proximity to them. The City will work with school districts and developers to ensure residential development in the northern portion of the city can be accommodated by existing school capacity or will assist with identifying a site for a new school, if needed (**Program H-17.1**). Despite the differences in expected educational outcome between the northern and southern reaches of the city, Wildomar as a whole has a more positive educational outcome expected than many areas in the SCAG region and Riverside County. Wildomar reflects the educational scores in the nearby cities of Murrieta, Temecula, and Rancho Santa Margarita, and has a significantly higher score than the cities of Lake Elsinore, Perris, and Hemet. In the SCAG region, suburban communities tend to have higher educational scores than urban and rural, which reflects the score in Wildomar as a suburban city.

Employment Opportunities

According to HUD's 2017 analysis of proximity to jobs, Wildomar, and most of western Riverside County, are located far from employment opportunities (**Figure HNA-8**). However, the mean commute times of residents, as reported by ACS, suggest that residents of Wildomar are located within a similar distance to jobs as residents of Temecula, which HUD identified as a job center. The mean commute time for residents of Wildomar was 37.4 minutes in 2019, which has not changed since 2010. This was only slightly higher than that for residents of the cities of Temecula (36.1 minutes) and Murrieta (35.7 minutes), and lower than other surrounding communities, including the cities of Lake Elsinore (45.5 minutes), Menifee (42.9 minutes), and Perris (37.7 minutes). In addition to having a stable commute time that is similar to surrounding communities, the unemployment rate in Wildomar is similar to, or lower than, all of these jurisdictions, as well as the County as a whole, according to the California Employment Development Department. Before the COVID-19 pandemic resulted in a national spike in unemployment, the unemployment rate in the City of Wildomar in 2020 was 3.9 percent, lower than the Riverside County rate of 4.2 percent. In December 2020, that rate had increased to 8.3 percent in the city, but remained lower than Riverside County rate of 9.1 percent. Therefore, given this data, the supply of jobs for Wildomar residents appears to meet demand and does not differ significantly from the region.

Mobility

Wildomar residents are served by Riverside Transit Agency (RTA) routes 8 and 23. Route 8 operates on a loop between Lake Elsinore and Wildomar and Route 23 runs from Wildomar to Temecula, with a stop in Murrieta. Both routes operate seven days per week, approximately 12 hours per day, but have 60- to 75-minute headways. There are very limited fixed-route transit options within the City of Wildomar, with no transit available to residents in the northeast portion of the city. All Transit is a data tool that measures access to transit, connectivity, and service availability. According to All Transit, the City of Wildomar has a transit performance score of 1.9, compared to 3.3 for Riverside County and 5.5 for the SCAG region as a whole. Given the limited routes and frequency of public transit in Wildomar, the City will work with RTA to assess unmet transit needs and expand routes and frequency as needed (**Program H-17.1**).

Housing for Persons with Disabilities

To meet the needs of the population with disabilities in Wildomar, there is one licensed adult residential care facility and 10 licensed residential care facilities for the elderly. Additionally, residents are served by Dial-A-Ride, an advanced reservation, origin-to-destination transportation option offered by RTA for seniors and persons with disabilities at locations within three-quarters of a mile of an RTA fixed route. The City also requires new developments to comply with Title 24 of the 2019 California Building Code to ensure that all new construction meets accessible design standards, thus ensuring that all new housing is accessible for all residents regardless of disability. Additionally, the City ensures that older housing that may not meet the same accessibility requirements can be adapted as needed through their reasonable accommodation process, discussed in the Governmental Constraints section of this Housing Element, and by seeking funding to assist with rehabilitations (**Program H-17.1**).

Environmental Health

In February 2021, the California Office for Environmental Health Hazard Assessment (COEHHA) released the fourth version of CalEnviroScreen, a tool that uses environmental, health, and socioeconomic indicators to map and compare community's environmental scores. A community with a in the 75th percentile or above, is one with higher levels of pollution and other negative environmental indicators and is considered a disadvantaged community. There are no disadvantaged communities in the City of Wildomar. North of Lemon Street and west of Lost Road is in the highest percentile in the city (53rd percentile). Outside of that area, east of I-15 scores between the 29th and 37th percentile; west of I-15 scores between the 33rd and 46th percentile. While environmental conditions in Wildomar are similar to or lower than surrounding jurisdictions, and significantly lower than many dense urban areas in the SCAG region, there is a slight between neighborhoods on either side of the interstate within the City, despite not having any areas with considerably poor environmental conditions. In the SCAG region, many cities and communities in urban areas have poorer

environmental conditions than are found in Wildomar while smaller communities are similar to Wildomar. To ensure residents across the City, regardless of location, have access to positive environmental conditions, the City will review open space requirements for new developments and will revise as necessary to ensure all residents have access to healthy outdoor spaces (**Program H-17.1**).

Disproportionate Housing Need and Displacement Risk

Overcrowding and Overpayment

As discussed in the Community Profile of the Housing Element, overcrowding is an issue in the City of Wildomar, especially among renter households. While there are no areas with a higher concentration of overcrowded households, 9.4 percent of renter households live in overcrowded situations, compared to 3.7 percent of owner households. Both rates are lower than overcrowding Riverside County overall (11.9 percent of renters, 4.3 percent of owners). Overcrowding typically means that either appropriately sized housing is unaffordable to current residents, or that the type of housing available does not meet the need resulting in an increased risk of displacement for households living in overcrowded situations. In either case, overcrowding means there is a disproportionate need for affordable, larger housing units in Wildomar. The City will meet with the developers to identify barriers to constructing larger housing (**Program H-17.1**) and has included several other programs to incentivize development of affordable housing.

As with overcrowding, overpayment is a widespread issue in Wildomar, with 37.4 percent of households overpaying for housing. However, the issue is even more prominent among renter households than owner households, with approximately 53.7 percent of renters overpaying for housing. **Figures HNA-9** and **HNA-10** demonstrate how persistent the issue is across Wildomar. This reflects patterns of overpayment across the SCAG region, where overpayment has remained an issue among renters in recent years while decreasing among homeowners. In Wildomar, the percent of the population overpaying for housing is relatively similar between owners and renters in the eastern portion of the City but is significantly higher among renters in the western portion. This may suggest that in the more urbanized western portion of the City, with closer access to resources, either there are fewer affordable rental options for the share of the population that lives here or that the cost of housing is higher overall. While low-density land use designations are more pervasive in the western portion of the City, there are also higher-density areas surrounding commercial uses and major thoroughfares, so the availability of land for higher-density housing is similar between the eastern and western areas of the City. Overpayment increases the risk of displacing residents who are no longer able to afford their housing costs. To address displacement risks due to overpayment, the City will provide incentives to encourage affordable development and will develop a targeted program to connect lower-income residents with affordable homeownership and rental opportunities within the City (**Programs H-4.1** and **H-17.1**).

Housing Condition

In addition to extensive overpayment, just less than half of the housing stock in Wildomar is older than 30 years and may need repairs. While it is likely that some homeowners have conducted ongoing maintenance to maintain the value of their homes, it is likely that many of these homes need some degree of repairs. In some cases, the cost of repairs can be prohibitive, resulting in the owner or renter living in substandard housing conditions or being displaced if the house is designated as uninhabitable or during rehabilitation. According to Comprehensive Housing Affordability Strategy (CHAS) data compiled by the U.S. Census Bureau, approximately 22 percent of Wildomar households which may include overcrowding, lack of a complete kitchen, lack of complete plumbing, or severe cost-burden. As identified above, many homeowners and renters in Wildomar are cost burden, and may represent a large percentage of the 22 percent of households with a severe housing problem identified in CHAS. The rate of housing programs for these four categories combined is lower than most jurisdictions in western Riverside with the exception of the cities of Murrieta and Temecula. Wildomar also has a lower rate of housing programs than most jurisdictions in the SCAG region, indicating that substandard housing may be a larger issue in other communities. However, to prevent residents occupying, or being displaced from, substandard housing, the City will seek funding to assist homeowners with rehabilitation costs and will develop a code enforcement process that will prevent displacement or assist with relocation costs for lower-income households (**Programs H-14.1** and **H-15.1**).

Homelessness

As discussed in the Special Needs Group section of the Housing Needs Assessment, there are approximately 15 unsheltered homeless persons living in the City of Wildomar and the surrounding area, according to the Riverside County Sheriff's Department and the Social Work Action Group. Compared to the region, Wildomar has a smaller percentage of its population that is homeless than most Riverside County cities. The 2020 point-in-time survey estimates that less than the homeless population in Wildomar makes up less than 1 percent of the total unsheltered population of District 1 in Riverside County, compared to the City of Lake Elsinore which makes up 4 percent of the homeless population in District 1. Persons experiencing homelessness, or at risk of becoming homeless, are typically extremely low-income and are displaced from housing due to inability to pay or other issues. While there are several shelters and homeless resources available to homeless residents of Wildomar (**Table HNA-17**), there are limited services available inside city limits. In order to facilitate the construction of emergency shelters, the City has included **Program H-13.1** to allow low-barrier navigation centers in all zones that allow mixed-use and non-residential zones that allow multifamily uses as well as permit emergency shelters in the I-P zone. The City also encourages development of housing for extremely low-income housing through outreach to developers, financial and technical assistance, expedited processing, and other incentives identified in **Program H-11.1**.

Displacement Risk

The annual rate of increase in average home value or rental prices compared with annual changes in the average income in the City also indicates an increased risk of displacement due to housing costs outpacing wage increase, a trend that is felt throughout the region, state, and nation. According to Zillow, the average home value in Wildomar has increased 13.4 percent annually since 2011, increasing from $221,000 which was affordable to a household earning approximately $35,500 annually to $546,000 in June 2021, a price that is affordable to a household earning approximately $87,500. The rate of increase in rental prices still outpaces wage increases but is less than that of home values. Between July 2018 and July 2021, the average rent in Wildomar increased 5.3 percent annually, from prices affordable to households earning $75,500 to those earning $88,800 or more. While housing costs have increased rapidly, wages have not kept pace. The average income in Wildomar has increased approximately 2 percent annually, from $76,357 in 2010 to $91,355 in 2019 according to the American Community Survey. The difference in these trends indicates growing unaffordability of housing in Wildomar, as is the case throughout the region and state. In order to address affordability challenges, the City will encourage and incentivize development of affordable housing units, particularly in high opportunity areas and will develop a program to connect lower-income residents with affordable housing opportunities (see **Table HNA-19**).

Displacement risk increases when a household is paying more for housing than their income can support, their housing condition is unstable or unsafe, and when the household is overcrowded. Each of these presents barriers to stable housing for the occupants. In Wildomar, overpayment is typically, but not always, linked to areas with a lower median income. As discussed under Patterns of Integration and Segregation, there are higher rates of poverty in the northern portion of the City (see Figure HNA-5). As shown in Figures HNA-9 and HNA-10, the rate of overpayment among homeowners is slightly higher in this area of the city as well, while overpayment of renters is relatively constant across all populated areas of the city. As a result, displacement risk due to overpayment for low-income renter households is not significantly higher in any one area of the city but may be slightly higher for low-income homeowners in the northern portion of the city. The City has included **Programs H-4.1** and **H-17.1** to connect lower-income households with affordable housing opportunities, and will promote the availability of this program in the neighborhood with an increased risk of displacement due to a concentration of lower-income homeowners overpaying for housing.

Enforcement and Outreach Capacity

The City enforces fair housing and complies with fair housing laws and regulation through a twofold process: review of City policies and code for compliance with State law and referring fair housing complaints to appropriate agencies.

At the time of this Housing Element update, the City is conducting a comprehensive review of the City's zoning laws and policies for compliance with fair housing law and anticipates completing this review and update during the 2021 calendar year. In addition to assessing fair housing issues related to development standards, fair housing issues can include disproportionate loan rates by race, housing design that is a barrier to individuals with a disability, discrimination against race, national origin, familial status, disability, religion, or sex when renting or selling a housing unit, and more. To address issues not related to development standards, all discrimination and fair housing inquiries or complaints are handled by the City Planning Director, who works directly with the complainant to refer cases to the Fair Housing Council of Riverside County. While no cases have been received through this process to date, the City will continue to promote the availability of this referral service and other fair housing information on the City's website (**Program H-17.1**).

The Fair Housing Council of Riverside County (FHCRC) provides services to residents of Riverside County and its incorporated cities to promote fair housing and protect the housing rights of all individuals. In December 2020, FHCRC reported that they receive an average of 60 to 90 calls per day from residents throughout the County regarding discrimination complaints and housing disputes. Where possible, FHCRC provides mediation services before submitting complaints to HUD. The most common type of complaint throughout Riverside County comes from people with disabilities requesting reasonable accommodations; however, since the start of the COVID-19 pandemic, FHCRC has seen an increase in complaints regarding discrimination and sexual harassment. The most common type of complaints received by FHCRC regarding the physical condition of homes are infestation of insects and cases of mold. FHCRC confirmed that these issues are not isolated to Wildomar and are experienced by residents across their service area. While they do not track the origin of complaints to Wildomar, FHCRC reported in their quarterly reports that they received a total of 1,549 complaints between January and September 2020 from residents of West County, which includes Wildomar. The data received from FHCRC supports many of the findings of this assessment of fair housing regarding housing condition and accessible housing near services for special needs groups. The local and regional context of the information provided to the City was used to inform fair housing issues while the contributing factors were identified through the more local lens of this assessment. FHCRC's feedback is reflected in the issues and factors identified in **Table HNA-19**.

In their *2019 Annual Report*, the California Department of Fair Employment and Housing (DFEH) reported that they received 36 housing complaints from residents of Riverside County, approximately 3.8 percent of the total number of cases in the state that year (934). As part of the Fair Housing Assistance Program (FHAP), DFEH dual-files fair housing cases with HUD's Region IX Office of Fair Housing and Equal Opportunity (FHEO); HUD FHEO reported that just four cases were filed by residents of the City of Wildomar between January 1, 2013, and February 8, 2021. Of these four cases, one resulted in a no-cause determination and three

were closed through conciliation or settlement. One case alleged discrimination based on sex, two alleged discriminations based on race, and two alleged disability based on disability. The total alleged bases is higher than the number of cases due to one alleging two bases. In addition to these cases, five inquiries of unknown bases were sent to HUD to determine whether a case would be valid. In reviewing these cases, one inquirer failed to respond to HUD's follow-up, three resulted in a finding that there was no valid issue or basis, and one was not pursued for undisclosed reasons.

FHCRC and DFEH were not able to provide specific location information for cases either because they do not track the geographic origin of complaints or due to confidentiality concerns. Therefore, the City was unable to conduct a spatial analysis of fair housing cases to identify any patterns or concentrations of fair housing issues in the city. **Program H-17.1** has been included to work with fair housing enforcement organizations and agencies to track issues and identify patterns in the city.

SITES INVENTORY ANALYSIS

The City examined the opportunity area map prepared by HCD and TCAC (**Figure HNA-3**). The opportunity area map identifies areas in every region of the state whose characteristics have been shown by research to support positive economic, educational, and health outcomes for low-income families—particularly long-term outcomes for children.

Using the statewide opportunity area map and indicators of segregation, displacement risk, and access to opportunity as overlays to the City's sites inventory, the City was able to identify if the sites identified in the inventory to accommodate the lower-income Regional Housing Need Allocation (RHNA) affirmatively further fair housing and combat any existing identified patterns. The sites identified to meet the lower-income RHNA are distributed across the city and are located primarily in areas of high or highest resource. The largest concentration of sites is located near the southeast boundary of the city where land uses are varied, and the mix of residential densities permitted promotes a variety of housing to meet all income needs. Sites, 2, 5, 6, 8, 10, and 13 identified to meet the lower-income RHNA are in this area, where the median income is approximately $135,000 and the neighborhood is designated as a highest resource area. The integration of affordable housing into this neighborhood will promote mixed-income communities and will facilitate housing mobility and improve access to opportunity for lower-income households. There are no sites identified to meet the lower-income RHNA located in the area with a concentration of HCV holders, thus promoting integration of affordable housing with market-rate, and no lower-income sites are disproportionately concentrated in areas with overpayment, overcrowding, or known substandard housing conditions. The distribution of these sites in primarily high and highest resource areas, both north and south

of I-15, will affirmatively further fair housing by promoting mobility opportunities and encouraging affordable housing in high opportunity areas.

The remainder of the sites, identified to meet the moderate- and above moderate-income RHNA, are located throughout the city, as shown in figures **HNA-12** through **HNA-15**. As with the lower-income sites, no moderate- or above moderate-income sites are located in areas with disproportionate rates of overpayment compared to the city or region or overcrowding. These sites are located in moderate, high, and highest resource areas along with the lower-income sites, thus affirmatively furthering fair housing through income integration and encouraging a variety of housing in all resource areas to stimulate investment through the development process. The City does not have any areas of high segregation and poverty, therefore no sites will be concentrated in an area such as this. The sites in **Tables HNA-23** and **HNA-24** will provide access to services, employment, and educational and recreational opportunities for future residents and are a mechanism of affirmatively furthering fair housing by promoting mixed-income neighborhoods, facilitating mobility to high opportunity areas, and reducing displacement risk for both tenants and homeowners.

CONTRIBUTING FACTORS

Through discussions with stakeholders, fair housing advocates, and the assessment of fair housing issues, the City identified several factors that contribute to fair housing issues in Wildomar, as shown in **Table HNA-19**.

TABLE HNA-19: FAIR HOUSING ISSUES IN WILDOMAR

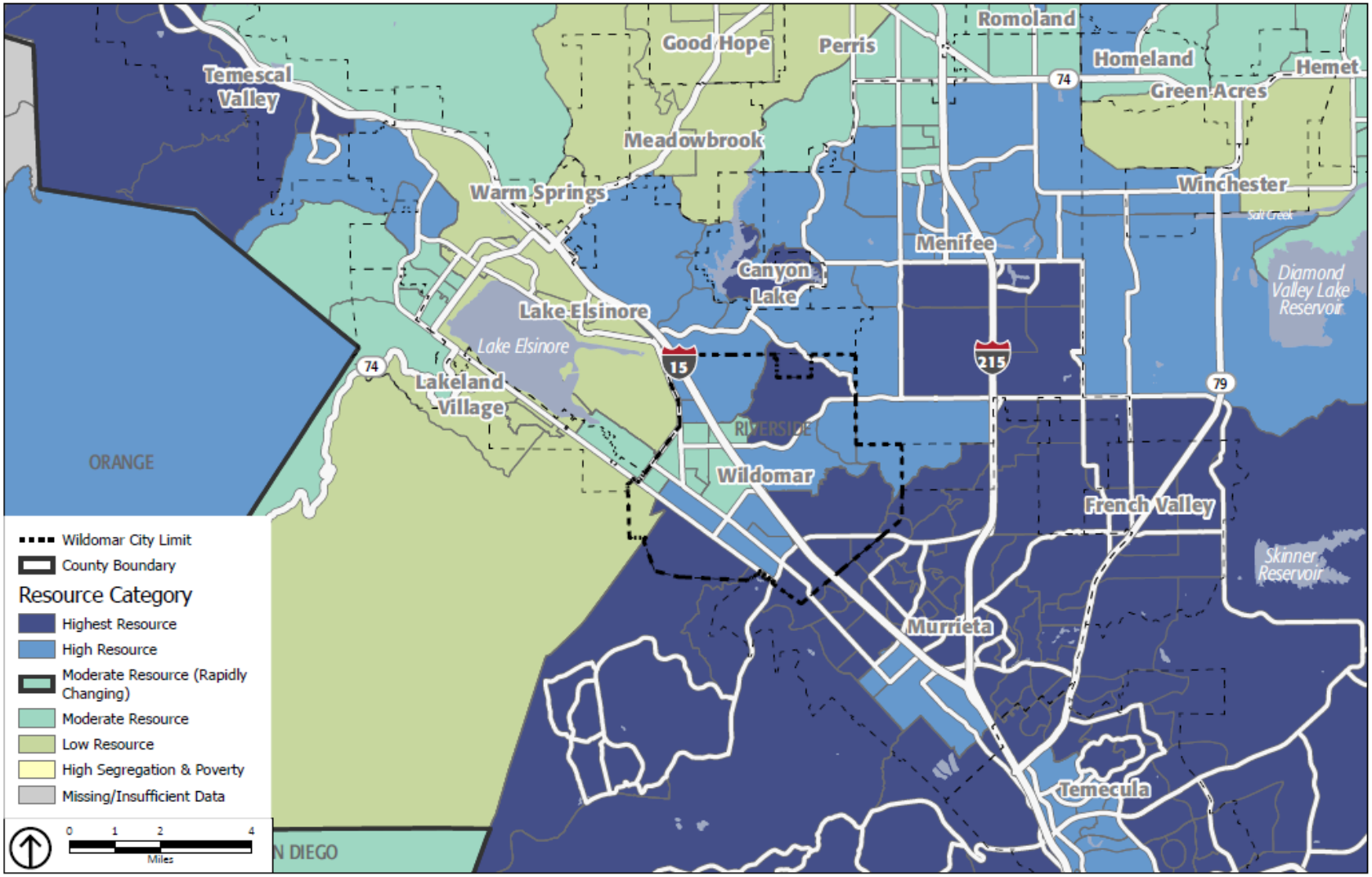
AFH Identified Fair Housing Issues	Contributing Factors	Meaningful Actions
Disproportionate access to services.	Concentration of schools southwest of I-15. Limited public transit connecting northern neighborhoods to resources. Limitations on where residential care facilities are permitted. Concentrations of individuals with lower educational attainment.	Permit residential care facilities in all zones that allow single-family units (**Program H-11.2**). Meet with the Regional Transit Authority to assess unmet transit needs and ensure all residents have access to schools, jobs, and services (**Program H-17.1**). Work with the school district to assess catchment areas and capacity for Wildomar residents (**Program H-17.1**).

AFH Identified Fair Housing Issues	Contributing Factors	Meaningful Actions
		Meet with disability service providers to identify if there are unmet needs or gaps in service areas (**Program H-17.1**). Encourage construction of low-barrier navigation centers for residents experiencing, or at risk of, homelessness (**Program H-13.1**). Provide a link to Riverside County's CalWORKs program to assist lower-income households entering the workforce (**Program H-17.1**)
Displacement of residents due to economic pressures.	Unaffordable rental and sales prices. Concentration of affordable housing for Housing Choice Voucher holders southwest of I-15. Cost of repairs or rehabilitation, especially for older housing units.	Provide training to landlords on fair housing requirements, source of income discrimination, and benefits of marketing housing units for vouchers to expand the locations registered units in the city (**Program H-17.1**). Encourage development of ADUs in high opportunity areas (**Program H-9.1**). Incentivize development of affordable housing units (**Programs H-3.2, H-4.1, H-7.1**). Develop a program to connect lower-income residents with affordable housing opportunities. (**Programs H-4.1, H-17.1**) Pursue funding to assist homeowners with securing rehabilitation funding (**Program H-14.1**).
Displacement of residents due to availability of a variety of housing types.	Shortage of large housing units, especially for renters. Shortage of affordable housing without age restrictions. Dominance of lower-density land use designations.	Support the development of larger housing units (**Program H-17.1**). Allow ADU's in all residential zones (**Program H-9.1**) Encourage the construction of ADUs in existing low-density neighborhoods (**Program H-9.1**) Increase the supply of housing for lower-income households and special needs groups (**Programs H-11.1**)

AFH Identified Fair Housing Issues	Contributing Factors	Meaningful Actions
		Incentivize construction of high-density housing, prioritizing high resource areas and neighborhoods dominated by low-density housing (**Program H-3.1**)

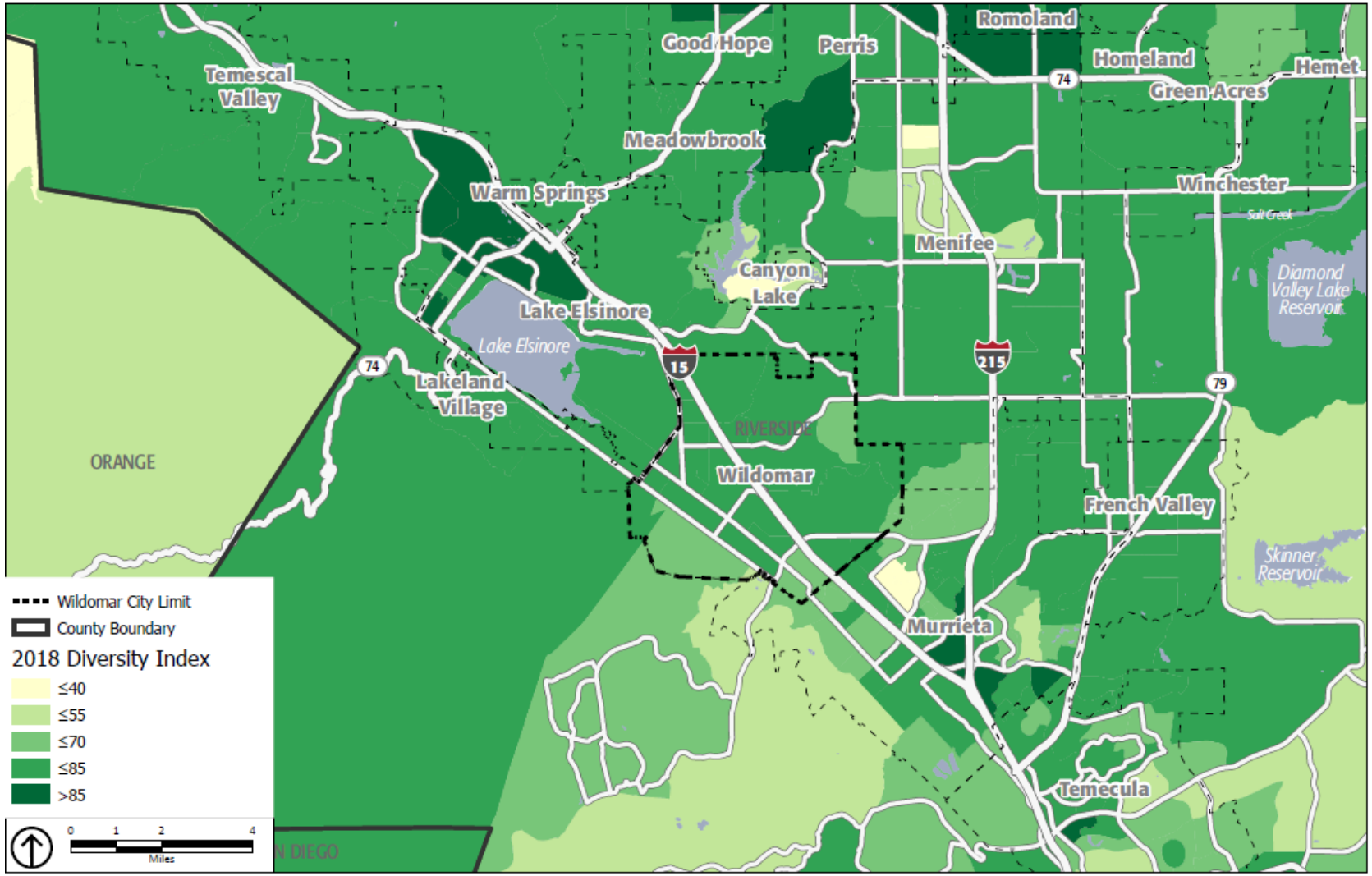
The City has identified the shortage of larger housing units and mobility opportunities to access services, in addition to access to affordable housing in general, as the primary contributing factors to fair housing in Wildomar. The City has included actions to address these factors, as well as the other issues identified in this assessment, throughout the Housing Element programs and policies. **Program H-17.1** has been included to affirmatively further fair housing, per AB 686, and take meaningful actions that address significant disparities in housing needs and access to opportunities for all groups protect by state and federal law. Regional coordination efforts outlined in several programs will ensure that the City furthers patterns of integration and development of affordable housing in such a way that it will have a positive impact on residents of the city and region.

FIGURE HNA-3: OPPORTUNITY AREAS



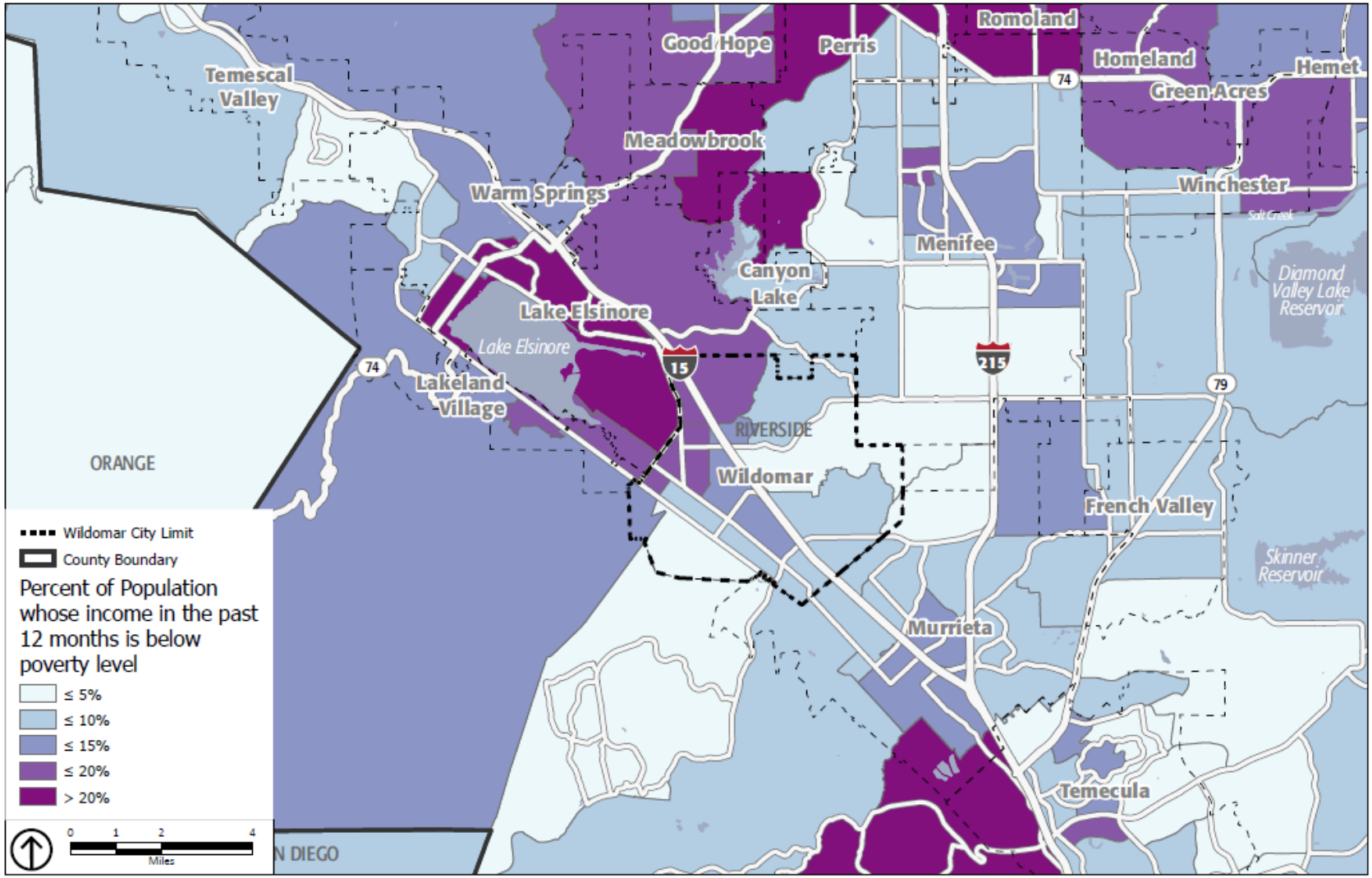
Source: TCAC/HCD, 2020.

FIGURE HNA-4: DIVERSITY INDEX



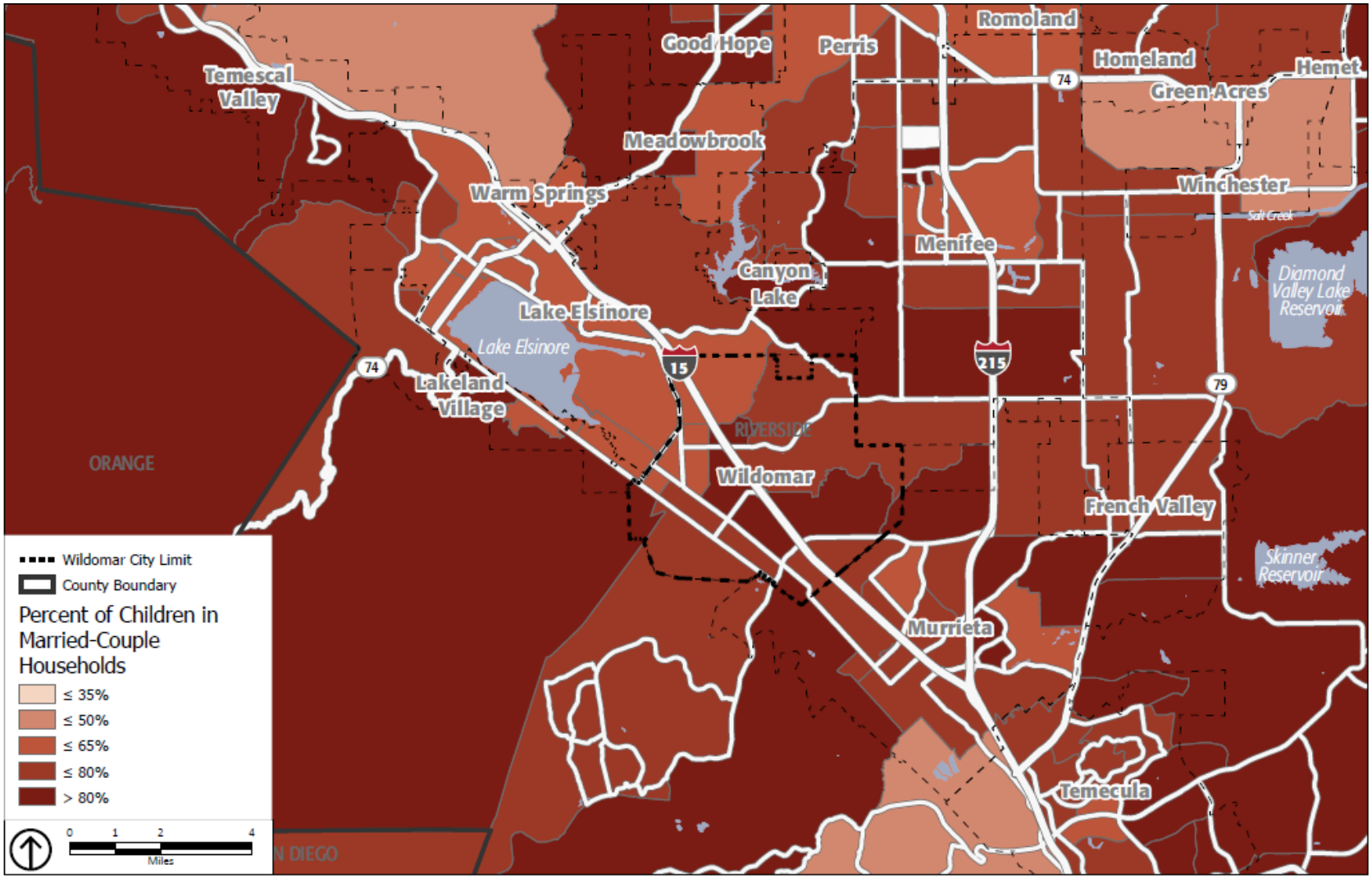
Source: Esri, 2018.

FIGURE HNA-5: POVERTY STATUS



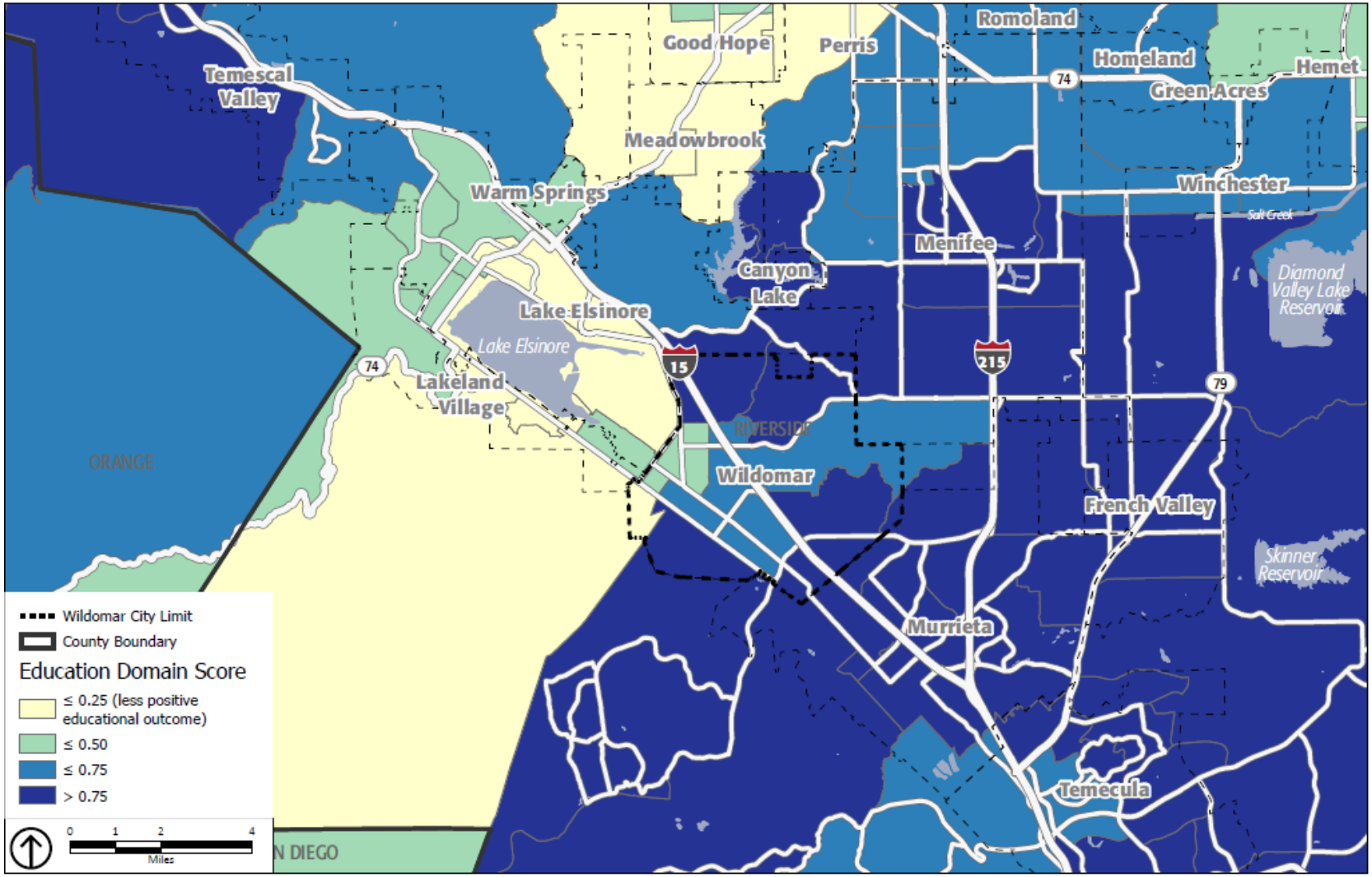
Source: ACS 5-year estimate (2015-2019), by tract.

FIGURE HNA-6: FAMILIAL STATUS



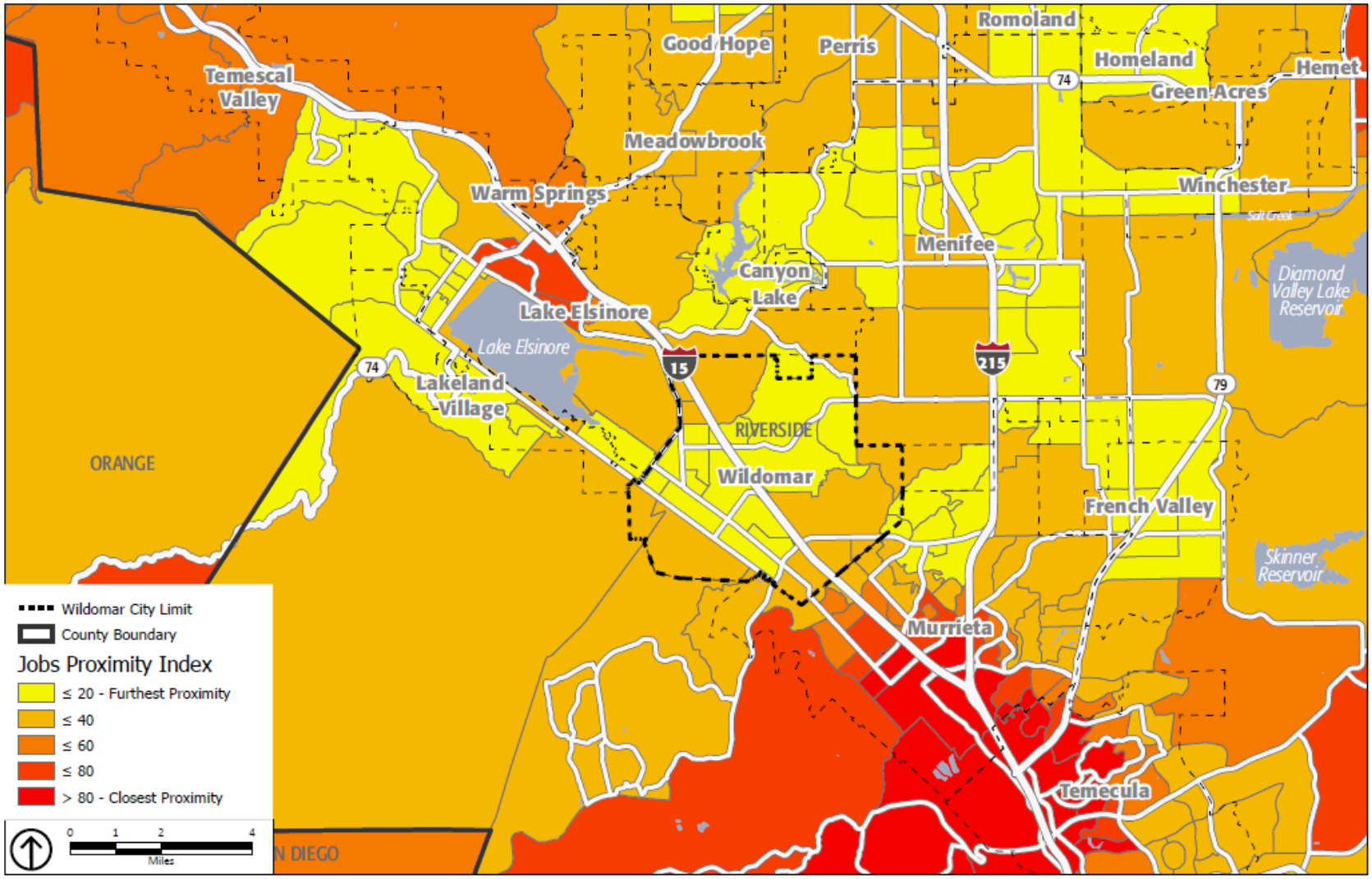
Source: ACS 5-year estimate (2015-2019), by tract.

FIGURE HNA-7: EDUCATIONAL SCORE



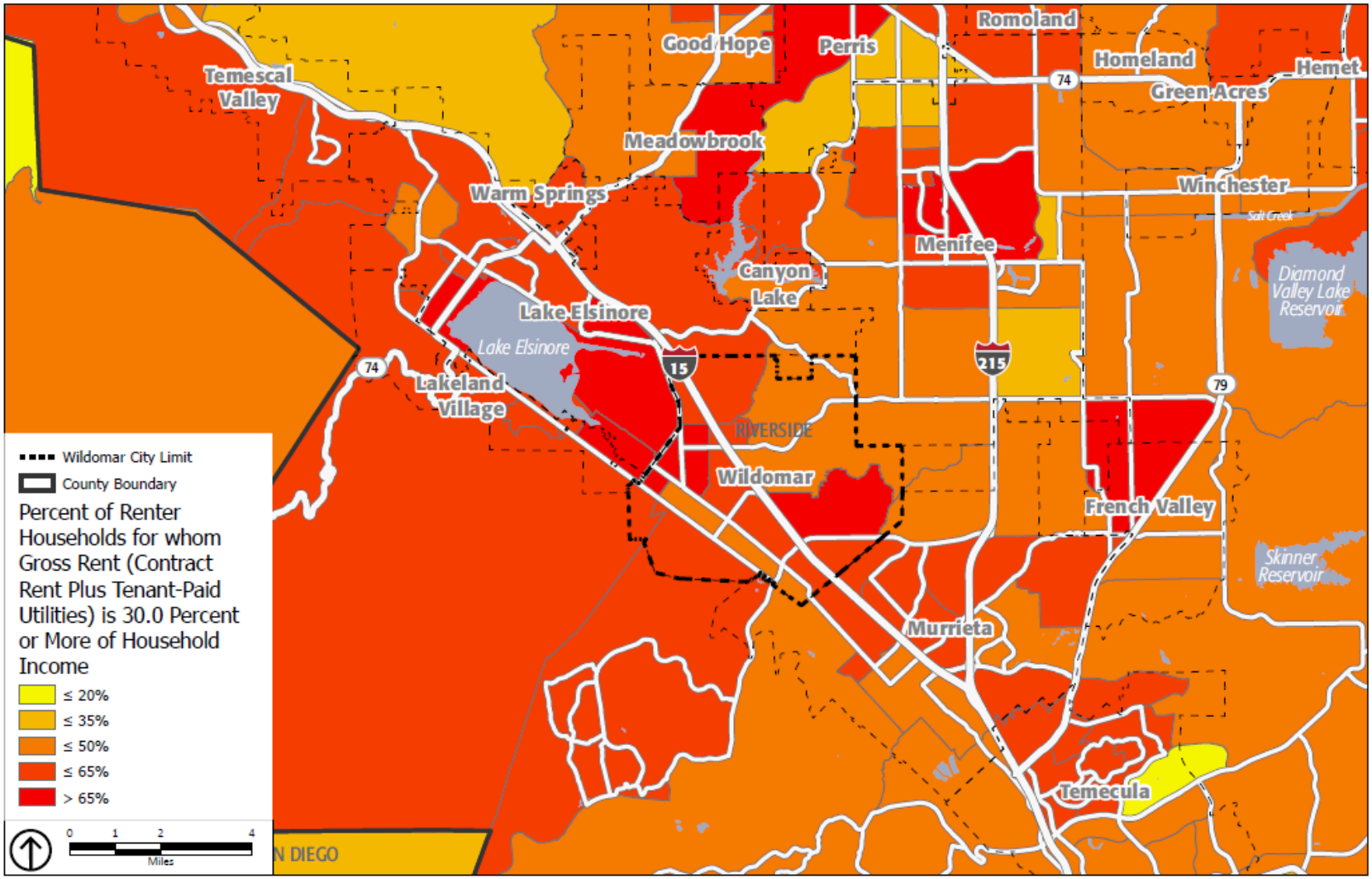
Source: TCAC/HCD, 2020.

FIGURE HNA-8: PROXIMITY TO JOBS



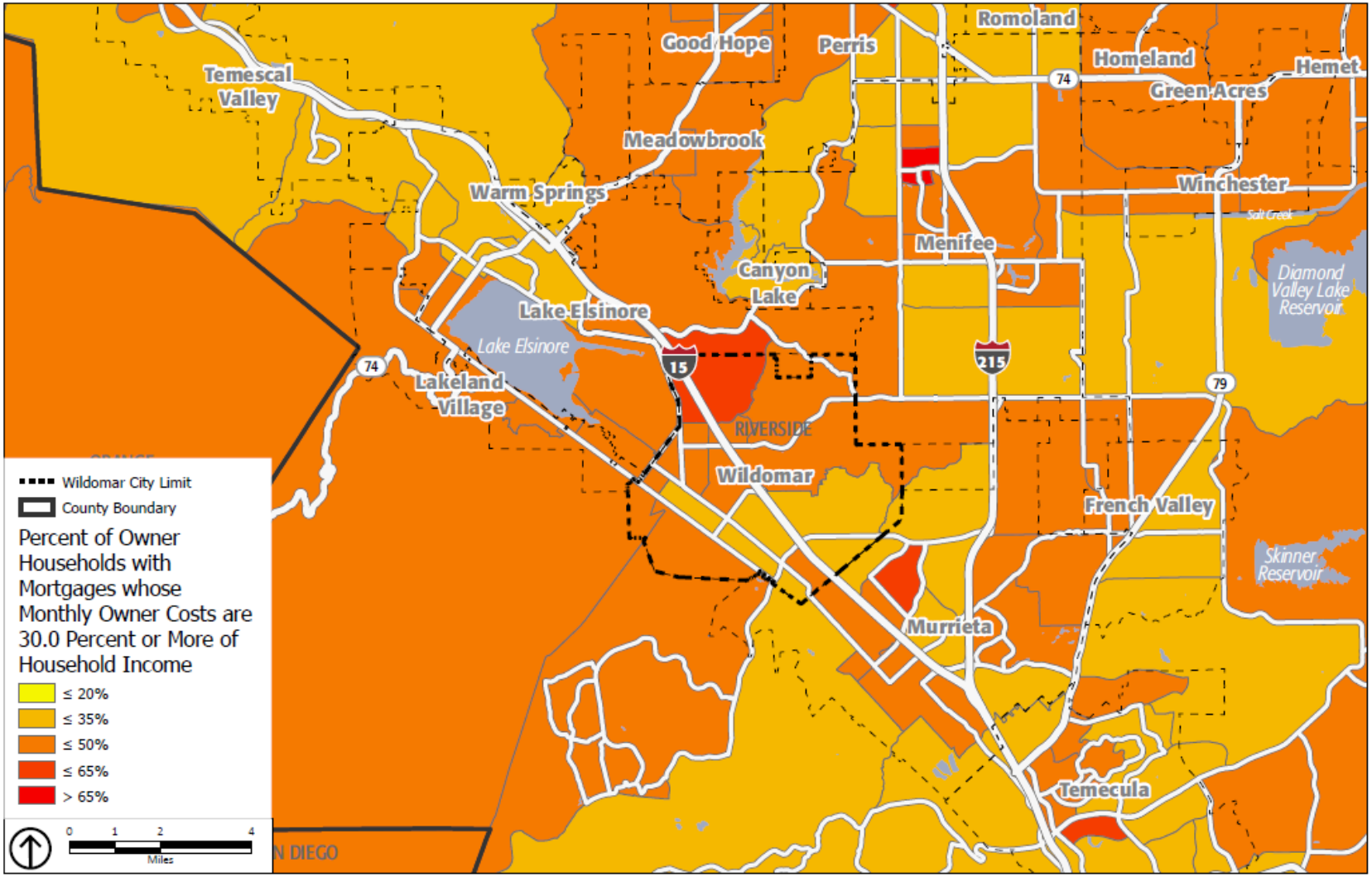
Source: HUD, 2014-2017.

FIGURE HNA-9: RENTERS OVERPAYING FOR HOUSING



Source: ACS 5-year estimate (2015-2019), by block group.

FIGURE HNA-10: HOMEOWNERS OVERPAYING FOR HOUSING



Source: ACS 5-year estimate (2015-2019), by block group.

HOUSING OPPORTUNITIES AND RESOURCES

This section includes an evaluation of the availability of land resources, the financial resources for future housing development, the City's ability to satisfy its share of the region's future housing needs, and the financial resources available to assist in implementing the City's housing programs. Additionally, this section examines opportunities for energy conservation.

REGIONAL HOUSING NEED

The City of Wildomar falls under the jurisdiction of SCAG. SCAG is responsible for developing a Regional Housing Needs Plan (RHNP) allocating the region's share of the statewide housing needs to lower-level councils of governments, which then allocate the needs to cities and counties in the region. The RHNA is a minimum projection of additional housing units needed to accommodate projected household growth of all income levels by the end of the Housing Element's statutory planning period.

In March 2021, the SCAG Regional Council adopted the final 6th Cycle RHNA, which assigned 2,715 units across all income categories for the City of Wildomar, as shown in **Table HNA-20**. This allocation includes 399 extremely low-income units, 399 very low-income units, 450 low-income units, 434 moderate-income units, and 1,033 above moderate-income units.

TABLE HNA-20: REGIONAL HOUSING NEED, 2021–2029

Income Category	2021-2029 RHNA
Extremely Low*	399
Very Low	399
Low	450
Moderate	434
Above Moderate	1,033
Total	**2,715**

Source: SCAG, 2021
**Note: It is assumed that the extremely low-income unit need is 50 percent of the very low-income allocation.*

AVAILABILITY OF LAND

To demonstrate the capacity to meet its 2021-2029 RHNA, the City compiled an inventory of adequate sites. The sites listed in **Table HNA-23** are currently available and will allow for the development of a variety of housing types that will potentially meet the needs of all income groups as allocated by SCAG for the 2021-2029 planning period.

The inventory must identify adequate sites that will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of housing types for households of all income levels. The analysis of the relationship of suitable sites to zoning provides a means for determining the realistic number of dwelling units that could actually be constructed on those sites within the current planning period. The analysis also identifies the zoning districts the City believes can accommodate its share of the regional housing needs for all income levels.

REALISTIC CAPACITY

The City considered and evaluated the implementation of its current multifamily development standards and on-site improvement requirements (e.g., setbacks, building height, parking, and open space requirements) which provided a realistic capacity of 80 percent. The City also looked at project examples to determine the appropriate realistic capacity. The City reviewed a project that includes 225 housing units on a 10.35 acre lot. This project has a land use designation of Very High Density Residential (VHDR), which allows for a maximum of 20 units per acre. Based on the allowable density and the acreage a maximum of 207 units would be permitted on this site. Therefore, the realistic capacity of this project is over 100 percent.

Although this project example shows that over 100 percent capacity could be assumed, the City took a conservative approach and assumed an 80 percent realistic capacity on solely residential sites. To determine the realistic capacity on mixed use sites, the City requires both residential and commercial uses to be developed on each site and requires that a minimum of 30 percent of the site capacity be used for residential uses. The City is assuming a mix of 30-percent and 50-percent residential will develop on the MUPA sites.

It should be noted that each parcel's density is determined by the land use designation and not the zoning. Therefore, all sites included in the inventory have been organized by land use designation and allocated to the category in which they will develop at maximum potential.

ZONING TO ACCOMMODATE THE DEVELOPMENT OF HOUSING AFFORDABLE TO LOWER-INCOME HOUSEHOLDS

Housing Element law requires jurisdictions to provide a requisite analysis showing that zones identified for lower-income households are sufficient to encourage such development. The law provides two options for preparing the analysis: (1) describe market demand and trends, financial feasibility, and recent development experience; (2) utilize default density standards deemed adequate to meet the appropriate zoning test. According to state law, the default density standard for the City of Wildomar is 30 dwelling units per acre.

Land use designations of Highest-Density Residential (HHDR) and Mixed-Use Planning Area (MUPA) both allow at least 30 units per acre. HHDR allows for 20–40 units per acre and MUPA allows for at least 30 units per acre. In 2013, the City of Wildomar adopted Ordinance 85 which applied the Mixed-Use Overlay zone to all sites with the MUPA land use designation to ensure consistency, and affordable housing opportunities. The Mixed-Use Overlay zone falls under the development standards of the R-4 zoning district. Development standards can be found in Table HNA-28.

ACCESSORY DWELLING UNIT POTENTIAL

California Government Code Section 65583.1(a) states that a town, city, or county may identify sites for ADU's based on the number of ADU's developed in the prior housing element planning period, whether the units are permitted by right, the need for ADU's in the community, the resources or incentives available for their development, and any other relevant factors. Based on recent changes in state law reducing the time to review and approve ADU applications, requiring ADU's that meet requirements be allowed by right, eliminating discretionary review for most ADU's, and removing other restrictions on ADU's, it is anticipated that the production of ADU's will increase in the 6th Cycle planning period.

The City issued permits for one ADU per year from 2015 to 2017 and two in 2019. This analysis assumes that the number of ADU applications and permits will increase slightly during the 2021-2029 projection period, averaging 1.4 ADU's per year, for a total of 11 ADU's during the planning period. To promote ADU's, the City has included **Program H-9.1** to comply with state law and make construction of ADU's feasible for more property owners.

To determine assumptions on ADU affordability in the SCAG region, SCAG conducted a regional analysis of existing ADU rents in April and June 2020. The analysis resulted in affordability assumptions for Riverside County jurisdictions that allocate 57.6 percent of ADU's to lower-income households, 34.8 percent to moderate-income households, and 7.7 percent to above moderate-income households. Affordability of

ADU's projected to be built within the city during the planning period were based on the SCAG analysis. Of the 11 ADU's projected to be built, it is estimated that 6 will be for lower-income households, 4 for moderate-income households, and one for above moderate-income households.

PROPOSED PROJECT

In January 2021, Palm Communities, Inc. submitted to the City an SB 330 Pre-Application Review (PAR) for a 225-unit affordable housing project (Tres Lagos) on a 10.35 acre site located at the SEC of Catt Road and Arnett Road. A formal SB 35 application was submitted in May 2021. The proposed project includes 180 housing units affordable to lower income households, 42 units affordable to moderate-income households, and three manager units (**Table HNA-21**). The funding for this project is still pending but the project will be 100 percent affordable. Once funding is secured the affordability breakdown for the lower income units will be determined.

It should also be noted, sites TL-1 through TL – 5 were originally purchased by Riverside County in 2007 using redevelopment funds. These sites have a covenant agreement that contains affordability restrictions for any project on these sites. Units must be affordable to very low-, low-, a moderate household for a 55-year timeframe.

TABLE HNA-21: PROPOSED PROJECT

Site #	APN	Zoning	GP Land Use	Acreage	GP Density	Proposed Units
TL-1	380100008	R-3	VHDR	1.82	20	**225 units:** 180 low-income units 42 moderate-income units 3 above moderate-income units
TL-2	380100009	R-3	VHDR	1.89	20	
TL-3	380100010	R-3	VHDR	1.9	20	
TL-4	380100011	R-3	VHDR	1.87	20	
TL-5	380100012	R-3	VHDR	2.85	20	

Source: City of Wildomar, 2021
Sites TL-1 through TL-5 are also listed in Table HNA – 24 as sites 25 through 29. Capacity is only accounted for in Table HNA- 21.

SITE INVENTORY

Table HNA-22 compares the City of Wildomar's RHNA to the site inventory capacity. **Table HNA-23** and **Table HNA-24** provide the characteristics of the available sites for the development of single-family homes and multifamily units. **Figure HNA-11** provides a Land Inventory Map showing all the available sites within the city. **Figures HNA-12** through **HNA-15** provide a close-up of each of the four quadrants of the city, again showing the available sites. The city has many sites available for the development of housing affordable to all income levels (**Table HNA-23** and **Table HNA-24**). Although some of the sites listed do not include parcel-specific information, the sites with parcel-specific data provide enough capacity to meet the above-moderate RHNA.

Note: The City's first adopted Housing Element was 2013-2021; therefore, no sites have been included in the inventory for two cycles.

TABLE HNA-22: COMPARISON OF REGIONAL HOUSING NEED AND RESIDENTIAL SITES

Income Group	2021-2029 RHNA	Vacant Site Capacity	MUPA Capacity	Pending Project	Projected ADU's	Unit Surplus
Extremely Low	399	621	588	180	6	147
Very Low	399					
Low	450					
Moderate	434	533		42	4	103
Above Moderate	1,033	2,062		3	1	1,030
Total	**2,715**	**3,216**	**588**	**225**	**11**	**1,280**

Source: City of Wildomar, SCAG, 2021

Large Sites

To facilitate the development of affordable housing on parcels 50 to 150 units in size, the City will routinely give high priority to processing subdivision maps that include affordable housing units. Also, an expedited review process is available for the subdivision of larger sites into buildable lots where the development application can be found consistent with the General Plan, applicable Specific Plan, and master environmental impact report. Through adoption of these mechanisms, the City can provide adequate sites to accommodate its share of the region's housing needs (**Program H-1.2**).

TABLE HNA-23: LAND INVENTORY – VACANT MIXED-USE SITES

Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	30% Unit Potential	50% Unit Potential	Site Status[1]	Accommodating RHNA
1	376190001	R-R/MU Overlay	MUPA	Intersection of Baxter Road and Wildomar Trail	2.99	30	26		Vacant Assumes 30% MUPA	Lower
2	380160005	C-1/C-P/MU Overlay	MUPA	Intersection of Grand Avenue and Clinton Keith Road	1.74	30		26	Vacant Assumes 50% MUPA	Lower
3	380160009	C-1/C-P/MU Overlay	MUPA	Adjacent to 23072 Rancho Mirlo Road	3.48	30		52	Vacant Assumes 50% MUPA	Lower
4	376410021	C-P-S/MU Overlay	MUPA	23980 Catt Road	1.6	30	14		Vacant Assumes 30% MUPA	Lower
5	380160006	C-1/C-P/MU Overlay	MUPA	Intersection of Grand Avenue and Clinton Keith Road	1.54	30		23	Vacant Assumes 50% MUPA	Lower
6	380160004	C-1/C-P/MU Overlay	MUPA	Intersection of Grand Avenue and Clinton Keith Road	3.73	30		56	Vacant Assumes 50% MUPA	Lower
7	376410017	C-P-S/MU Overlay	MUPA	23940 Catt Road	2.4	30	21		Vacant Assumes 30% MUPA	Lower
8	380160007	C-1/C-P/MU Overlay	MUPA	Intersection of Grand Avenue and Clinton Keith Road	4.46	30		66	Vacant Assumes 50% MUPA	Lower

Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	30% Unit Potential	50% Unit Potential	Site Status[1]	Accommodating RHNA
9	367050068	R-R/MU Overlay	MUPA	Intersection of Canyon Drive and Mission Trail	6.48	30	58		Vacant Assumes 30% MUPA	Lower
10	380160003	C-1/C-P/MU Overlay	MUPA	Intersection of Grand Avenue and Clinton Keith Road	4.83	30		73	Vacant Assumes 50% MUPA	Lower
11	376410016	C-P-S/MU Overlay	MUPA	29400 Catt Road	2.51	30	22		Vacant Assumes 30% MUPA	Lower
12	362250029	R-R/MU Overlay	MUPA	Adjacent to 35760 Iodine Springs Road	2.63	30	23		Vacant Assumes 30% MUPA	Lower
13	380160008	C-1/C-P/MU Overlay	MUPA	Adjacent to 23072 Rancho Mirlo Road	3.65	30		54	Vacant Assumes 50% MUPA	Lower
14	367050064	R-R/MU Overlay	MUPA	Intersection of Walnut Street and Mission Trail	5.84	30	52		Vacant Assumes 30% MUPA	Lower
15	376410015	C-P-S/MU Overlay	MUPA	24850 Catt Road	2.46	30	22		Vacant Assumes 30% MUPA	Lower
Total					**50.34**	**---**	**238**	**350**		

Source: City of Wildomar 2021

Notes: All sites included in the land inventory have water and sewer available and no known site constraints exist unless listed.
All Sites included were rezoned as a part of the 5th cycle Housing Element update process.

[1] *A mix of 30% and 50% capacity is assumed for mixed-use sites.*

TABLE HNA-24: LAND INVENTORY – VACANT RESIDENTIAL SITES

Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status[1]	Accommodating RHNA
Highest-Density Residential (HHDR; 20–40 du/acre) *assumes 30 du/acre									
16	380220002	R-4	HHDR	Gateway Drive	5.06	20-40	121	Vacant	Lower
17	370400009	R-4	HHDR	Adjacent to 32700 Corydon St	4.99	20-40	119	Vacant	Lower
18	380270013	R-4	HHDR	Gateway Drive	5.91	20-40	141	Vacant	Lower
19	380250019	R-3	HHDR	Intersection of Yamas Drive and Prielipp Road	10	20-40	240	Vacant	Lower
				Total	**25.96**		**621**		
Very High-Density Residential (VHDR; 14–20 du/acre) *assumes 20 du/acre									
20	365113013	R-R	VHDR	Intersection of Tokay Boulevard and Wildomar Road	0.12	20	2	Vacant	Moderate
21	365093001	R-R	VHDR	32505 Crescent Avenue	0.1	20	2	Vacant	Moderate
22	365113014	R-R	VHDR	Intersection of Tokay Boulevard and Wildomar Road	0.14	20	2	Vacant	Moderate
23	365062011	R-R	VHDR	Intersection of Elberta Road and Mission Trail	0.83	20	13	Vacant	Moderate
24	365053009	R-R	VHDR	32394 Valley View Avenue	0.2	20	3	Vacant	Moderate
				Total	**1.39**		**22**		
Very High Density Residential (VHDR; 14–20 du/acre) *assumes 20 du/acre									
25	380100008	R-3	VHDR	23345 Catt Road	1.82	20	Proposed Affordable Project. Refer to Table HNA-21 for unit count and income breakdown		
26	380100009	R-3	VHDR	23365 Catt Road	1.89	20			
27	380100010	R-3	VHDR	23385 Catt Road	1.9	20			
28	380100011	R-3	VHDR	Adjacent to 23385 Catt Road	1.87	20			
29	380100012	R-3	VHDR	36101 Fox Ridge Lane	2.85	20			
				Total	10.33		225		

Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status[1]	Accommodating RHNA
Medium High-Density Residential (MHDR; 5-8 du/acre)									
30	380170012	R-R	MHDR	Adjacent to 32600 Watkins Circle	1.19	8	8	Vacant	Moderate
31	380290017	R-R	MHDR	Adjacent to 24964 Prielipp Road	2.59	8	17	Vacant	Moderate
32	380160002	R-R	MHDR	Intersection of Grand Avenue and Clinton Keith Road	1.94	8	12	Vacant	Moderate
33	380270015	R-R	MHDR	23475 Jefferson Avenue	1.32	8	8	Vacant	Moderate
34	365161005	R-R	MHDR	32960 Mesa Drive	0.14	8	1	Vacant	Moderate
35	380170005	R-R	MHDR	Adjacent to 22871 Palomar Street	5.14	8	33	Vacant	Moderate
36	376060028	R-R	MHDR	Adjacent to 21405 Como Street	3.75	8	24	Vacant	Moderate
37	380170008	R-R	MHDR	Adjacent to 32650 Watkins Circle	2.2	8	14	Vacant	Moderate
38	380270017	R-R	MHDR	Gateway Drive	1.2	8	8	Vacant	Moderate
39	380220003	R-R	MHDR	Adjacent to 42002 Kodiak Court	25.9	8	166	Vacant	Moderate
40	380290026	R-R	MHDR	24985 Cheyenne Circle	2.75	8	18	Vacant	Moderate
41	380170004	R-R	MHDR	Intersection of Robin Scott Road and Palomar Street	1.05	8	7	Vacant	Moderate
42	366330009	R-T	MHDR	Adjacent to 21482 Waite Street	8.01	8	51	Vacant	Moderate
43	380170003	R-R	MHDR	Intersection of Robin Scott Road and Palomar Street	1.25	8	8	Vacant	Moderate
44	380290016	R-R	MHDR	Adjacent to 24964 Prielipp Road	1.98	8	13	Vacant	Moderate
45	367110007	R-3	MHDR	22621 Bundy Canyon Road	7.16	8	46	Vacant	Moderate
46	367110007	R-1	MHDR	22621 Bundy Canyon Road	1.93	8	12	Vacant	Moderate
47	367110008	R-3	MHDR	Intersection of Monte Vista Drive and Bundy Canyon Road	6.27	8	40	Vacant	Moderate

Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status[1]	Accommodating RHNA
48	367110008	R-1	MHDR	Intersection of Monte Vista Drive and Bundy Canyon Road	1.16	8	7	Vacant	Moderate
49	367110008	R-5	MHDR	Intersection of Monte Vista Drive and Bundy Canyon Road	1.2	8	8	Vacant	Moderate
50	366024010	R-R	MHDR	33130 Wildomar Road	1.5	8	10	Vacant	Moderate
				Total	**79.63**		**511**		
Medium-Density Residential (MDR; 2-5 du/acre)									
51	376410002	R-R	MDR	Intersection of Glazebrook Road and Depasquale Road	9.76	5	39	Vacant	Above Moderate
52	380110006	R-1	MDR	36211 Stable Lane Way	5.6	5	22	Vacant	Above Moderate
53	376471009	R-1	MDR	Intersection of Depasquale Road and Wildomar Trail	2.71	5	11	Vacant	Above Moderate
54	366120041	R-R	MDR	Intersection of Grape Street and Lemon Street	1.22	5	5	Vacant	Above Moderate
55	380110005	R-1	MDR	36210 Stable Lane Way	4.63	5	19	Vacant	Above Moderate
56	380032037	R-1	MDR	Adjacent to 21916 Amethyst Street	1.38	5	6	Vacant	Above Moderate
57	380080009	R-1	MDR	22425 Palomar Street	5.43	5	22	Vacant	Above Moderate
58	380210006	M-SC	MDR	Starbuck Circle	4.79	5	19	Vacant	Above Moderate
59	376350007	R-R	MDR	Adjacent to 23660 Peggy Lane	2.51	5	10	Vacant	Above Moderate
60	362130002	R-T	MDR	Pumpkin Patch Road	53.16	5	213	Vacant	Above Moderate
61	380080008	R-1	MDR	22425 Palomar Street	5.27	5	21	Vacant	Above Moderate
62	362090015	R-1	MDR	Intersection of Harvest Way and Bundy Canyon Road	15.6	5	62	Vacant	Above Moderate

Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status[1]	Accommodating RHNA
63	366050003	R-R	MDR	Adjacent to 21403 Vine Street	3.79	5	15	Vacant	Above Moderate
64	380050011	R-1	MDR	Adjacent to 21940 Palomar Street	3.23	5	13	Vacant	Above Moderate
65	380050012	R-R	MDR	Adjacent to 21940 Palomar Street	2.77	5	11	Vacant	Above Moderate
66	380200001	R-R	MDR	Adjacent to 23124 Wing Elm Circle	7.5	5	30	Vacant	Above Moderate
67	380210015	R-1	MDR	23351 Palomar Street	4.85	5	19	Vacant	Above Moderate
68	362090009	R-1	MDR	Intersection of The Farm Road and Bundy Canyon Road	1.14	5	5	Vacant	Above Moderate
69	362070013	R-1	MDR	Adjacent to 33240 Homestead Lane	8.98	5	36	Vacant	Above Moderate
70	376410003	R-R	MDR	Intersection of Glazebrook Road and Susan Drive	10.05	5	40	Vacant	Above Moderate
71	380060008	R-5	MDR	22060 Grand Avenue	3.45	5	14	Vacant	Above Moderate
72	380060008	R-1	MDR	22060 Grand Avenue	14.34	5	57	Vacant	Above Moderate
73	368030043	C-1/C-P	MDR	Adjacent to 34915 Mission Trail	1.35	5	5	Vacant	Above Moderate
74	362671036	R-1	MDR	Intersection of Country Park Drive and Butchart Street	1.16	5	5	Vacant	Above Moderate
75	366320028	R-R	MDR	Bundy Canyon Road	1.37	5	5	Vacant	Above Moderate
76	366280032	R-R	MDR	22183 Waite Street	0.56	5	2	Vacant	Above Moderate
77	376350005	R-R	MDR	Adjacent to 35321 Susan Drive	1.9	5	8	Underutilized	Above Moderate
78	382320019	R-1	MDR	Adjacent to 21745 Grand Avenue	4.7	5	19	Underutilized	Above Moderate
79	368030033	R-R	MDR	Adjacent to 20550 Palomar Street	1.03	5	4	Vacant	Above Moderate

Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status[1]	Accommodating RHNA
80	376350019	R-R	MDR	Adjacent to Ronald Reagan Elementary	2.79	5	11	Vacant	Above Moderate
81	380210004	R-1	MDR	23235 Palomar Street	5.25	5	21	Vacant	Above Moderate
82	362581030	R-1	MDR	24755 La Estrella Street	1.3	5	5	Vacant	Above Moderate
83	362240033	R-R	MDR	Adjacent to 35541 Salida de Sol	3.64	5	15	Vacant	Above Moderate
84	380191022	R-1	MDR	32280 White Spruce Court	3.48	5	14	Vacant	Above Moderate
85	366070007	R-R	MDR	Adjacent to 33401 Orchard Street	1.86	5	7	Vacant	Above Moderate
86	366050002	R-R	MDR	Adjacent to 21251 Vine Street	4.65	5	19	Vacant	Above Moderate
87	380370034	R-1	MDR	Mustang Spirit Lane	6.93	5	28	Vacant	Above Moderate
88	376330017	R-R	MDR	Adjacent to Donald Graham Elementary School	3.3	5	13	Vacant	Above Moderate
89	380130009	R-R	MDR	Adjacent to 22590 Palomar Street	1.99	5	8	Vacant	Above Moderate
90	362140040	R-T	MDR	24920 Butterchurn Road	36.62	5	146	Vacant	Above Moderate
91	362080009	R-1	MDR	Intersection of Harvest Way E and Bundy Canyon Road	2.65	5	11	Vacant	Above Moderate
92	367210018	R-R	MDR	Adjacent to 35440 Via Carnaghi Lane	15.34	5	61	Vacant	Above Moderate
93	376330003	R-R	MDR	Adjacent to Donald Graham Elementary School	1.37	5	5	Vacant	Above Moderate
94	362651038	R-T	MDR	Intersection of Edmiston Road and Sunset Avenue	1.88	5	8	Vacant	Above Moderate
95	362690022	R-5	MDR	Intersection of David Lane and Via Sarah	2.31	5	9	Vacant	Above Moderate

Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status[1]	Accommodating RHNA
96	362681040	R-1	MDR	Intersection of Smith Ranch Road and Clinton Keith Road	7.82	5	31	Vacant	Above Moderate
97	380140001	R-1	MDR	22459 Palomar Street	3.54	5	14	Vacant	Above Moderate
98	366060029	R-R	MDR	Adjacent to 21345 Apricot Lane	1.24	5	5	Vacant	Above Moderate
99	376170001	R-R	MDR	Adjacent to 31950 Central Street	1.07	5	4	Vacant	Above Moderate
100	362240005	R-R	MDR	Intersection of Trig Road and La Estrella Street	6.58	5	26	Vacant	Above Moderate
101	362330024	R-T	MDR	Plowshare Road	1.21	5	5	Vacant	Above Moderate
102	380160018	R-1	MDR	23491 Washington Avenue	11.28	5	45	Vacant	Above Moderate
103	380160018	W-1	MDR	23491 Washington Avenue	3.61	5	14	Vacant	Above Moderate
104	376043027	R-R	MDR	Adjacent to 32722 Gruwell Street	4.04	5	16	Vacant	Above Moderate
105	376350017	R-R	MDR	35360 Susan Drive	6.89	5	28	Vacant	Above Moderate
106	380350035	R-1	MDR	Horseshoe Court	10.3	5	41	Vacant	Above Moderate
107	382320017	R-R	MDR	West of 21745 Grand Avenue	3.73	5	15	Vacant	Above Moderate
108	362240032	R-1	MDR	35735 Iodine Springs Road	2.57	5	10	Vacant	Above Moderate
109	380060007	R-5	MDR	Northeast of intersection of Leslie Street and Grand Avenue	1.59	5	6	Vacant	Above Moderate
110	380060007	R-1	MDR	Northeast of intersection of Leslie Street and Grand Avenue	16.62	5	66	Vacant	Above Moderate
111	362080007	R-1	MDR	Northeast of intersection of Leslie Street and Grand Avenue	1.12	5	4	Vacant	Above Moderate
112	380200002	R-R	MDR	Adjacent to 23190 Palomar Street	3.62	5	14	Vacant	Above Moderate
113	376350010	R-R	MDR	Adjacent to 23485 Peggy Lane	3.22	5	13	Vacant	Above Moderate

Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status[1]	Accommodating RHNA
114	366300001	R-R	MDR	Adjacent to 22301 Lemon Street	2.98	5	12	Vacant	Above Moderate
115	366280022	R-1	MDR	Intersection of Waite Street and Cherry Street	2.34	5	9	Vacant	Above Moderate
116	382320018	R-1	MDR	Southwest of intersection of Cameo Lane and Coral Rock Lane	4.31	5	17	Vacant	Above Moderate
117	370330017	R-R	MDR	32397 Hallie Street	1.03	5	4	Vacant	Above Moderate
118	362720048	R-1	MDR	Portica Court	1.82	5	7	Vacant	Above Moderate
119	362180043	R-5	MDR	West of intersection of Via Sarah and Cornucopia Way	18.83	5	75	Vacant	Above Moderate
120	380210008	R-1	MDR	23249 Palomar Street	9.33	5	37	Vacant	Above Moderate
121	380210008	W-1	MDR	23249 Palomar Street	1.22	5	5	Vacant	Above Moderate
122	367140008	R-R	MDR	Northeast of Cornerstone Christian School	10.19	5	41	Vacant	Above Moderate
123	362190008	R-T	MDR	Hayfield Circle	1.97	5	8	Vacant	Above Moderate
124	366260012	R-R	MDR	Adjacent to 22101 Lemon Street	1.25	5	5	Vacant	Above Moderate
125	376470010	R-1	MDR	Intersection of Depasquale Road and Poplar Crest Road	1.74	5	7	Vacant	Above Moderate
126	362080008	R-1	MDR	Northeast of 33310 Homestead Lane	4.76	5	19	Vacant	Above Moderate
127	362240008	R-R	MDR	Adjacent to 35532 Iodine Springs Road	6.96	5	28	Vacant	Above Moderate
128	380040007	R-R	MDR	Adjacent to 22053 Palomar Street	5.68	5	23	Vacant	Above Moderate
129	362341019	R-T	MDR	Hayrake Circle	1.94	5	8	Vacant	Above Moderate
130	376132001	R-R	MDR	21615 Front Street	1.41	5	6	Vacant	Above Moderate

Site #	APN	Zoning	GP Land Use	Address	Acreage	GP Density	Realistic Capacity	Site Status[1]	Accommodating RHNA
131	368080032	R-1-11000	MDR	32625 Cert Street	3.03	5	12	Vacant	Above Moderate
132	368080032	R-A-20000	MDR	32625 Cert Street	5.19	5	21	Vacant	Above Moderate
133	368080032	R-1-8000	MDR	32625 Cert Street	9.98	5	40	Vacant	Above Moderate
134	362713001	R-5	MDR	Intersection of Nutmeg Street and Via Sarah	5.36	5	21	Vacant	Above Moderate
135	362620022	R-1	MDR	East of Devonshire Lane	4.49	5	18	Vacant	Above Moderate
136	376350009	R-R	MDR	North of Ronald Reagan Elementary	19.8	5	79	Vacant	Above Moderate
137	380182003	R-1	MDR	23068 Sweetbay Circle	1.96	5	8	Vacant	Above Moderate
138	366060027	R-R	MDR	21340 Apricot Lane	1.33	5	5	Vacant	Above Moderate
139	380210003	R-1	MDR	23231 Palomar Road	4.83	5	19	Vacant	Above Moderate
140	368030057	C-1/C-P	MDR	20580 Palomar Street	3.13	5	13	Vacant	Above Moderate
141	376462035	R-1	MDR	Keane Court	1.73	5	7	Vacant	Above Moderate
142	362240023	R-1	MDR	35725 Iodine Springs Road	2.43	5	10	Vacant	Above Moderate
143	380100005	R-1	MDR	36160 Arnette Road	3.26	5	13	Vacant	Above Moderate
144	368030030	R-R	MDR	32476 Bryant Street	2.62	5	10	Vacant	Above Moderate
				Total	**516.54**		**2,062**		

Source: City of Wildomar 2021

Notes:

All sites included in the land inventory have water and sewer available and no known site constraints exist unless listed.

Sites 16, 17 and 18 were rezoned as a part of the 5th cycle Housing Element update process.

[1] 80% capacity is assumed for residential sites.

FIGURE HNA-11: LAND INVENTORY MAP

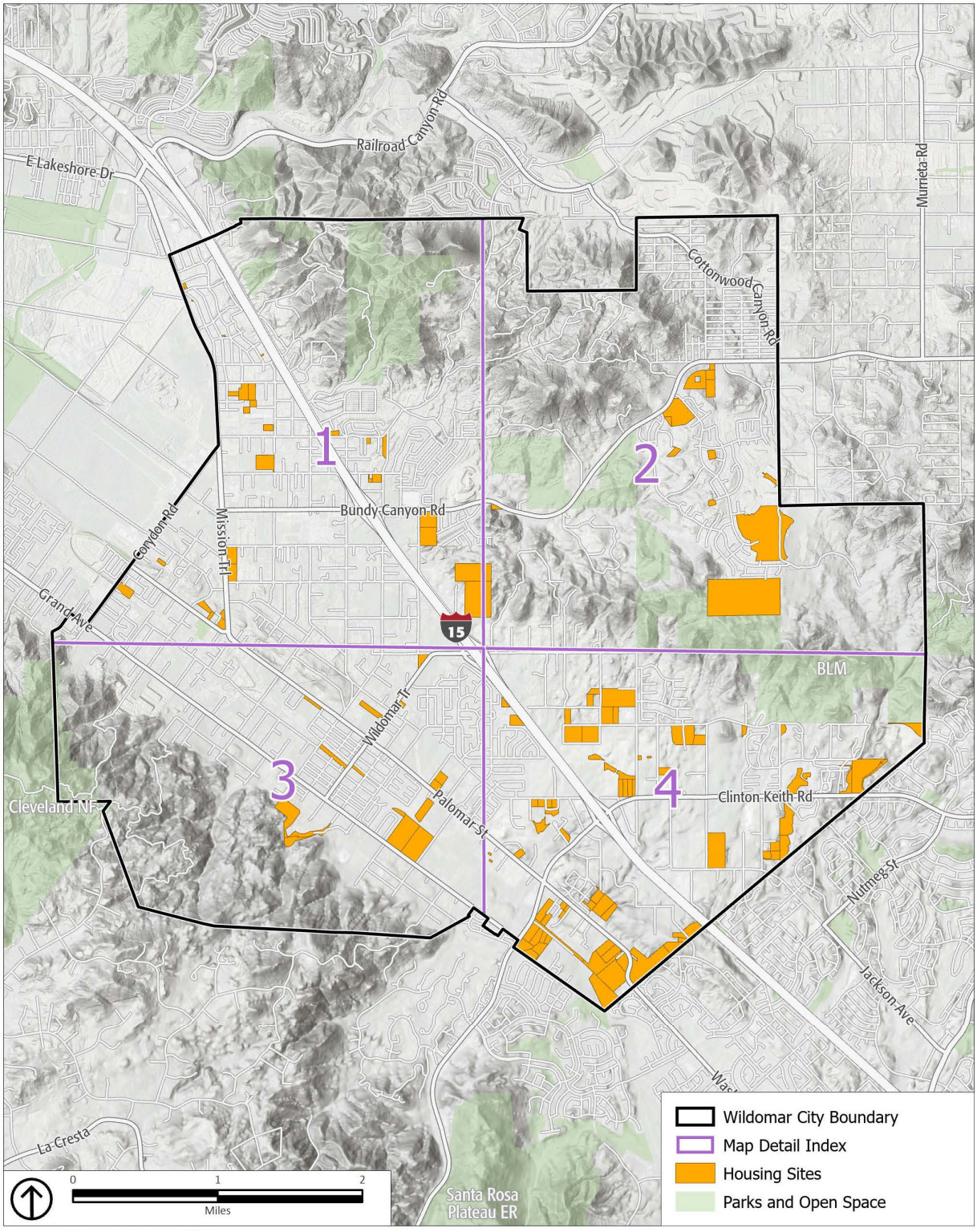


FIGURE HNA-12: LAND INVENTORY, DETAIL 1

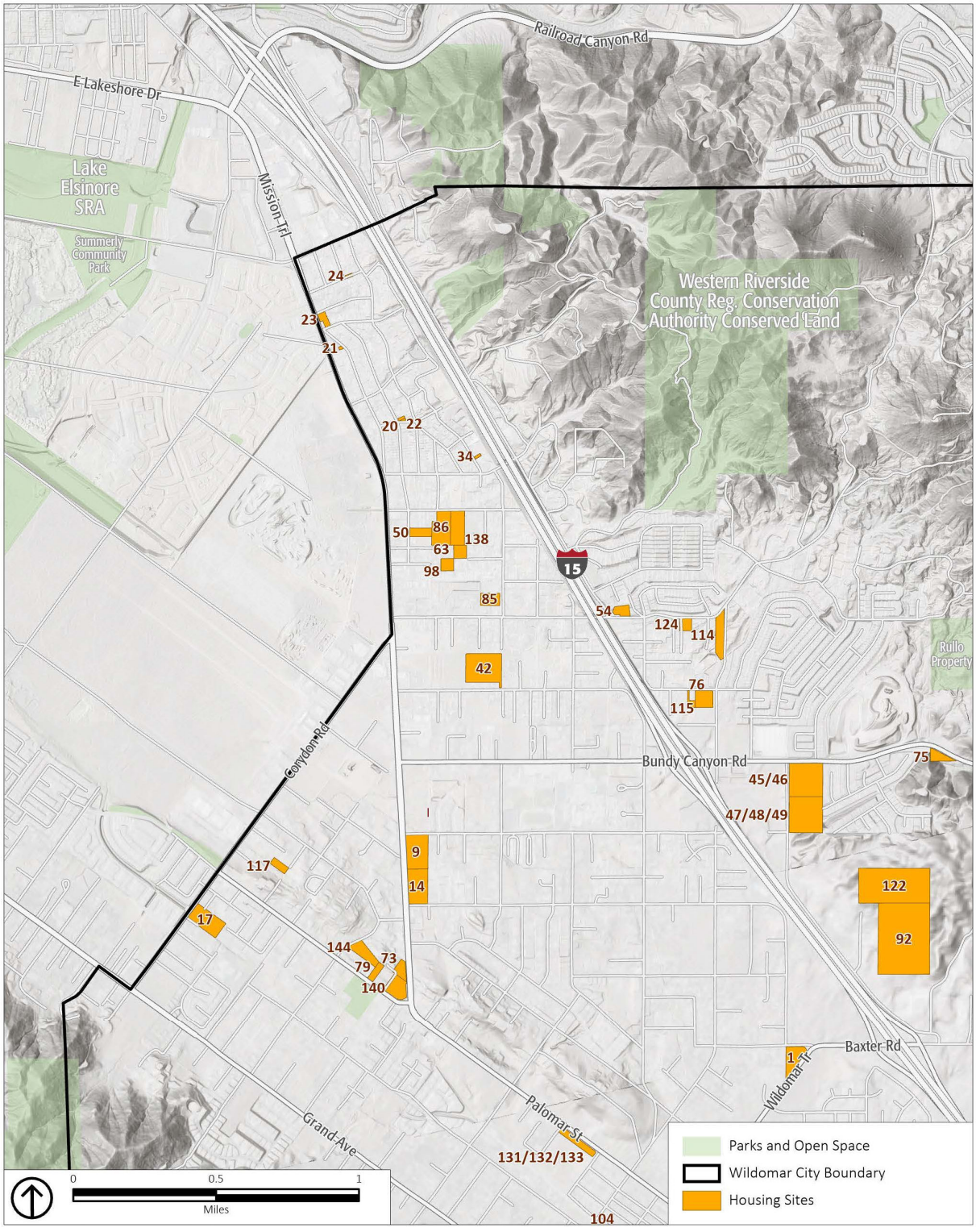


FIGURE HNA-13: LAND INVENTORY, DETAIL 2

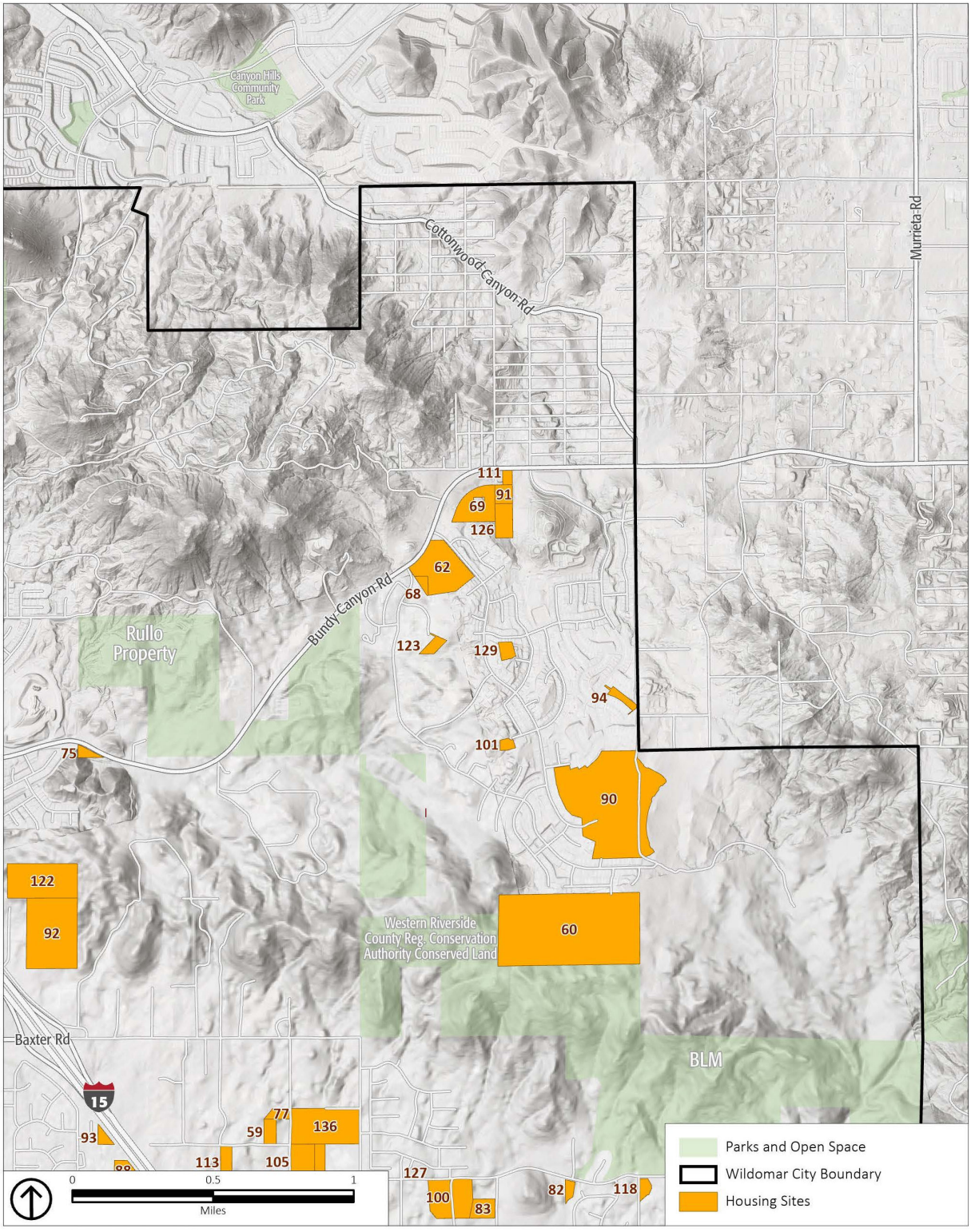


FIGURE HNA-14: LAND INVENTORY, DETAIL 3

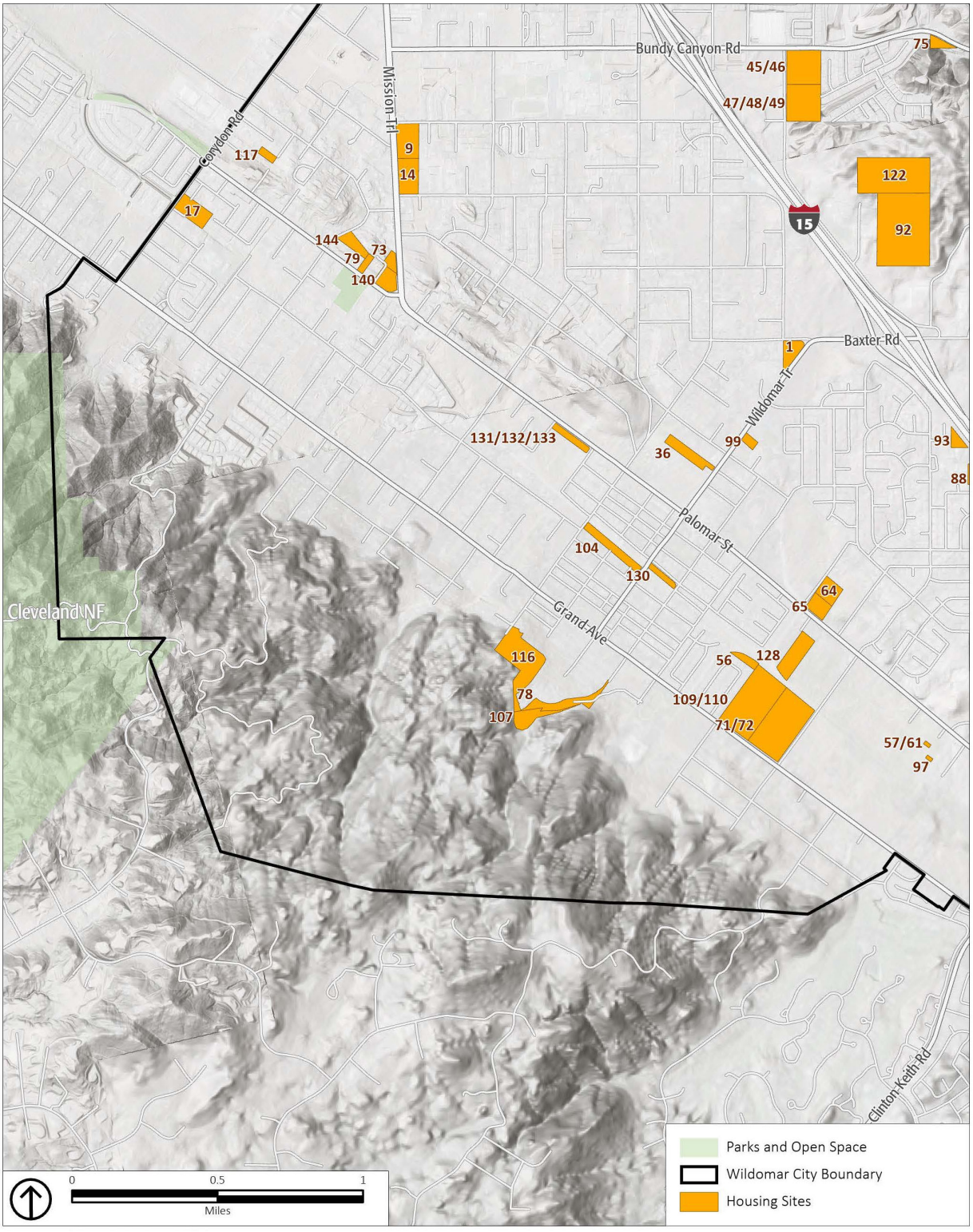
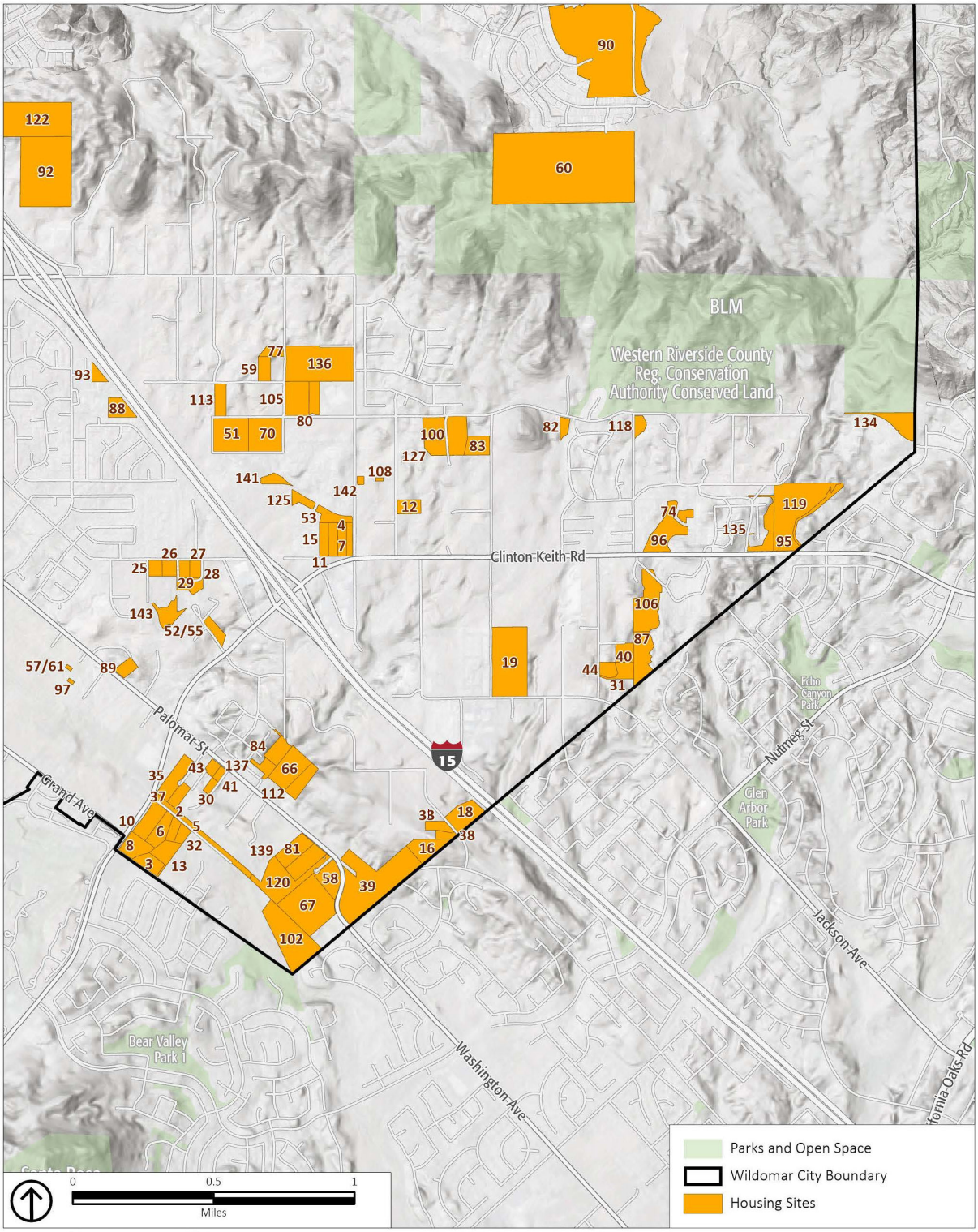


FIGURE HNA-15: LAND INVENTORY, DETAIL 4



FINANCIAL RESOURCES

FEDERAL PROGRAMS

Community Development Block Grant (CDBG) – This program is intended to enhance and preserve the affordable housing stock. Eligible activities include acquisition, rehabilitation, economic development, and public services. CDBG grants benefit primarily persons/households with incomes not exceeding 80 percent of the county AMI. The City receives annual grant monies for the County of Riverside as part of their CDBG program.

HOME Investment Partnership – HOME funding is a flexible grant program that is awarded on a formula basis for housing activities that consider local market conditions, inadequate housing, poverty, and housing production costs. HOME funding is provided to jurisdictions to assist rental housing or homeownership through acquisition, construction, reconstruction, and/or rehabilitation of affordable housing. Funding is also provided for possible property acquisition, site improvements, and other expenses related to the provision of affordable housing and projects that serve a group identified as having special needs related to housing.

Housing Choice Voucher (Section 8) Program – This program provides rental assistance payments to owners of private market-rate units on behalf of very low-income tenants.

Section 811/202 Program – Nonprofit organizations and consumer cooperatives are eligible to receive no-interest capital advances from HUD for the construction of very low-income rental housing for senior citizens and persons with disabilities. Project-based assistance is also provided in conjunction with this program. Section 811 can be used to develop group homes, independent living facilities, and intermediate care facilities. Eligible activities include acquisition, rehabilitation, new construction, and rental assistance.

HUD Low-Income Housing Preservation and Resident Homeownership Act (LIHPRHA) – LIHPRHA was enacted in response to concern over the prepayment of HUD-assisted housing. The legislation addresses the prepayment of units assisted under Section 221(d)(3) and Section 236 (Section 236 replaced the Section 221(d)(3) program in 1968). Generally, the law facilitates the preservation of these low-income units by providing incentives to property owners to either retain their units as low income or to sell the project to priority purchasers (tenants, nonprofits, or governmental agencies). Pursuant to LIHPRHA, HUD must offer a package of incentives to property owners to extend the low-income use restrictions. These incentives would ensure property owners an 8-percent return on the recalculated equity in their property, provided the rents necessary to yield this return fall within a specified federal cost limit. The cost limits are either 120 percent of the fair market rent or the prevailing rent in the local market. If HUD can provide the owner with this return, the owner cannot prepay the mortgage. The owner must either stay in the program or

offer to sell the project (a voluntary sale) to a priority purchaser for a 12-month option period or to other purchasers for an additional three months. The owner is required to document this choice in a Plan of Action.

If HUD cannot provide the owner with the 8-percent return, i.e., the rents required would exceed federal cost limits, the owner may prepay only after offering the sale to priority purchasers for 12 months or to other qualified buyers for an additional three months (a mandatory sale) and filing a Plan of Action that demonstrates that conversion will not adversely impact affordable housing or displace tenants. According to the California Housing Partnership Corporation, most projects in California will fall within federal cost limits, except those with exceptionally high rental value or condominium conversion potential.

Projects that are preserved under either of these methods are required to maintain affordability restrictions for the remaining useful life of the project, which is defined minimally as 50 years. Despite these requirements, property owners may still be able to prepay. First, the owner may prepay the property if no bona fide offer to purchase the property is made. Second, HUD may not provide some of the discretionary monies to priority purchasers in preservation sales. Finally, the overall success of the preservation efforts is contingent on congressional appropriation of sufficient funding to HUD.

STATE PROGRAMS

California Housing Finance Agency Multiple Rental Housing Programs – This program provides below-market-rate financing to builders and developers of multiple-family and elderly rental housing. Tax-exempt bonds provide below-market mortgage money. Eligible activities include new construction, rehabilitation, and acquisition of properties with 20–150 units.

Low-Income Housing Tax Credit (LIHTC) – This program provides tax credits to individuals and corporations that invest in low-income rental housing. Tax credits are sold to corporations and people with high tax liability, and proceeds are used to create housing. Eligible activities include new construction, rehabilitation, and acquisition.

California Community Reinvestment Corporation – This private, nonprofit mortgage banking consortium provides long-term debt financing for affordable multifamily rental housing. Eligible activities include new construction, rehabilitation, and acquisition.

LOCAL PROGRAMS

Nonprofit Entities – Nonprofit entities serving Riverside County, including Wildomar, can be contacted to gauge their interest and ability in acquiring and/or managing units at risk of conversion. A partial listing of entities with resources in the Riverside County area includes:

- Alternatives for Domestic Violence
- Shelter from the Storm
- Catholic Charities
- Coachella Valley Housing Coalition
- Fair Housing Council of Riverside County
- Family Service Association of Riverside County
- Habitat for Humanity
- Lutheran Social Services

OPPORTUNITIES FOR ENERGY CONSERVATION

The cost of housing includes not only rent but also utility costs. Higher utility expenses reduce affordability. Building affordable homes is not the same as making homes affordable to live in. Cheaply built homes invite callbacks, complaints, and discomfort, and they waste energy. Therefore, additional first costs to improve energy efficiency do not make housing less affordable in the long run. Energy efficiency in affordable housing, more than any other building sector, makes a critical impact on the lives of tenants. According to HUD, utility bills burden the poor and can cause homelessness. The following is a list of available programs related to energy conservation that can be considered and engaged in the production of affordable housing:

- **241(a) Rehabilitation Loans for Multifamily Projects** – HUD-funded program that provides mortgage insurance for improvements, repairs, or additions to multifamily projects. Energy conservation improvements are an eligible activity for mortgage financing.

- **Department of Energy (DOE) Energy Weatherization Assistance Program** – Reduces the heating and cooling costs for low-income families by improving energy efficiency of their homes. Focuses on low-income seniors, individuals with disabilities, and families with children. Assistance includes (1) in-home energy education; (2) energy-related home repairs; (3) blower door guided air sealing; (4) heat system safety tests, repair, and tune; (5) duct insulation and sealing; (6) attic insulation; and (7) hot water savings measures. The program is funded by the California Department of Community Services and Development.

- **Low-Income Home Energy Assistance Program (LIHEAP)** – The LIHEAP block grant is funded by the Department of Health and Human Services and provides financial assistance and home weatherization. This is accomplished through three components: (1) The Weatherization Program, which provides free weatherization services to improve the energy efficiency of homes including attic insulation, weatherstripping, minor housing repairs, and related conservation measures; (2) the Home Energy Assistance Program (HEAP), which provides financial assistance to eligible households to offset the costs of heating or cooling dwellings; and (3) the Energy Crisis Intervention Program, which provides payments for weather-related emergencies. Funding for the program is provided by the California Department of Community Services and Development.

- **Neighborhood Housing Services (NHS)** – NHS is a three-way partnership funded among neighborhood residents, local government, and local businesses. Neighborhood Reinvestment Group funds the program and provides direct technical assistance, expendable grants, and capital grants to NHS, which makes loans for rehabilitation.

- **Rural Housing Preservation Grants** – Supports the rehabilitation and repair of homeownership and rental housing for very low- and low-income households living in rural substandard housing. The program is funded by the Rural Housing Service.

- **Weatherization Program** – Provides weatherization services and assistance through grants and financial assistance. Activities may include energy conservation measures, weatherization such as weatherstripping, water heater wrap, insulation of various home components, and financial assistance. The program is funded by Southern California Gas, Weatherization and Energy-Efficient Rehabilitation Program, DOE, and LIHEAP.

CONSTRAINTS

Various interrelated factors can constrain the ability of the private and public sectors to provide adequate housing and meet the housing needs for all economic segments of the community. These factors can be divided into two categories: (1) governmental constraints and (2) non-governmental constraints. Governmental constraints consist of land use controls, development standards, processing fees, development impact fees, code enforcement, site improvement costs, development permit and approval processing, and provisions for a variety of housing. Non-governmental constraints consist of land availability, the environment, vacancy rates, land cost, construction costs, and availability of financing.

GOVERNMENTAL CONSTRAINTS

Governmental constraints are policies, standards, requirements, or actions imposed by the various levels of government upon land and housing ownership and development. Although federal and state agencies play a role in the imposition of governmental constraints, these agencies are beyond the influence of local government and are therefore not addressed in this document.

LAND USE CONTROLS

General Plan Land Use Designations

Each city and county in California must prepare a comprehensive, long-term General Plan to guide its future. The Land Use Element of the General Plan establishes the basic land uses and density of development within each jurisdiction. Under state law, the General Plan elements must be internally consistent, and each jurisdiction's zoning must be consistent with its General Plan. Thus, the Land Use Element must provide suitable locations and densities to implement the policies of the Housing Element.

Table HNA-25 shows the residential General Plan land use designations for the City of Wildomar. The land use designations support a variety of housing types, ranging from very low-density development, which generally includes single-family homes on large lots, to high-density development, which includes multifamily development.

TABLE HNA-25: GENERAL PLAN LAND USE DESIGNATIONS

Land Use Designation		Allowed Density	General Uses
AG	Agriculture	10 ac min.	Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses One single-family residence allowed
RR	Rural Residential	5 ac min.	Single-family residences Allows limited animal-keeping, agricultural uses, and recreational uses
RM	Rural Mountainous	10 ac min.	Single-family residential uses Allows limited animal-keeping, agriculture, and recreational uses
RD	Rural Desert	10 ac min.	Single-family residential Allows limited animal-keeping, agriculture, recreational and renewable energy uses
EDR EDR-RC	Estate Density Residential	2 ac min.	Single-family detached residences Limited agriculture and animal-keeping
VLDR VLD-RC	Very Low Density Residential	1 ac min.	Single-family detached residences Limited agriculture and animal-keeping
LDR LDR-RC	Low Density Residential	1/2 ac min.	Single-family detached residences Limited agriculture and animal-keeping
MDR	Medium Density Residential	2–5 du/ac	Single-family detached and attached residences Limited agriculture and animal-keeping is permitted
MHDR	Medium High Density Residential	5–8 du/ac	Single-family attached and detached residences
HDR	High Density Residential	8–14 du/ac	Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes
VHDR	Very High Density Residential	14–20 du/ac	Single-family attached residences and multifamily dwellings
HHDR	Highest Density Residential	20+ du/acre	Multifamily dwellings, includes apartments and condominiums; multistoried (3+) structures are allowed.
MUPA	Mixed Use Planning Area	30 du/ac	The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned.

Source: City of Wildomar 2017

Zoning Districts

Zoning, unlike the General Plan, is regulatory. Under Wildomar's Municipal Code, development must comply with specific, enforceable standards, such as minimum lot requirements, minimum setbacks, maximum building heights, and a list of allowable uses (**Table HNA-26**).

TABLE HNA-26: RESIDENTIAL ZONING DISTRICTS

Zone		General Uses
R-1	One-Family Dwelling	One-family dwellings, accessory dwelling units, planned residential developments, mobile home parks
R-1A	One-Family Dwelling Mountain Resort	One-family dwellings, accessory dwelling units, mobile home parks, planned residential developments
R-2	Multiple-Family Dwelling	One-family dwellings, multiple-family dwellings, accessory dwelling units, congregate care residential, single-family subdivisions, two-family dwellings, mobile home parks, boarding, rooming and lodging houses, bungalow courts, apartment houses
R-2A	Limited Multiple-Family Dwelling	One-family dwellings, multiple-family dwellings, two-family dwellings, accessory dwelling units, mobile home parks, apartment houses, planned residential developments
R-3	General Residential	One-family dwellings, multiple-family dwellings, accessory dwelling units, congregate care facilities, two-family dwellings, bungalow courts, apartment houses, boarding, rooming and lodging houses, mobile home parks
R-3A	Village Tourist Residential	One-family dwellings, accessory dwelling units, apartments, hotels, RV parks, bungalow courts, planned residential developments, mobile home parks
R-4	Planned Residential	One-family dwellings, multiple-family dwellings, accessory dwelling units, mobile home parks
R-6	Residential Incentive	One-family dwellings, mobile homes on permanent foundations, two-family dwellings, multiple-family dwellings, accessory dwelling units, planned residential developments, apartments
A-1	Light Agriculture	One-family dwellings, mobile homes, farm labor camps, mobile home parks
A-2	Heavy Agriculture	One-family dwellings, agricultural mobile homes, farm labor camps
R-A	Residential Agriculture	One-family dwellings, planned residential developments, accessory dwelling units, agricultural mobile homes, mobile home parks

Zone		General Uses
R-D	Regulated Development Areas	One-family dwellings, apartment houses and hotels, mobile home parks, two-family dwellings, multiple-family dwellings, bungalow courts, boarding and rooming houses, congregate care facilities, RV parks, agricultural mobile homes
R-R R-R-O	Rural Residential	One-family dwellings, accessory dwelling units, mobile home parks, RV parks, farm labor camps, guest ranches, planned residential developments
R-T	Mobile Home Subdivisions and Mobile Home Parks	One-family dwellings, accessory dwelling units, mobile homes, mobile home parks, mobile home subdivisions, community recreation facilities
R-T-R	Mobile Home Subdivision Rural	One-family dwellings, accessory dwelling units, mobile homes, agricultural uses
S-P	Specific Plan	Residential, commercial, manufacturing, open space, public facilities, health, and community facilities, agricultural uses

Source: City of Wildomar Municipal Code 2020
Note: Density established by the Wildomar General Plan Land Use Map

Table HNA-27 shows the associated zoning that is consistent with the General Plan land use designation densities. As previously mentioned, density in the City of Wildomar is determined by the land use designation and not the zoning.

TABLE HNA-27: RESIDENTIAL COMPATIBILITY MATRIX

General Plan Land Use	Associated Zoning District*
Low Density Residential (LDR)	R-1, R-1A, R-3A, R-4, R-5, R-6, R-A, R-D, R-R, R-T, R-T-R, SP, W-1
Medium Density Residential (MDR)	R-1, R-1A, R-2, R-2A, R-3, R-3A, R-4, R-5, R-6, R-A, R-D, R-R, R-T, S-P, W-1
Medium High Density Residential (MHDR)	R-1, R-2, R-2A, R-3, R-3A, R-4, R-5, R-6, R-D, R-T, S-P, W-1
High Density Residential (HDR)	R-2, R-2A, R-3, R-3A, R-4, R-5, R-6, R-D, R-T, SP, W-1
Very High Density Residential (VHDR)	R-2, R-2A, R-3, R-3A, R-5, R-6, R-D, R-T, SP, W-1
Highest Density Residential (HHDR)	R-3, R-5, R-6, R-D, SP, W-1
Mixed Use Planning Area (MUPA)	All zoning districts located on parcels with the MUPA (Mixed Use Planning Area) general plan land use designation is consistent. Per state law (GP Guidelines), the general plan land use designations take precedence over zoning designations. Rezoning is not required to develop multifamily on any MUPA

General Plan Land Use	Associated Zoning District*
	land use designation site as density is always dictated by the General Plan land use designation and not the Zoning Ordinance.

Source: City of Wildomar 2020
**Includes zone districts that are Highlight Consistent or Conditionally Consistent with each land use designation.*

DEVELOPMENT STANDARDS

The City of Wildomar regulates the type, location, density, and scale of residential development primarily through its Municipal Code. Zoning regulations are designed to protect and promote the health, safety, and general welfare of residents, as well as preserve the character and integrity of neighborhoods. The Wildomar Municipal Code sets forth the specific residential development standards summarized in **Table HNA-28**. The City's development standards are also available on the City's website.

TABLE HNA-28: RESIDENTIAL ZONING CRITERIA

Development Standards	A-1	A-2	R-A*	R-R*	R-1*	R-2*	R-3*	R-4* MU Overlay	R-6*	R-T
Lot Dimensions										
Minimum Lot Size (sf)	20,000	20,000	20,000	21,780	7,200	7,200	7,200	3,500	5,000	7,200/3,600
Minimum Lot Width	100 ft	100 ft	100 ft	80 ft	60 ft		60 ft	40 ft		60 ft/40 ft
Frontage					60 ft				30 ft	45 ft/30 ft
Minimum Lot Depth	150 ft	150 ft	150 ft		100 ft		100 ft	80 ft		100 ft/0 ft
Setbacks										
Front	20 ft	20 ft	20 ft	20 ft	20 ft	20 ft	10 ft	20 ft	10 ft	20 ft
Side – Interior	5 ft	10 ft		5 ft/ 10 ft	10%	10%	5 ft	5 ft		5 ft
Side – Street	5 ft	10 ft		10 ft	10 ft	10 ft	10 ft	10 ft		5 ft
Rear	10 ft	10 ft		20 ft	10 ft	10 ft	10 ft	10 ft	10 ft	5 ft

Development Standards	A-1	A-2	R-A*	R-R*	R-1*	R-2*	R-3*	R-4* MU Overlay	R-6*	R-T
Lot Coverage	–	–	–	–	50%	60%	50%	–	–	–
Height										
Primary Building	40 ft	40 ft	40 ft	40 ft	40 ft/ 3 stories	40 ft/ 3 stories	50 ft	40 ft/3 stories	35 ft/3 stories	40 ft/ 3 stories

Source: Wildomar Municipal Code 2020
Note: Please see the Wildomar Municipal Code for specific footnotes regarding this table. Also, a blank in the table means there is no specified standard.
** Please see Tables HNA-33 and HNA-34 for City of Wildomar's Single-Family Residential Design Standards & Guidelines and Multi-Family Residential Objective Design Standards.*
** The R-2 zoning district has a separation requirement of 15 feet between two-story buildings and 10 feet between one-story buildings on the same lot.*
**The R-5 zone is an open space combining zone and residential is not permitted.*

Typical Densities for Development

The City of Wildomar is a small city in Riverside County with physical constraints to outward expansion, such as steep topography to the west and the boundaries of neighboring cities to the north, east, and south. Single-family residential lots generally vary in size from approximately 7,200 to 20,000 square feet in the low-density to medium- and high-density residential zones. Multifamily densities are typically between 8 to 20 units per acre depending on the land use designation. In the previous planning period, no sites identified to accommodate the lower-income RHNA in the inventory were developed below the minimum allowable density of the zone in which the site is located and the City did not receive any requests to develop below the assumed capacity in the sites inventory.

Parking Requirements

In Southern California, providing sufficient parking for vehicles is an essential part of good planning. At the same time, however, excessive parking requirements can detract from the feasibility of developing new housing at a range of densities necessary to facilitate affordable housing. The City's Municipal Code establishes residential parking standards, as summarized in **Table HNA-29**. In addition to these standards, the City currently requires at least one parking space for every staff member in a multi-family building and for emergency shelters, in compliance with California Government Code Section 65583(a)(4)(A)(ii), and one parking space for every 10 temporary residents for emergency shelters. The parking standards included in **Table HNA-29** have already factored in the need for guest parking. Additional guest parking is not required. **Program H-13.1** specifically commits to reviewing parking standards for emergency shelters.

Residential parking standards are not deemed to be a constraint to the development, improvement, and maintenance of housing. The current standards match current vehicle ownership patterns of residents and do not have an impact on the cost or supply of housing. To assist with the development of housing affordable to lower-income households, the City allows for parking reductions for affordable projects (see **Programs H-1.3** and **H-3.1**)

TABLE HNA-29: RESIDENTIAL PARKING REQUIREMENTS

Type of Residential Development	Required Parking
Single-Family	2 spaces/unit
Multifamily One bedroom or studio Two bedrooms Three or more bedrooms	 1.25 spaces/unit 2.25 spaces/unit 2.75 spaces/unit and 1 space/employee
Planned Residential Development One bedroom Two or more bedrooms Senior Housing	 1.5 spaces/unit 2.5 spaces/unit Same as single- and multifamily requirements
Accessory Dwelling Unit	1 space/unit or 1 space/bedroom whichever is less*
Mobile Home Parks	2 spaces/unit*

Source: City of Wildomar Municipal Code
**Please refer to Section 17.204.040.D.5 of the Wildomar Municipal Code for exceptions to the ADU parking requirement.*
**Mobile Home Park spaces may be tandem but must provide one guest space for every eight mobile home spaces.*

Density Bonus

The Wildomar Municipal Code currently provides a density bonus of up to 35 percent over the otherwise maximum allowable residential density under the municipal code and the Land Use Element of the General Plan (or bonuses of equivalent financial value) when builders agree to construct housing developments with units affordable to low- or moderate-income households. The City of Wildomar has included **Program H-8.1** to increase the density bonus allowance comply with current state law (Government Code Section 65915). Despite the need for an ordinance update, the City is currently complying with the applicable State density bonus law.

PROVISIONS FOR A VARIETY OF HOUSING

Housing Element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of various types of housing for all economic segments of the population. This includes single-family housing, multifamily housing, manufactured housing, mobile homes, emergency shelters, and transitional housing, among others. **Table HNA-30** summarizes the permitted housing types by zone.

TABLE HNA-30: HOUSING TYPES PERMITTED BY ZONE

Land Use	R-R	R-R-O	R-1	R-1A	R-A	R-2	R-2A	R-3	R-3A	R-T	RTR	R-4		R-6	R-D	SP	A-1	A-P	A-2	A-D
Apartment Houses						PP	PP	PP	CUP					P	PP	A				
Boarding, Rooming, Lodging Houses						PP		PP							PP	A				
Dwellings – Multiple, Apartment						PP	PP	PP	CUP			P		P	PP	A				
Dwellings – One Family	P	P	P	P	P	P	P	PP	P	P	P	P		P	P	A	P	P	P	P
Farmworker Housing[1]																				
Mobile Home – Single Family	P	P	P	P	P	P	P	PP	P	P	P	P		P	P	A	P	P	P	P
Mobile Home Parks	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP	CUP		CUP			CUP	A	CUP			
Planned Residential Development	P	P	P	P	P	P	P	PP	P					P		A				
Residential Care Facility (6 or less)	P	P	P	P	P	P	P	PP	P	P	P	P		P		A	P		P	
Residential Care Facility (7 or more)[2]						CUP		CUP								CUP				
Accessory Dwelling Units[3]	P	P	P	P	P	P	P	P	P	P	P	P		P		A				
Single-Room Occupancy												CUP		CUP						

Land Use	R-R	R-R-O	R-1	R-1A	R-A	R-2	R-2A	R-3	R-3A	R-T	RT R	R-4		R-6	R-D	SP	A-1	A-P	A-2	A-D
Transitional Housing	P	P	P	P	P	P	P	P	P	P	P	P		P						
Supportive Housing	P	P	P	P	P	P	P	P	P	P	P	P		P						
Emergency Shelters	Permitted in the IP zone district with a plot plan approval.																			

Source: City of Wildomar Municipal Code 2020

CUP = conditional use permit, P = permitted, PP = plot plan, PUP = public use permit, A = allowed

1. *The City has included **Program H-11.4** amend the Wildomar Municipal Code to remove the Agricultural Mobile Home, Agricultural Workers Mobile Home Park, and Farm Labor Camp uses and will permit employee/farmworker housing that serves six or fewer persons as a single-family structure and permit it in the same manner as other single-family structures of the same type within the same zone across all zones that allow single-family residential uses and employee/farmworker consisting of no more than 12 units or 36 beds as an agricultural use and permit it in the same manner as other agricultural uses in the same zone, in compliance with the California Employee Housing Act (Health and Safety Code Sections 17021.5 and 17021.6).*
2. *The City has included **Program H-11.2** to explore amending provisions in the Wildomar Municipal Code to define and allow residential care facilities for seven or more persons only subject to those restrictions that apply to other residential uses of the same type in the same zone and would only be subject to the definition of family and occupancy standards. Residential care facilities are still subject to state licensing.*
3. *The City has included **Program H-9.1** to clarify ADUs are allowed as a permitted use in all zones, residential and non-residential, that allow single-family or multi-family uses, in compliance with Government Code Section 65852.150.*

Emergency Shelters

The California Health and Safety Code (Section 50801[e]) defines an emergency shelter as "housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay."

The Wildomar Municipal Code currently allows emergency shelters with approval of a plot plan in the Industrial Park zoning district. This In December 2013 Chapter 17.88 of the Wildomar Municipal Code was amended to permit emergency shelters in the I-P zone and managerial standards were adopted. The required a plot plan review is a ministerial process and it used to verify that the proposed project meets the City's development standards as part of a plan check review. No public hearing is required.

The City also adopted objective managerial standards to encourage and facilitate the development of or conversion to an emergency shelter. Development standards for emergency shelters in Wildomar include:

- No emergency shelter shall be located within 250 feet of any other emergency shelter.
- An emergency shelter shall not exceed 40 residents, excluding staff.
- Any single resident's stay shall not exceed six consecutive months.
- Emergency shelters shall provide one parking space for every staff member and one parking space for every 10 temporary residents.

Currently, there are approximately 83.84 acres (13 parcels ranging in size from 1.4 to 28.6 acres with a majority of the parcels being 2–5 acres) of vacant land available in Wildomar, which allows adequate capacity for an emergency shelter.

These vacant sites are close to services and future transit as development occurs. The sites surrounding these available parcels are mainly business park-type uses, service commercial and light manufacturing companies (there is no heavy hazardous manufacturing). There are also such uses as an indoor golfing range, a hospital, medical office buildings, and even a few residential units.

Low Barrier Navigation Centers

Government Code section 65662 requires that the development of Low-Barrier Navigation Centers be developed as a use by right in zones where mixed-uses are allowed or in non-residential zones that permit

multifamily housing. For a navigation center to be considered "low barrier", its operation should incorporate best practices to reduce barriers to entry, which may include, but is not limited to, the following:

- Permitting the presence of partners if it is not a population-specific site, such as for survivors of domestic violence or sexual assault, women, or youth
- Pets
- Ability to store possessions
- Providing privacy, such as private rooms or partitions around beds in a dormitory setting or in larger rooms with multiple beds

Program 13.1 has been included to comply with State Law.

Supportive and Transitional Housing

Supportive housing is defined by Section 50675.14 of the Health and Safety Code as housing with linked on- or off-site services with no limit on the length of stay and which is occupied by a target population, as defined in Health and Safety Code Section 53260 (i.e., low-income person with mental disabilities, AIDS, substance abuse, or chronic health conditions, or persons whose disabilities originated before the age of 18). Services linked to supportive housing usually focuses on retaining housing, living and working in the community, and/or health improvement.

Transitional housing is defined in Section 50675.2(h) of the Health and Safety Code as rental housing for stays of at least six months but where the units are recirculated to another program recipient after a set period. It may be designated for a homeless individual or family transitioning to permanent housing. This housing can take many structural forms, such as group housing and multifamily units, and may include supportive services to allow individuals to gain necessary life skills in support of independent living.

Pursuant to Government Code Section 65583, transitional and supportive housing types are required to be treated as residential uses and subject only to those restrictions that apply to other residential uses of the same type in the same zone. Transitional and supportive housing as defined in the Health and Safety Code are permitted by right without a conditional use permit in residential zones.

. The Wildomar Municipal Code permits transitional and supportive housing, as defined by the Health and Safety Code. Supportive housing is also permitted by right in all non-residential and mixed-use zones that permit multifamily development, consistent with Government Code Sections 65583 and 65650.

Extremely Low-Income Households

Extremely low-income households typically comprise persons with special housing needs, including, but not limited to, persons experiencing homelessness or at risk of homelessness, persons with substance abuse problems, and farmworkers. AB 2634 (Lieber 2006) requires the quantification and analysis of existing and projected housing needs of extremely low-income households. Housing Elements must also identify zoning to encourage and facilitate supportive housing and single-room occupancy units.

Currently, Wildomar allows single-room occupancy units in the Planned Residential (R-4) and Residential Incentive (R-6) zones with approval of a conditional use permit. In addition, to encourage and facilitate the development of housing affordable to extremely low-income households, the City has included **Programs H-3.1**, **H-10.1** and **H-11.1**.

Residential Care Facilities

Health and Safety Code Sections 1267.8, 1566.3, and 1568.08 require local governments to treat licensed group homes and residential care facilities with six or fewer residents no differently than other by-right single-family housing uses. "Six or fewer persons" does not include the operator, the operator's family, or persons employed as staff. Local agencies must allow these licensed residential care facilities in any area zoned for residential use and may not require licensed residential care facilities for six or fewer persons to obtain conditional use permits or variances that are not required of other family dwellings.

Currently, the Wildomar Municipal Code permits State-licensed residential care facilities with six or fewer residents by right in residential zones and permits residential care facilities with seven or more residents with a conditional use permit in the R-2 and R-3 zones. The City has included **Program H-13.3** to explore allowing these facilities for seven or more persons only subject to those restrictions that apply to other residential uses of the same type in the same zone.

Housing for Persons with Disabilities

The City of Wildomar incorporates the Federal Fair Housing Act and the California Fair Employment and Housing Act of 1964 as a part of its building requirements. These two statutes address the fair housing practices adhered to by the City, which include practices against housing discrimination toward persons with disabilities. In compliance with SB 520, a complete evaluation of the City's zoning laws, practices, and policies was initiated in late 2020 and is expected to be completed in 2021. No constraints to housing development for persons with disabilities were found at that time. However, **Program H-20.1** has been incorporated into the Housing Element to address unmet housing needs for persons with a disability.

Procedures for Ensuring Reasonable Accommodations

The City has adopted an ordinance establishing formal procedures to expeditiously review and process requests for reasonable accommodation for persons with disabilities. City staff is available via telephone, email, mail, and in person at City offices to discuss the process for providing reasonable accommodation from City zoning and building code requirements.

- **Reasonable Accommodations Procedure.** The City will grant applications to provide relief from zoning standards or other City requirements that serve as a barrier to fair housing for persons with disabilities. The City streamlines reasonable accommodation requests by not requiring approval of a variance. Requests for reasonable accommodations are reviewed by the community development director or designee. There are no application fees and requests are processed within 30 days of a complete application for a reasonable accommodation. The community development director's decision may be appealed to the Planning Commission at a public hearing. The City strives to make the permit process for reasonable accommodation as straightforward and expeditious as possible.

- **Separation requirements** – The City's Municipal Code does not impose any separation requirements between group homes or residential care facilities.

- **Site planning requirements** – The site planning requirements for residential care facilities are no different than for other residential uses in the same zone.

- **Definition of Family**. – The Wildomar Municipal Code defines family as: one or more persons living together in a dwelling unit, with common access to and common use of all living, kitchen, and eating areas within the dwelling unit.

The written decision to approve, conditionally approve, or deny a request for a reasonable accommodation shall be based on the following findings, all of which are required for approval or conditional approval of a reasonable accommodation:

- The requested accommodation is requested by or on the behalf of one or more disabled persons protected under the Acts.

- The requested accommodation is necessary to provide one or more disabled persons an equal opportunity to use and enjoy a dwelling.

- The requested accommodation will not impose an undue financial or administrative burden on the City as "undue financial or administrative burden" is defined in Acts.

- The requested accommodation will not result in a fundamental alteration in the nature of the City's zoning program, as "fundamental alteration" is defined in the Acts.

- The requested accommodation will not, under the specific facts of the case, result in a direct threat to the health or safety of other individuals or substantial physical damage to the property of others.

LOCAL PROCESSING AND PERMIT PROCEDURES

Development review procedures exist to ensure that proposals for new residential development comply with local regulations and are compatible with adjacent land uses. As shown in **Table HNA-31,** processing times for Wildomar are relatively quick: single-family and multifamily projects require two months (see **Table HNA-32**). Note: Review times differ on a case-by-case basis depending on the type and complexity of the project.

The costs associated with development project review will vary between projects. Wildomar uses an efficient and comprehensive approach toward development review and permitting that allows for quick response to developer applications. The City uses many practices to expedite application processing, reduce costs, and clarify the process to developers and homeowners. Increased development costs resulting from delays in the City's development review, public hearing, and permitting process are not considered a constraint on housing development. Therefore, the City's development review process is not seen as a constraint to the development of housing.

Senate Bill 330 Processing Procedure

Senate Bill 330, the Housing Crisis Act of 2019, established specific requirements and limitations on development application procedures. The bill allows housing developments for which a preliminary application is submitted that complies with applicable general plan and zoning standards is subject only to the development standards and fees that were applicable at the time of submittal. This applies to all projects unless the project square footage or unit count changes by more than 20 percent after the preliminary application is submitted. The developer must submit a full application for the development project within 180 days of submitting the preliminary application.

Wildomar offers an optional pre-application review (PAR) for all development proposals to advise a prospective applicant of current City standards and requirements, shorten the length of time required to process a development proposal once it has been accepted for processing, provide a written record of staff's assessment of a development proposal, and limit requests for special studies to those identified in the PAR letter. Pre-application meetings have helped to shorten the review process and allow for better communication

between applicants, City departments, and utility providers. The City has established an application process related to SB 330 in Chapter 17.214 of the City's Zoning Code.

Senate Bill 35 Approvals

Senate Bill 35 requires jurisdictions that have failed to meet their RHNA to provide streamlined, ministerial entitlement process for housing developments that incorporate affordable housing. The City of Wildomar has a SB 35 application available to developers that includes specific requirements for the streamlining procedure. The application is available on the City's website for developers interested in pursuing the streamlined process. This procedure aids in minimizing the review time required for development processes and, in turn, reducing costs to developers that may increase the housing production in the City.

TABLE HNA-31: LOCAL DEVELOPMENT PROCESSING TIMELINES

Item	Approximate Length of Time from Submittal to Public Hearing	Approval Body
Conditional Use Permit	2-4 months	Planning Director or Planning Commission
Plot Plan	2–3 months	Planning Director
Specific Plan/Specific Plan Amendment	9–12 months	Planning Commission
Tentative Tract Map/Parcel Map/Subdivision	4–6 months	Planning Director or Planning Commission
Variance	2–3 months	Planning Commission
Zone Change	4–6 months	Planning Commission and City Council
General Plan Amendment	4–6 months	Planning Commission / City Council
Environmental Documentation (Environmental Impact Report)	9-12 months	Planning Commission

Source: City of Wildomar 2020
Notes: All CEQA documents require at least Planning Commission review
Legislative actions with Negative Declaration, Mitigated Negative Declaration or Environmental Impact Report require Planning Commission and City Council approval (i.e., General Plan Amendments, Zoning Change, Specific Plans)
Non legislative actions with Negative Declaration, Mitigated Negative Declaration or Environmental Impact Report require Planning Commission approval (i.e., Plot Plan, Conditional Use Permit, Variance, TPM/TTM). If non legislative actions have Categorical Exemptions, only Planning Director approval is required.

Permit Processing Procedures

Permit processing procedures and timelines are often cited by the development community as a primary contributor to housing costs. However, the City has taken several steps to streamline the development review approval process. The City's Planning Department processes planning permits and entitlement applications, including design review, use permits, variances, rezones, and general plan amendments in accordance with state law (i.e., permit streamlining act). The City requires that construction drawings be submitted to the Community Development Department for plan review. Plans are reviewed to ensure that the project meets City requirements outlined in the Municipal Code and the California Building Code. If such requirements are not met, City staff notifies the applicant of the necessary revisions, and the applicant must re-submit for review. Once all requirements are met, the applicant must pay all remaining fees, upon which the City issues a building permit and construction can begin.

There are different steps in the approval process a housing development must go through depending on the type and conditions of the development. Housing projects that require a CEQA MND or EIR, General Plan Amendment or Zone Change require Planning Commission and City Council approval (per state law). The permit processing timelines and procedures which are established by the permit streamlining act are consistent with other jurisdictions in the state and do not pose a constraint on the development of housing but in fact ensures these projects are streamlined.

Small single-family home construction only requires a building permit as part of an administrative review. Single-family subdivisions of 4 or less lots only require Planning Director approval of a parcel map (1 hearing/2-month timeframe). Single-family subdivisions of 5 or more lots require Planning Commission approval of a tract map per state law (1 hearing / 3-month timeframe). All single-family residential development (except a single home on a single lot) are required to conform to the City's Single Family Residential Design Standards and Guidelines which further help to expedite the processing timelines.

Multifamily developments (less than 3 units) require administrative staff approval of a Minor Plot review by the Planning Director (0 public hearings / 30-day review time). Multifamily developments (more than 3 units) are subject to a Plot Plan approval by the Planning Commission (1 public hearing / 3-month review time when CEQA exempt; and 1 public hearing / 6 month review time when MND/EIR is required). If multifamily projects require a General Plan Amendment or Zone Change, then these projects require 1 additional public hearing with the City Council (per state law) which adds an extra 30 days to the timeframe.

Plot Plan Findings

In accordance with Chapter 17.216 of the Wildomar Municipal Code (Title 17) the following findings must be met for plot plan approval.

A. The proposed use is consistent with the Wildomar General Plan and Zoning Ordinance.

B. The overall development of the land shall be designed to conform to the logical development of the land and to be compatible with the present and future logical development of the surrounding property.

C. The Plot Plan considers the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion.

D. The Plot Plan takes into consideration topographical and drainage conditions, including the need for dedication and improvements of necessary structures.

E. All plot plans which permit the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Title 16 (Subdivisions) in such a manner that each building is located on a separate legally divided parcel.

Appeal

If the Planning Commission denies a project, the applicant can appeal the denial to the City Council.

Conclusion

The City's review process is typical of any jurisdiction and is intended to not constrain the development of multifamily or single-family housing. The city offers pre-application review meetings early in the process to ensure a clear understanding of the city policies and standards which are intended to streamline formal project submittals. The City's single family residential design standards and the multifamily residential design standards are intended to provide developers, builders, and architects with a clear statement of the desired architectural and site design characteristics for new single family and multi-family residential development.

The City's single family residential design standards and guidelines provide specifics including but not limited to, design style including colors and materials that are encouraged, building facades, roof planes, streetscape deign, garage location and design, walls and fences. The multifamily residential design standards use language and imagery to convey architectural and site planning concepts and outline the required design elements relating to form and massing, roofs, walls and windows, materials and colors and architectural features. Staff

relies on the city's objective design standards to promote approval certainty and minimize processing timelines.

Approval to Building Permit

After a project is approved by the Planning Commission or City Council (refer to table HNA-31 for approval body), it becomes the applicant's responsibility to initiate the steps to secure building permits and approvals and begin construction in accordance with the approved plans. These steps include obtaining additional City clearances and paying fees as outlined in a project's conditions of approval. Other necessary actions for the applicant include:

- Completing construction drawings after project approval (city does not control this timeline)
- Recording with the County Clerk subdivision (final) maps (applies to ownership projects)
- Retaining contractors
- Obtaining utility approvals (not owned by the city), required easements and rights of entry

The length of time between a project's approval and building permit issuance in many cases is determined by the applicant. Once a project begins the construction plan review process, the following general timelines can be achieved with responsive applicants:

- Land Use Entitlement timelines and procedures generally take 3-6 months, but if they are considered major projects (projects requiring CEQA compliance), the process could take 6 – 12 months.
- Building permit approval timelines generally take 1-3 months (actual timeline depends on how fast an applicant can resubmit plans with corrections, etc.)

TABLE HNA-32: TYPICAL PROCESSING PROCEDURES BY PROJECT TYPE

Single-Family and Multifamily Process	Time to Complete (days or months)
Step 1: Entitlement/submittal of construction doc.	15-day review period; then 10-day, then 5-day
Step 2: Plan check	Same as above
Step 3: Submit revised construction plans	2 weeks*
Estimated Total Processing Time	1–3 months*

Source: City of Wildomar 2020
**Note: Review times vary on a case-by-case basis and depend on whether the developer makes a timely submittal.*

Design Guidelines

The City of Wildomar revised and adopted its design guidelines for single-family residential development in November 2018. The City also adopted objective design standards for multifamily development on September 9, 2020. The purpose of the design standards and guidelines is to ensure that the design of proposed development and new land uses assists in maintaining and enhancing the character of the community. The goals and purposes of these procedures and requirements are to:

- Ensure that new homes are constructed in neighborhoods that are interesting and varied in appearance.
- Utilize building materials and enhanced landscaping to promote a look of quality, both at the time of initial occupancy and in future years.
- Encourage efficient use of land while creating high-quality communities that will maintain their economic value and long-term desirability as places to live and work.
- Incorporate conveniently located neighborhood parks, trails, and open space.
- Provide developers with a clear statement of the desired architectural and site design characteristics for new multifamily residential development.
- Ensure multifamily buildings contribute to creating high-quality neighborhoods and desirable places to live.

Table HNA-33 summarizes the residential lot design standards for any single-family residential subdivision, as outlined in the adopted design guidelines. **Table HNA-34** summarizes site design standards for multi-family residential; additional details on form and massing, roof design, walls, windows, materials, colors and specific building types can be found in the City's Multi-Family Residential Objective Design Standards. In general, the guidelines were prepared to address market-rate housing developments.

Either the Planning Commission or City Council may be the final review authority of both single-family and multi-family projects in regards to design review based on the hearing processes. The approval, denial, or approval with conditions is based on the projects adherence to form, massing, roof design, and other aesthetic elements identified in the City's Multi-Family Residential Objective Design Standards or the Single Family Residential Design Standards and Guidelines. Exceptions to these standards and guidelines may occur under three circumstances at the discretion of the Planning Director, Planning Commission, or City Council:

- Other standards have been imposed upon an individual development project by the Planning Commission and/or the City Council.
- Other standards have been adopted by the City Council relative to a particular designated area of a District (e.g., Community Plans / Specific Plans).
- Physical constraints of an individual site make the application of a particular standard or guideline impractical.

To ensure the entitlement does not add any time constraints to a project, Design Review is typically conducted concurrently with the various required processes including improvement plan review, building permit application, and any requests for financial assistance from the City.

TABLE HNA-33: SINGLE-FAMILY DESIGN STANDARDS

Development Standards	Lots 7,200 sf or greater	Lots less than 7,200 sf
Minimum Net Usable Area (sf)	6,500	Not less than 85% of total area
Minimum Lot Widths (Frontage)	65 ft*	50 ft*
Lot Width at Frontage on Cul-de-sac Lots or Street Knuckle	40 ft*	40 ft*
Minimum Front Yard for Side-Loaded	15 ft	10 ft
Recommended Minimum Depth of Rear Yards	20 ft	15 ft
Spacing Between Structures	10 ft	10 ft

Source: City of Wildomar 2018
Note: Please refer to the Single-Family Residential Design Standards for a complete list of the applicable design standards.
** Refer to the design standards for notes on these standards and for specific footnotes regarding this table.*

TABLE HNA-34: MULTI-FAMILY DESIGN STANDARDS

Development Standards	Requirement
Street Frontage	Minimum 60% coverage by buildings*
Ground Floor Elevation	21 in.
Outdoor Recreation-Leisure Areas	400 sf. per dwelling unit
Building Entrances	Face primary public street
Setback of Controlled Parking Facility Entrances	18 ft.

Source: City of Wildomar 2020
*Note: Please refer to the Multi-Family Residential Objective Design Standards for a complete list of the applicable design standards. * Refer to the design standards for notes on these standards and for specific footnotes regarding this table.*

To facilitate the goals of the design guidelines, the City has a number of policies that may provide financial incentives, density bonuses fast-tracking, and fee waivers to those developers that include units in their projects that will be sold to low- and moderate-income households. Currently, design guidelines have had little or no effect on market-rate or affordable housing development and therefore the design guidelines are not seen as a constraint to the development of housing.

CONDITIONAL USE PERMIT PROCESS

The conditional use permit process is required for apartment housing in the R-3A zone. While no land is currently zoned as R-3A, should this zone district be applied to any land in the future the conditional use permit is required to review and address potential environmental impacts to hillsides.

Applicability

Whenever any section of this title requires that a conditional use permit be granted prior to the establishment of a use, the following provisions shall take effect.

Application

Every application for a conditional use permit shall be made in writing to the City's Planning Director on the forms provided by the Planning Department and shall be accompanied by the filing fee set forth in the Municipal Code. Applications will include the following information:

- Name and address of the applicant.
- Evidence that he or she is the owner of the premises involved or that he or she has written permission of the owner to make such application.
- A plot and development plan drawn in sufficient detail to clearly describe the following:
    - Physical dimensions of property and structures
    - Location of existing and proposed structures
    - Setbacks
    - Methods of circulation
    - Ingress and egress
    - Utilization of property under the requested permit

- Such additional information as shall be required by the application form.
- Dimensioned elevations, including details of proposed materials for elevations.

Public Hearing

A public hearing shall be held on the application for a conditional use permit in accordance with the provisions of Chapter 17.200 of the Wildomar Municipal Code, and all the procedural requirements and rights of appeal as set forth therein shall govern the hearing. Notwithstanding the above, or any other provision herein to the contrary, the hearing on any conditional use permit that requires approval of a general plan amendment, a specific plan amendment, or a change of zone shall be heard in accordance with the provisions of Section 17.08.050, 17.08.060, or 17.280.040 of the Wildomar Municipal Code, whichever is applicable, and all of the procedural requirements and rights of appeal as set forth shall govern the hearing.

Conditions

A conditional use permit shall not be granted unless the applicant demonstrates that the proposed use will not be detrimental to the health, safety, or general welfare of the community. Any permit that is granted shall be subject to such conditions as shall be necessary to protect the health, safety, or general welfare of the community.

Use of Permit

Any conditional use permit that is granted shall be valid for three years following the approval of the conditional use permit, unless the permit as granted specifies a shorter initial time period. If a permit has not been exercised within the three-year time period, the permittee may request an extension of time prior to the expiration date provided an application is filed with the City's Planning Director along with the required fee. Upon receipt of a request for a time extension request, the Planning Director shall schedule the request for Planning Commission consideration. At least 10 days prior to the scheduled meeting, the Planning Department shall mail a public notice to all property owners of real property within a 600-foot radius of the project boundary. The Planning Commission may extend the first request for an extension of time by an additional three years, the second request for an extension of time can be granted for an additional two years, and the third extension request can only be extended for a final one-year period provided the findings outlined in Section 17.200.060(C) of the Municipal Code are met.

Revocation of Permit

Any conditional use permit granted may be revoked upon the findings and procedure contained in Chapter 17.220 of the Municipal Code.

BUILDING CODES AND ENFORCEMENT

The City of Wildomar uses the 2019 California Building Code, which establishes standards and requires inspections at various stages of construction to ensure code compliance. Although these standards and the time required for inspections increase housing production costs and may impact the viability of rehabilitation of older properties that are required to be brought up to current code standards, the intent of the codes is to provide structurally sound, safe, and energy-efficient housing.

The City has made one amendment to the local code, which was the inclusion of the 2019 California Green Building Code in 2019.

The City's Building and Safety Department is responsible for enforcing both state and city regulations governing maintenance of all buildings and property. Like most cities, Wildomar responds to code enforcement problems largely on a complaint basis.

DEVELOPMENT FEES

Like cities throughout California, Wildomar collects development fees to recover the capital costs of providing community services and the administrative costs associated with processing applications.

Payment of fees is necessary to maintain an adequate level of services and facilities, and more generally, to protect public health, safety, and welfare. Based on a review of fees in neighboring jurisdictions and discussions with local developers, development fees in Wildomar are comparable to, and in some cases lower than, most other cities in the region.

As a means of assessing the cost that fees contribute to development in Wildomar, the City has calculated the total fees associated with development of a single-family and multifamily development. As indicated in **Table HNA-35**, development impact fees for a single-family residential project are approximately $6,954, and development fees for a multifamily project are approximately $4,805. A full list of fees applicable to planning and building residential development fees is provided in **Table HNA-36** and are also available on the City's website or on the websites of the entities that impose the fee such as the school district or county. Fees such as school impact fees and transportation uniform mitigation fees are outside of the City's control or influence. The fees are comparable to jurisdictions in the region and are not considered a constraint to the development of housing.

TABLE HNA-35: TYPICAL RESIDENTIAL DEVELOPMENT COST

Development Cost for a Typical Unit*	Single-Family	Multifamily
Transportation – Roads	$3,088	$2,169
Transportation – Signals	$401	$281
Police Facilities	$227	$161
Fire Protection	$440	$312
Park Land Acquisition	$597	$423
Park Improvements	$3,926	$2,787
Community Centers	$474	$337
Animal Shelter	$250	$178
City Hall	$384	$272
Corporation Yard	$79	$56
Drainage	$1,381	$868
Multi-Purpose Trails	$754	$535
County T.U.M.F.	$9,418	$6,134
School Impact Fee	$4.08 per s.f.	$4.08 per s.f.
Total	**$29,579****	**$17,777****

Source: City of Wildomar 2015, Lake Elsinore Unified School District 2020, Riverside County 2016
**Includes 0.48 precent Admin Charge.*
***School impact fees calculated for a 2,000 square foot single-family home and 800 square foot multi-family unit.*

TABLE HNA-36: RESIDENTIAL PLANNING AND BUILDING FEES

Fee Category	Fee Amount
PLANNING	
Certificate of Zoning Compliance	$500
Certificate of Historical Appropriateness	$750
Certificate of Compliance	$2,500
Appeals	$964
Conditional Use Permit	$9,500
Development Agreement	$5,000
Public Use Permit	$7,500
Extensions of Time	$4,500
General Plan Amendment (General)	$8,500
General Plan Amendment (Circulation Section)	$9,500

Fee Category	Fee Amount
Minor Change (Tract and Parcel Maps)	$4,500
Variance	$3,500
Substantial Conformance	$3,500
Change of Zone	$7,000
Plot Plan (Administrative)	$4,000
Plot Plan (Hearing)	$5,000
Setback Adjustment	$500
Lot Line Adjustment	$5,000
Land Division	$3,500
Parcel Merger	$5,000
Tentative Parcel Map (Residential)	$3,500-$5,511
Tentative Tract Maps (Multifamily)	$8,698-$8,718
Tentative Tract Map Revised (Multifamily)	$6,044-$6,362
Tentative Tract Map (Single-Family)	$8,827-$11,146
Tentative Tract Map Revised (Single-Family)	$3,880-$5,722
Vesting Tentative Maps	$8,391
Specific Plan	$20,000
Specific Plan Amendment	$10,000
CEQA EIR	$8,439
CEQA ND or MND	$8,439
CEQA Exemption	$8,439
Pre-Application Approval	$3,500
Tree Removal Permit	$250
BUILDING	
Residential Addition	$2,592.33
Residential Addition to Guest House	$3,198
Mobile Home	
Coach - Install	$240.72
Earthquake Resistance Bracing	$240.72
Manufactured Accessory Structure	$240.72
Permanent Foundation	$240.72
Replace Residential Coach	$240.72
Site Preparation	$507.96

Fee Category	Fee Amount
Multifamily Addition	$677.59
Multifamily Individual Residential Units	$4,009.62
New Residential	$4,632.93
Residential Rehabilitation	$2,677.81

Source: City of Wildomar, 2020

ON- AND OFF-SITE IMPROVEMENTS

Site improvement costs include the cost of providing access to the site, clearing the site, and grading the pad area. In the case of a subdivision, such costs may also include major improvements, such as building roads and installing sewer, water, and other utilities. As with land costs, several variables affect costs, including site topography and proximity to established roads, sewers, and water lines. Engineering and other technical assistance costs are usually included with site improvements as these services are required to ensure that development is constructed according to established codes and standards.

The City requires residential project improvements to include curb/gutter and drainage facilities, sidewalks, paved streets, landscaping, and water and sewer service. The standard street section includes 60 feet of right-of way, with 40 feet dedicated for street improvements, and 10 feet on each side for sidewalk and parkway improvements. These and other site improvement costs are typical of all cities in California and do not impose a significant constraint on the development of housing in Wildomar. The City does not impose any unusual requirements as conditions of approval for new development.

AVAILABLE DRY UTILITIES

Dry utilities, including cable, electricity, and telephone service, are available to all areas within the City. There is sufficient capacity to meet the current need and any future need. Service providers are as follows:

- Cable: Verizon and Spectrum
- Electricity: Southern California Edison
- Telephone: Verizon
- Internet Service: Verizon, Spectrum, and Frontier Communications

REVIEW OF LOCAL ORDINANCES

The City does not have any locally adopted ordinances that hinder the development of housing.

NON-GOVERNMENTAL CONSTRAINTS

LAND COSTS

Land costs are one of the major components of housing development costs. Land prices vary to such an extent that it is difficult to give average prices within small geographic regions. Factors affecting the costs of land include overall availability within a given subregion; environmental site conditions and constraints; public service and infrastructure availability; aesthetic considerations, such as views, terrain, and vegetation; the proximity to urban areas; and parcel size. Generally, more remote areas have less expensive land available and larger tracts of land, while smaller, more expensive parcels are located closer to urbanized areas.

As of January 2021, the average cost for an acre lot of vacant land in Wildomar is $137,634, with prices ranging from $8,881 to $499,444 (according to a survey of Landwatch.com listings performed in 2020). The maximum price range is significantly higher now compared to vacant land cost in 2013; however, there are a few lots available at a lower price range. While land prices declined during the economic recession, they have been increasing as shown by the current price range for available vacant land. Since there are lots available at a lower price range, land costs in the next several years may actually help keep the cost of some new housing affordable. While rising land costs tend to directly increase housing costs, declining land costs should give developers more options in serving the affordable housing market segment, recognizing that some land currently held by developers was purchased at substantially higher prices than may be the case now.

CONSTRUCTION COSTS

The cost of construction depends primarily on the cost of materials and labor, which are influenced by market demand. The cost of construction will also depend on the type of unit being built and on the quality of product being produced. The cost of labor is based on a number of factors, including housing demand, the number of contractors in the area, and the unionization of workers.

The construction cost of housing affects the affordability of new housing and may be considered a constraint to affordable housing in the Riverside County region. A reduction in construction costs can be brought about in several ways. A reduction in amenities and quality of building materials in new homes (still above the minimum acceptability for health, safety, and adequate performance) may result in lower sales prices. State housing law provides that local building departments can authorize the use of materials and

construction methods if the proposed design is found to be satisfactory and the materials or methods are at least equivalent to that prescribed by the applicable building codes.

In addition, prefabricated, factory-built housing may provide lower-priced products by reducing labor and material costs. As the number of units built at one time increases, savings in construction costs over the entire development are generally realized as a result of an economy of scale, particularly when combined with density bonus provisions.

The City of Wildomar is in the process of completing an Economic Development market study and so far, the study indicates the average recent home sales price in the city is $399,332. Using current pricing sources, the average costs for a newly constructed 2,000-square-foot single-family home (not including land) in Wildomar would be calculated as shown in **Table HNA-37**.

TABLE HNA-37: OVERALL CONSTRUCTION COST

Item	Cost
Materials	$159,003
Labor	$105,363
Equipment	$5,047
Per Home Costs, Total	$269,413

Source: Building-cost.net 2020

AVAILABILITY OF FINANCING

Interest rates are determined by national policies and economic conditions, and there is little that local governments can do to affect these rates. Jurisdictions can, however, offer interest rate write-downs to extend home purchase opportunities to lower-income households. In addition, government-insured loan programs may be available to reduce mortgage down-payment requirements.

The cost of borrowing money to finance the construction of housing or to purchase a house affects the amount of affordably priced housing in Wildomar. First-time homebuyers are the group most impacted by financing requirements. As of January 2021, the current mortgage interest rate for new home purchases is approximately 3 percent for a fixed-rate 30-year loan. Lower initial rates are available with graduated payment mortgages, adjustable-rate mortgages, and buy-down mortgages; however, the subprime crisis has affected the availability of dollars for home mortgages. Variable interest rate mortgages on affordable homes may increase

to the point where the interest rate exceeds the cost of living adjustments, which is a constraint on affordability. Although rates are currently low, they can change significantly and substantially impact the affordability of housing stock. Fluctuating interest rates can eliminate many potential homebuyers from the housing market or render a housing project infeasible that could have been successfully developed or marketed at lower interest rates. Housing prices in Wildomar are unaffordable for persons of lower incomes, even with the lower interest rates. Housing prices are only affordable for persons with moderate or higher incomes. The constraint on homeownership in Wildomar is not the availability of financing, but the cost of housing, of which is unaffordable to lower-income households. Nor is the constraint on homeownership related to the availability of land.

Interest rates at the present time are not a constraint to affordable housing. Financing for both construction and long-term mortgages is generally available in Riverside County subject to normal underwriting standards. A more critical impediment to homeownership involves both the affordability of the housing stock and the ability of potential buyers to fulfill down-payment requirements. Conventional home loans typically require 5 to 20 percent of the sales price as a down payment, which is the largest constraint to first-time homebuyers. This indicates a need for flexible loan programs and a method to bridge the gap between the down payment and a potential homeowner's available funds. The availability of financing for developers under current economic conditions may also pose a constraint on development outside of the City's control.

ENVIRONMENTAL AND INFRASTRUCTURE CONSTRAINTS

Environmental and infrastructure issues affect the amount, location, and timing of new residential development. New housing opportunities create challenges regarding public infrastructure extensions and expansions, and encroachment into agricultural land. In addition, the availability of adequate water, public infrastructure, such as wells and wastewater treatment facilities, and other public services and facilities can impact the feasibility of new residential development.

Environmental

Earthquake risk is high in western Riverside County (which includes Wildomar), due to the presence of two of California's most active faults, the San Andreas and San Jacinto Faults. Environmental constraints were considered when determining the realistic capacity for sites listed in **Table HNA-23**.

Infrastructure

Wildomar Southwestern Riverside County – The Southwest Riverside County Analysis Area encompasses the cities of Wildomar, Lake Elsinore, Murrieta, and Temecula. Significant unincorporated areas include Temescal Canyon, El Cerrito, and French Valley.

Primary water and sewer providers include Eastern Municipal Water District (EMWD), Western Municipal Water District (WMWD), Rancho California Water District, Elsinore Valley Municipal Water District (EVMWD), and Lee Lake Water District. Both EMWD and WMWD comply with the California Water Conservation Council and best management practices. Within this area, WMWD provides only water services and does not operate a sewer treatment plant or sewer collection facilities. All of the service districts stated that they have adequate current capacity to meet demand and adequate capacity to expand to meet projected development. The current facilities and/or infrastructure are reported to be in good operating condition. Therefore, it is determined that the City has enough capacity to meet the 2021-2029 regional housing need.

To comply with SB 1087, the City will immediately forward its adopted Housing Element to its water and wastewater provider (EVMWD) so they can grant priority for service allocations to proposed developments that include units affordable to lower-income households.

Senate Bill 244

SB 244 requires cities and counties, prior to adoption of the Housing Element, to address the infrastructure needs of disadvantaged unincorporated communities outside the city's limits but within the city's planning area. Because the city's planning area does not contain any unincorporated areas, no such conditions exist.



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CITY OF WILDOMAR
PC - REGULAR MEETING
GENERAL BUSINESS
Agenda Staff Report # 3.1
Meeting Date: February 7, 2024

SUBJECT: CUP/Plot Plan No. 14-0040 - Extension of Time (EOT) #3:

SUBMITTED BY: Matthew Bassi

PREPARED BY: Matthew Bassi

ACTION:
The Planning Department recommends the Planning Commission take the following actions:

1. Find and determine that the Extension of Time (EOT) #3 for Plot Plan No. 14-0040 does not require additional environmental review in accordance with Section 15162 of the California Environmental Quality Act (CEQA) guidelines; and

2. Adopt a Resolution entitled:

PC RESOLUTION NO. 2024-05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 1-YEAR EXTENSION OF TIME (EOT #3) TO FEBRUARY 10, 2025 FOR PLOT PLAN NO. 14-0040 TO DEVELOP AN 86-UNIT SENIOR ASSISTED LIVING/SKILLED NURSING FACILITY LOCATED AT THE NORTHWEST CORNER OF ELIZABETH LANE AND PRIELIPP ROAD AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

PROJECT DESCRIPTION:
The Planning Commission reviewed CUP/Plot Plan No. 14-0040 on January 6, 2016 and recommended City Council approval of the project. The City Council subsequently reviewed and approved the project on February 10, 2016. The Council's approval consisted of the following actions:

1) Environmental Impact Report (EIR) - The Council certified an Environmental Impact Report (SCH #2015011021) and adopted an MMRP in accordance with Public Resources Code § 21080(d) and § 21082.2(d);

2) General Plan Amendment (GPA) - The Council approved a General Plan amendment to change the existing land use designation from Business Park to Commercial Retail (on the southerly 8.52+ acres), and to High Density Residential (on the northerly 11.69+ acres) to accommodate the proposed project. Approval of the GPA was effective upon approval;

3) Change of Zone (CZ) - The Council approved a change of zone to change the existing zoning designation from R-R to C-1/C-P (on the southerly 8.52+ acres), and from R-R to R-3 (on the northerly 11.69+ acres) to accommodate the proposed project. The effective date of the zone change was April 9, 2016;

4) Tentative Tract Map (TTM No. 36672) - The Council approved a tentative tract map to subdivide the 20.21+ gross acre site into three (3) lots to accommodate the proposed project; and

5) Conditional Use Permit (CUP)/Plot Plan (PP) - The Council approved an approved a conditional use permit to establish/construct an 86-unit Senior Assisted Living/Skilled Nursing Facility (on the southerly 8.52+ acres), and a plot plan to develop 138-unit townhome (for-sale) complex with related site amenities (on the northerly 11.69+ acres) of the project site.

The Applicant was conditioned to commence grading and building construction of the approved Assisted Living facility site no later than February 10, 2019 (three years from original approval). The Applicant was unable to start construction and filed their first, 3-year extension of time on January 29, 2019. The Planning Commission reviewed and approved the extension of time #1 on March 20, 2019 creating a new expiration date of February 10, 2022. Unfortunately, the project was unable to begin construction by the new deadline, and at the Applicant's request, the Planning Commission approved EOT #2 on February 2, 2022 extending the deadline to February 10, 2024. As of today's date, the Applicant has still been unable to find a user and begin construction (refer to justification letter, Attachment G), so they are requesting a 3rd extension of time for a one-year period, which will establish a new deadline to start construction by February 10, 2025.

PROJECT ANALYSIS:

Chapter 17.200.060 and Chapter 17.216.070.B of the Zoning Ordinance allows conditional use permits and plot plans, respectively, up to six (6) years of time extensions provided the Applicant files an application and filing fee with the Planning Director prior to the expiration date(s). To date, CUP/Plot Plan No. 14-0040 has had two (2) time extensions granted on March 20, 2019 and February 2, 2022. The Applicant's current request is for a one-year time extension to February 10, 2025. The Applicant filed the EOT application and paid the required fee on January 4, 2024, in advance of the deadline.

The approval or denial of the extension of time for CUP/Plot Plan No. 14-0040 is in the purview

of the Planning Commission subject to specific findings. The Applicant has indicated the need for additional time to market the approved project. In reviewing the extension of time request, the Planning and Engineering departments have determined that the approved CUP/Plot Plan has not been modified from Council's original approval, nor has the Applicant requested any changes to this request. Thus, it is staff's opinion that the one-year extension of time is a reasonable request.

CEQA Discussion:

In accordance with the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 – 21189.3, and the CEQA Guidelines, 14 CCR §§ 15000-15387, an Environmental Impact Report and Mitigation Monitoring and Reporting Program (MMRP) was certified by the City Council upon recommendation from the Planning Commission. On February 10, 2016, the City Council approved Tentative Tract Map No. 36672 and CUP/Plot Plan No. 14-0040. A Notice of Determination (NOD) was filed with the State Clearinghouse and Riverside County Clerk on February 16, 2016 within the prescribed time frame required CEQA. As part of the environmental assessment for the project, the city identified eight (8) impact areas with potentially significant impacts, one of which was significant and unavoidable (transportation/traffic). All significant impacts were mitigated, and a Statement of Overriding Considerations was adopted for the significant and unavoidable impact in accordance with CEQA and the resulting MMRP, both which were made project specific conditions of approval.

CEQA Guideline 15162 provides that once an Environmental Impact Report is certified for a project, when a subsequent discretionary approval is required for the project the lead agency may determine, based on substantial evidence, whether additional environmental review of the project is warranted. More specifically, if one or more of the conditions stated in Guideline 15162(a) are present (discussed in more detail below), then the lead agency must prepare a subsequent EIR for the project. If none of the conditions stated in Guideline 15162(a) are present, then the lead agency has the discretion to determine whether to require a lesser form of environmental review (such as an addendum) or no further documentation at all. (Guideline 15162(b)). Guideline 15162(a) requires a subsequent EIR or MND to be prepared if one or more of the following conditions exist:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the MND was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or MND;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or MND;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Findings of Fact for CEQA Determination:

The Planning Department has evaluated the above criteria and determined that there have been no significant changes in the project, no significant changes in the circumstances under which the project will be undertaken, and no new information has come to light regarding new or significant environmental effects. Therefore, no conditions exist that might otherwise require a subsequent EIR, subsequent MND, subsequent Negative Declaration, or an Addendum pursuant to Title 14 Cal. Code Regs. Section 15162. Therefore, it can be concluded with certainty that no additional CEQA documentation is required, and staff recommends the Planning Commission hereby make the following findings:

1) *Substantial changes are not proposed in the project:*

The Applicant is not proposing any technical or physical changes to CUP/Plot Plan No. 14-0040 as part of the proposed extension of time. Therefore, no major revisions of the previously adopted EIR/MMRP are necessary because there are no new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, resulting from changes to the project.

2) *No Substantial Changes to the Project's Circumstances:*

No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previously adopted EIR/MMRP due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects. The proposed two-year extension of time request being considered for CUP/Plot Plan No. 14-0040 does not include any request for technical or physical changes to the design, specifications, conditions or requirements for construction of the project covered by the approved plot plan. Further, the city has not been presented with any evidence that the physical setting of the project has substantially changed since the original EIR/MMRP was adopted.

3) *No New Information of Substantial Importance:*

This final element under CEQA Guideline 15162(a) requires a showing that there is no new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time of the original project approval. The City has not been made aware of any new information that was not known and could not have been known at the time the City Council originally certified the Environmental Impact Report (EIR) that evidences new or increased significant environmental effects or that new mitigation measures or mitigation measures previously found infeasible are available that would substantially decrease the project's environmental impacts.

EOT #3 Findings of Fact for CUP/Plot Plan No. 14-0040:

Pursuant to Chapter 17.72.010.C.12 and 17.200.060.C of the Zoning Ordinance, and in light of the record before it, including the staff report dated February 7, 2024, and all evidence and testimony heard at the public meeting for said extension of time for Conditional Use Permit No. 14-0040, the Planning Department recommends the Planning Commission hereby make the following findings:

Finding 1: The approved Conditional Use Permit remains consistent with the adopted General Plan.

Evidence: CUP/Plot Plan No. 14-0040 remains consistent with the City's General Plan in that the existing land use designation of Commercial Retail (CR) is intended to provide for support and services land uses to the Wildomar community such as assisted living facilities. In addition, the proposed use also is consistent with the following General Plan policies:

LU 4.1 The Senior Assisted Living Facility project will accommodate a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed Senior Assisted Living Facility project will be developed in accordance with the proposed General Plan land use designation that ensures compatibility and minimizes impacts.

LU 22.1 The proposed Senior Assisted Living Facility project will accommodate the development of multi-family residential units in an area that is appropriately designated by the General Plan.

LU 22.10 The proposed Senior Assisted Living Facility project is designed to consider the surrounding areas to visually enhance, and not degrade, the appearance of adjacent residential structures.

LU 23.1 The proposed Senior Assisted Living Facility is properly located and designated for commercial development in accordance with the General Plan.

LU 23.8 The proposed Senior Assisted Living Facility is part of a mixed use development in a commercially designated area that will provide needed services and jobs for the Wildomar community in accordance with the General Plan.

Finding 2: The approved Conditional Use Permit remain in conformance with the requirements of Title 17 (Zoning).

Evidence: The 86-bed Senior Assisted Living Facility is an allowed use the C-1/C-P (General Commercial) zone subject to the approval of a conditional use permit as required in Section 17.72.010.C of the Wildomar Municipal Code. The Conditional Use Permit approved by the City Council on February 10, 2016 remains consistent with all the R-3 development standards as outlined in Chapter 17.44 of the Wildomar Municipal Code. Since there are no changes proposed to the approved CUP, the project remains consistent with these development standards, and the extension of time does not change this. The approved project also remains consistent with the development standards of Chapter 17.188 (Off Street Vehicle Parking/Landscape Standards), Chapter 17.216 (Plot Plans) and Chapter 17.276 (Water Efficient Landscapes) of the Wildomar Municipal Code. Considering these facts, the proposed request for a one-year extension of time to February 10, 2025 meets this finding.

Finding 3: The setting and local circumstances of the approved conditional use permit have not changed in such a way to make the previously approved permit incompatible or inappropriate with the surrounding area.

Evidence: The setting and local circumstances of the originally approved project has not changed and the approved CUP/Plot Plan remains compatible with the surrounding area. With its close proximity to the Inland Valley Medical Center and professional medical office buildings, the Horizon's 86-bed Senior Assisted Living Facility will provide valuable community and medical services that are consistent and compatible with the Inland Valley Medical Center. Further, the EIR/MMRP adopted for CUP/Plot Plan No. 14-0040 analyzed all potential impacts related to the proposed project and outlined mitigation measures which remain applicable to the project and remain as adopted conditions of approval. These mitigation measures will continue to ensure compliance with the current setting and circumstances that remain the same as when the project was originally approved. Since there are no changes proposed to the approved project, the approved project remains consistent with the original approval. Considering these facts, the proposed request for a one-year extension of time to February 10, 2025 meets this finding.

Finding 4: The request and fee for the extension was filed prior to the expiration date of the approved Conditional Use Permit.

Evidence: The Applicant submitted the EOT application and paid the required fees on January 4, 2024, in advance of the February 10, 2024 expiration date. Considering this fact, the proposed request for a one-year extension of time to February 10, 2024 meets this finding.

ATTACHMENTS:

Attach A - PC Resolution 2024-05-final.pdf
Attach B - Horizons Certified DEIR Document.pdf
Attach C - Horizons Original City Council Report.pdf
Attach D - Horizons Approved Grading-Site Plan Exhibits.pdf
Attach E - Horizons Approved Architecture Plan Exhibits.pdf
Attach F - Horizons Approved Landscape Plan Exhibits.pdf
Attach G - Applicant Justification Letter [1-3-24].pdf
Attach H - Project Location Exhibit.pdf

ATTACHMENT A

PC Resolution No. 2024-05

PC RESOLUTION NO. 2024-05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 1-YEAR EXTENSION OF TIME (EOT #3 OF 3) TO FEBRUARY 10, 2025 FOR CUP/PLOT PLAN NO. 14-0040 TO DEVELOP 86-UNIT SENIOR ASSISTED LIVING/SKILLED NURSING FACILITY LOCATED AT THE NORTHWEST CORNER OF ELIZABETH LANE AND PRIELIPP ROAD AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

WHEREAS, an application for a third Extension of Time for Conditional Use Permit/Plot Plan No. 14-0040 (Planning Application No. 24-0001) was filed by:

Applicant:	Strata Keith, LLC
Authorized Agent:	Mr. Eric Flodine
Project Location:	NWC of Prielipp Road and Elizabeth Lane
APN Number:	380-250-050

WHEREAS, the Applicant has submitted a formal EOT application request and paid the required planning/processing fees on January 4, 2024, requesting a one-year extension of time for (EOT #3 of 3) for CUP/Plot Plan No. 14-0040, thereby, meeting the requirements for an Extension of Time as outlined in Chapter 17.200.060 and Chapter 17.216.070 of the Wildomar Municipal Code; and

WHEREAS, the City Council of the City of Wildomar reviewed and approved Conditional Use Permit/Plot Plan No. 14-0040 to establish/construct an 86-unit Senior Assisted Living Facility, subject to conditions on February 10, 2016 at a duly noticed public hearing; and

WHEREAS, the City Council of the City of Wildomar in connection with the approval of CUP/Plot Plan No. 14-0040 also certified an Environmental Impact Report (EIR) and adopted a Mitigation Monitoring and Reporting Program (MMRP) on February 10, 2016; and

WHEREAS, in accordance with Chapter 17.200 and 17.216 of the Wildomar Municipal Code, the Planning Department on January 24, 2024, mailed a public notice to all adjacent property owners within a 600-foot radius of the project site notifying the adjacent residents of the February 7, 2024, Planning Commission meeting where the Commission would review the proposed third extension of time for CUP/Plot Plan No. 14-0040; and

WHEREAS, in accordance with Chapter 17.200 and 17.216 of the Wildomar Municipal Code, the City of Wildomar Planning Commission conducted the duly noticed public meeting on February 7, 2024, at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed third extension of time for CUP/Plot Plan No. 14-0040, and at which time the Planning Commission received public testimony concerning the extension of time.

NOW THEREFORE, the Planning Commission of the City of Wildomar does hereby resolve, determine, order as follows:

SECTION 1. CEQA FINDINGS

In accordance with CEQA Guidelines Section 15162, the Planning Commission determines that there have been no significant changes in the project, no significant changes in the circumstances under which the project will be undertaken, and no new information has come to light regarding new or significant environmental effects. Therefore, no conditions exist that might otherwise require a subsequent EIR, subsequent MND, subsequent Negative Declaration, or an Addendum pursuant to Title 14 Cal. Code Regs. Section 15162. Therefore, it can be concluded with certainty that no additional CEQA documentation is required, and the Planning Commission hereby makes the following findings:

1) *Substantial changes are not proposed in the project:*
   The Applicant is not proposing any technical or physical changes to CUP/Pot Plan 14-0040 as part of the proposed second extension of time. Therefore, no major revisions of the previously adopted EIR/MMRP are necessary because there are no new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, resulting from changes to the project.

2) *No Substantial Changes to the Project's Circumstances:*
   No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previously adopted EIR/MMRP due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects. The proposed two-year second extension of time request being considered for CUP/Pot Plan 14-0040 does not include any request for technical or physical changes to the design, specifications, conditions or requirements for construction of the project covered by the approved plot plan. Further, the city has not been presented with any evidence that the physical setting of the project has substantially changed since the original EIR/MMRP was adopted.

3) *No New Information of Substantial Importance:*
   This final element under CEQA Guideline 15162(a) requires a showing that there is no new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time of the original project approval. The City has not been made aware of any new information that was not known and could not have been known at the time the

City Council originally certified the Environmental Impact Report (EIR) that evidences new or increased significant environmental effects or that new mitigation measures or mitigation measures previously found infeasible are available that would substantially decrease the project's environmental impacts.

SECTION 2. EOT FINDINGS OF FACT FOR CUP/Plot Plan No. 14-0040

Pursuant to Chapter 17.72.010.C.12 and 17.200.060.C of the Zoning Ordinance, and in light of the record before it, including the staff report dated February 2, 2022, and all evidence and testimony heard at the public meeting for said extension of time for CUP/Plot Plan No. 14-0040, the Planning Department recommends the Planning Commission hereby make the following findings:

Finding 1: The approved Conditional Use Permit remains consistent with the adopted General Plan.

Evidence: CUP/Pot Plan 14-0040 remains consistent with the City's General Plan in that the existing land use designation of Commercial Retail (CR) is intended to provide for support and services land uses to the Wildomar community such as a Senior Assisted Living/Skilled Nursing Facility. In addition, the proposed use also is consistent with the following General Plan policies:

LU 4.1 The Senior Assisted Living/Skilled Nursing Facility project will accommodate a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed Senior Assisted Living/Skilled Nursing Facility project will be developed in accordance with the proposed General Plan land use designation that ensures compatibility and minimizes impacts.

LU 22.1 The proposed Senior Assisted Living/Skilled Nursing Facility project will accommodate the development of multi-family residential units in an area that is appropriately designated by the General Plan.

LU 22.10 The proposed Senior Assisted Living/Skilled Nursing Facility project is designed to consider the surrounding areas to visually enhance, and not degrade, the appearance of adjacent residential structures.

LU 23.1 The proposed Senior Assisted Living/Skilled Nursing Facility is properly located and designated for commercial development in accordance with the General Plan.

LU 23.8 The proposed Senior Assisted Living/Skilled Nursing Facility is part of a mixed-use development in a commercially designated area that will provide needed services and jobs for the Wildomar community in accordance with the General Plan.

Finding 2: The approved Conditional Use Permit remains in conformance with the requirements of Title 17 (Zoning).

Evidence: The 86-bed Senior Assisted Living/Skilled Nursing Facility is an allowed use the C-1/C-P (General Commercial) zone subject to the approval of a conditional use permit as required in Section 17.72.010.C of the Wildomar Municipal Code. The Conditional Use Permit approved by the City Council on February 10, 2016 remains consistent with all the R-3 development standards as outlined in Chapter 17.44 of the Wildomar Municipal Code. Since there are no changes proposed to the approved CUP, the project remains consistent with these development standards, and the extension of time does not change this. The approved project also remains consistent with the development standards of Chapter 17.188 (Off Street Vehicle Parking/Landscape Standards), Chapter 17.216 (Plot Plans) and Chapter 17.276 (Water Efficient Landscapes) of the Wildomar Municipal Code. Considering these facts, the proposed request for a one-year extension of time to February 10, 2025 for CUP/Pot Plan 14-0040 meets this finding.

Finding 3: The setting and local circumstances of the approved conditional use permit have not changed in such a way to make the previously approved permit incompatible or inappropriate with the surrounding area.

Evidence: The setting and local circumstances of the originally approved Conditional Use Permit have not changed and the approved Conditional Use Permit is compatible with the surrounding area. With its close proximity to the Inland Valley Medical Center and professional medical office buildings, the Horizon's 86-bed Senior Assisted Living Facility will provide valuable community and medical services that are consistent and compatible with the Inland Valley Medical Center. Further, the EIR/MMRP adopted for CUP/Plot Plan No. 14-0040 analyzed all potential impacts related to the proposed project and outlined mitigation measures which remain applicable to the project and remain as adopted conditions of approval. These mitigation measures will continue to ensure compliance with the current setting and circumstances that remain the same as when the project was originally approved. Since there are no changes proposed to the approved project, the approved project remains consistent with the original approval. Considering these facts, the proposed request for a two-year extension of time to February 10, 2025, for CUP/Plot Plan No. 14-0040 meets this finding.

Finding 4: The request and fee for the extension was filed prior to the expiration date of the approved Conditional Use Permit.

Evidence: The Applicant submitted the EOT application and paid the required fees on January 4, 2024, in advance of the February 10, 2024, expiration date. Considering this fact, the proposed request for a one-year extension of time to February 10, 2025, meets this finding.

SECTION 4. PLANNING COMMISSION ACTION

The Planning Commission of the City of Wildomar, based on the criteria/findings above, hereby adopts PC Resolution No. 2024-05 approving a one-year extension of time to February 10, 2025 for CUP/Pot Plan 14-0040, subject to the updated conditions of approval attached hereto this resolution as Exhibit 1.

PASSED, APPROVED AND ADOPTED this 7th day of February 2024 by the following vote:

AYES.

NOES:

ABSENT:

ABSTAINED:

_____
Eric Filar
Planning Commission Chairman

ATTEST:

_____
Matthew C. Bassi
Community Development Director/Minutes Secretary

APPROVED AS TO FORM:

_____
Stephanie Gutierrez
Assistant City Attorney

ATTACHMENT A – EXHIBIT 1 HORIZON MIXED-USE DEVELOPMENTS DEVELOPMENT PROJECT - CONDITIONS OF APPROVAL			
Project No.: CUP / PLOT PLAN No. 14-0040			
Applicant: Strata Keith, LLC (APN: 380-250-050)			
~~**Original CC Approval Date - February 10, 2016**~~ ~~**EOT #1 PC Approval Date – March 20, 2019**~~ ~~**EOT #2 PC Approval Date – February 2, 2022**~~ **EOT #3 PC Approval – February 7, 2024**	~~**Original Expiration Date - February 10, 2019**~~ ~~**EOT #1 Expiration Date – February 10, 2022**~~ ~~**EOT #2 Expiration Date – February 10, 2024**~~ **EOT #3 Expiration Date – February 10, 2025**		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date & Signature)**

PLANNING DEPARTMENT CONDITIONS				
General / Standard Conditions				
1.	~~In compliance with Section 15094 of the CEQA Guidelines, a Notice of Determination (NOD) shall be filed with the Riverside County Clerk within five (5) working days of project approval by the City Council. The notice shall include the required California Department of Fish and Wildlife (Fish and Game Code Section 711.4.d.3) fee, and the Riverside County Clerk administrative fee (paid by the Applicant) in the amount of **$3,120.00**. Failure to pay the required fee will result in the project being deemed null and void (California Fish and Game Code Section 711.4(c)). The above fee shall be provided to the Planning Department no later than **February 10, 2016** and is broken down as follows:~~	~~February 17, 2016~~	~~Planning Department~~	Matthew Bassi
2.	The Applicant shall review, and sign below verifying the "Acceptance of the Updated Conditions of Approval" and return the signed page to the Wildomar Planning Department within two weeks of the City Council approval. _____ Applicant Signature Date	February 24, 2024	Planning Department	
3.	The Applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, lawsuits, writs of mandamus, and other actions and	Ongoing	Planning Department	

	proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. City shall promptly notify the Applicant of any Action brought and request that Applicant defend the City. It is expressly agreed that Applicant may select legal counsel providing the Applicant's defense and the City shall have the right to approve separate legal counsel providing the City's defense. The Applicant shall reimburse City for any attorneys' fees, costs and expenses directly and necessarily incurred by the City in the course of the defense. Applicant agrees that City will forward monthly invoices to Applicant for attorneys' fees, costs and expenses it has incurred related to its defense of any Action and Applicant agrees to timely payment within thirty (30) days of receipt of the invoice. Within fourteen (14) days of an Action being filed, Applicant agrees to post adequate security or a cash deposit with City in an amount to cover the City's estimated attorneys' fees, costs and expenses incurred by City in the course of			

ATTACHMENT A – EXHIBIT 1 HORIZON MIXED-USE DEVELOPMENTS DEVELOPMENT PROJECT - CONDITIONS OF APPROVAL			
Project No.: CUP / PLOT PLAN No. 14-0040			
Applicant: Strata Keith, LLC (APN: 380-250-050)			
~~**Original CC Approval Date - February 10, 2016**~~ ~~**EOT #1 PC Approval Date – March 20, 2019**~~ ~~**EOT #2 PC Approval Date – February 2, 2022**~~ **EOT #3 PC Approval – February 7, 2024**	~~**Original Expiration Date - February 10, 2019**~~ ~~**EOT #1 Expiration Date – February 10, 2022**~~ ~~**EOT #2 Expiration Date – February 10, 2024**~~ **EOT #3 Expiration Date – February 10, 2025**		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date & Signature)**
	the defense in order to ensure timely payment of the City's invoices. The amount of the security or cash deposit shall be determined by the City. City shall cooperate with Applicant in the defense of any Action.			
5.	Approval of CUP/Plot Plan No. 14-0040 (Senior Assisted Living / Skilled Nursing Facility Site) shall expire on February 10, 2025 if grading and/or building permits have not been issued and substantial construction work has commenced on the project site. The Applicant may apply in writing for a final 2-year Extension of Time (EOT) for review and approval of the Planning Commission in accordance with Ordinance No. 231 approved by the City Council on June 10, 2023 Said extension of time application and required fee must be submitted to the Planning Department prior to the expiration date.	*February 10, 2025*	*Planning Department*	
6.	~~Plot Plan No. 14-0040 and CUP No. 14-0040 shall not become effective until 30 days after the second reading of the Ordinance approving Change of Zone No. 14-0040 by the City Council. No final map, grading or building permits shall be issued until after the effective date of the Change of Zone. Tentative effective date is April 9, 2016.~~	~~April 9, 2016~~	~~Planning Department~~	Matthew Bassi
7.	~~In accordance with Section 66020.d.1 of the Government Code, the Applicant has 90 days from project approval to file a protest of the imposition of fees, dedications, reservations, or other exactions being imposed on this project. Notice is hereby to the Applicant that the 90-day appeal hereby begins with approval of this project.~~	~~May 10, 2016~~	~~Planning Department~~	Matthew Bassi
8.	~~Within 60 days of approval of the Horizon Mixed-Use Development's Development Project (Planning Application No. 14-0040) by the City Council, the Applicant shall pay any outstanding deposit account balances. Failure to pay the outstanding balance by the due date may result in delays in the submittal of final map, grading plans, improvement plans and/or building/construction plans.~~	~~April 10, 2016~~	~~Planning Department~~	Matthew Bassi

ATTACHMENT A – EXHIBIT 1 HORIZON MIXED-USE DEVELOPMENTS DEVELOPMENT PROJECT - CONDITIONS OF APPROVAL			
Project No.: CUP / PLOT PLAN No. 14-0040			
Applicant: Strata Keith, LLC (APN: 380-250-050)			
~~**Original CC Approval Date - February 10, 2016**~~ ~~**EOT #1 PC Approval Date – March 20, 2019**~~ ~~**EOT #2 PC Approval Date – February 2, 2022**~~ **EOT #3 PC Approval – February 7, 2024**	~~**Original Expiration Date - February 10, 2019**~~ ~~**EOT #1 Expiration Date – February 10, 2022**~~ ~~**EOT #2 Expiration Date – February 10, 2024**~~ **EOT #3 Expiration Date – February 10, 2025**		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date & Signature)**
10. Applicant herby understands and agrees that failure to comply with all Conditions of Approval may result in the Planning Commission taking action resulting in a modification to the Conditions of Approval and/or suspension or revocation of the plot plan and/or conditional use permit.	On-Going	Planning Department	
11. The project shall be developed in accordance with the approved tentative tract map, conditional use permit and plot plan approved by the City Council on February 10, 2016. The Applicant may request a modification/revision to the approved project, if needed, in accordance with Sections 17.228 of the Wildomar Municipal Code.	Ongoing	Planning Department	
12. The proposed Project shall comply with existing SCAQMD rules forthe reduction of fugitive dust emissions in accordance with SCAQMD Rule 403.	On-Going	Planning Dept.	
13. All grading shall conform to the California Building Code and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Building Dept.	On-Going	Planning Dept.	
14. Erosion control-landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded (refer to dept. form 284-47). Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The developer shall plant and irrigate all manufactured slopes steeper than a 4:1 (Horizon Mixed-Use Developmental to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer.	On-Going	Planning Dept.	

ATTACHMENT A – EXHIBIT 1 HORIZON MIXED-USE DEVELOPMENTS DEVELOPMENT PROJECT - CONDITIONS OF APPROVAL			
Project No.: CUP / PLOT PLAN No. 14-0040			
Applicant: Strata Keith, LLC (APN: 380-250-050)			
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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date & Signature)**
15. The Applicant is prohibited from using any sort of blasting device or activity during all grading and/or construction operations.	On-Going	Planning Department	
16. The proposed development approved by the City Council shall comply with the standards and requirements of the City's Light Pollution Ordinance in accordance with Section 8.64 of the WMC.	On-Going	Planning Department	
17. As required by Chapter 8.56 of the WMC, subsequent development on the site will need to comply with the County of Riverside, Department of Environmental Health, Local Enforcement Agency (LEA) for all activities related to potential hazardous materials.	On-Going	Planning Department	
18. The Applicant shall provide one (1) 220 v. electric vehicle plug in fixture in each enclosed garage of the multi-family townhouse project area Plot Plan No. 14-0040).	On-Going	Planning & Building Departments	
CEQA / Environmental Impact Report (EIR) Mitigation Measures:			
Air Quality Resources			
19. **MM 3.2.1a** Only "zero-volatile organic compounds" paints (no more than 150 grams per liter of VOC) and/or high pressure low volume (HPLV) applications consistent with South Coast Air Quality Management District Rule 1113 shall be used.	During construction	City of Wildomar Engineering and Planning Departments	
20. **MM 3.2.1b** All rubber-tired dozers and scrapers during the grading phase of construction shall be California Air Resources Board (CARB) Tier 2 Certified or better.	During the grading phase of construction	City of Wildomar Engineering and Planning Departments	

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Biological Resources			
21. **MM 3.3.1a** Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the project site, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 500 feet (150 meters) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.	Prior to any vegetation removal or ground-disturbing activities	City of Wildomar Planning and Public Works Departments	
22. **MM 3.3.1b** If burrowing owls are found to be present on-site, the project applicant shall develop a conservation strategy in cooperation with the CDFW, the USFWS, and the Regional Conservation Authority in accordance with the CDFW's (2012) *Staff Report on Burrowing Owl Mitigation*.	Prior to any vegetation removal or ground-disturbing activities	City of Wildomar Planning and Public Works Departments	
23. **MM 3.3.1c** Preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within 3 days prior to construction initiation. Preconstruction surveys must be performed by a qualified biologist for the purpose of determining the presence/absence of active nest sites within the proposed impact area and a 200-foot setback. If no active nests are found, no further mitigation is required. If construction is delayed or suspended for more than 14 days after the survey, the area shall be resurveyed.	Prior to construction	City of Wildomar Planning and Public Works Department	

	If active nest sites are identified within 200 feet of project activities, the City shall impose an exclusionary setback for all active nest sites prior to commencement of any project-related activities to avoid maintenance- or access-related disturbances to nesting migratory birds A setback constitutes an area where project-related activities (i.e., vegetation removal and earth moving) shall not occur, and shall be imposed within 100 feet of any active nest sites until the nest is deemed inactive by a qualified biologist. Activities permitted within the setback and the size (i.e., 100 feet) of setbacks may be adjusted through consultation with the CDFW.			
24.	**MM 3.3.2** Prior to the issuance of any grading permits, the project applicant shall obtain a Clean Water Act Section 404 permit from the US Army Corps of Engineers, a Clean Water Act Section 401 permit from the Regional Water Quality Control Board, and a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the California Department of Fish and Wildlife for impacts to jurisdictional features. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies: 1. Off-site replacement and/or restoration of USACE/RWQCB jurisdictional waters of the United States/waters of the State within the Santa Margarita watershed at a ratio no less than 1:1 or within an adjacent watershed within Riverside County at a ratio no less than 2:1 for permanent impacts and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity	Prior to project vegetation removal or ground-disturbing activities	City of Wildomar Planning and Public Works Departments	

	preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. 2. Off-site replacement and/or replacement of CDFW jurisdictional streambed and associated riparian habitat within the Santa Margarita watershed at a ratio no less than 1:1 or within an adjacent watershed within Riverside County at a ratio no less than 2:1 for permanent impacts and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. 3. Purchase of mitigation credits through an agency-approved mitigation bank or in-lieu fee program shall occur prior to any impacts to jurisdictional drainages. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency- approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat pursuant to a Habitat Mitigation and Monitoring Plan. The plan shall be prepared prior to any impacts to jurisdictional features and shall provide details as to the implementation of the mitigation, maintenance, and future monitoring. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the impacted habitat.			

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Cultural Resources			
25. **MM 3.5.1** An archaeological monitor must be present during any earth-moving activities proposed within the subject property. The monitor shall work under the direct supervision of a cultural resources professional who meets the Secretary of the Interior's Professional Qualification Standards for archaeology. The monitor shall be empowered to temporarily halt or redirect construction work in the vicinity of any find until the project archaeologist can evaluate it. In the event of a new find, salvage excavation and reporting is required.	Prior to ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
26. **MM 3.5.2a** If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archaeologist (retained by the applicant), the Pechanga Tribe, and the Soboba Band. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist, the Tribe, and/or the Band determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4, Public Resources Code Section 21083.2, and the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure MM 3.5.2b.	Prior to ground-disturbing construction activities	City of Wildomar Building and Planning Departments	

27.	**MM 3.5.2b** At least 30 days prior to the issuance of a grading permit, the project applicant shall contact both the Pechanga Tribe and the Soboba Band to notify them of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar, the Tribe, and the Band to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for the monitors; treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal/Band monitors during all ground- disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.	Prior to the issuance of a grading permit	City of Wildomar Engineering and Planning Departments	
28.	**MM 3.5.3a** The project applicant shall retain a qualified paleontologist to monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required, and the paleontologist shall submit a memo to the City confirming findings of low potential. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not	Prior to and during ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	

	limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, the qualified paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.			
29.	**MM 3.5.3b** A qualified paleontologist or paleontological monitor (retained by the applicant) shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formational sediments, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.	During ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
30.	**MM 3.5.3c** Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation. Screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.	During ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	

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31.	**MM 3.5.3d** Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.	Agreement prior to ground-disturbing construction activities and curation prior to occupancy	City of Wildomar Engineering and Planning Departments	
32.	**MM 3.5.3e** A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.	Following ground-disturbing activities, and prior to occupancy	City of Wildomar Engineering and Planning Departments	
33.	**MM 3.5.4a** If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the NAHC shall identify the most likely descendant within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.	During ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	

34.	**MM 3.5.4b** All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure MM 3.5.2b, collected during the grading monitoring program and from any previous archaeological studies or excavations on the project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe's curation facility or the Soboba Band, whichever is appropriate, which meets the standards set forth in 36 Code of Federal Regulations (CFR) Part 79 for federal repositories.	During ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
35.	**MM 3.5.4c** All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with both the Pechanga Tribe and the Soboba Band. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.	During ground-disturbing construction activities	City of Wildomar Engineering and Planning Departments	
Geology and Soils				
36.	**MM 3.6.2** The project applicant shall incorporate the recommendations of the preliminary geotechnical and fault rupture hazard investigation conducted by Geocon (2014; Appendix 3.6) into project plans. The project's building plans shall demonstrate that they	Prior to construction activities	City of Wildomar Building and Planning Departments	

	incorporate all applicable recommendations of the geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.			
37.	**MM 3.6.4** At a minimum, all existing artificial fill, alluvium, and colluvium shall be excavated and properly compacted for foundation and slab support. Where Pauba sandstone is present at the ground surface, excavation on the order of 1 foot is anticipated. Where undocumented fill, alluvium, and colluvium are present, removals of up to approximately 12 feet should be anticipated. It is anticipated that deeper excavation of up to 12 feet will be required along the sides of the drainage channels. In addition, the fault trenches excavated as a part of the site investigation were loosely backfilled without testing and observation and will require re-excavation and compaction. See the geologic map (Geocon 2014; Appendix 3.6) for locations of the fault trenches and the trench logs in the study's Appendix C for trench depths (Appendix 3.6). Deeper excavations shall be conducted as necessary to completely remove all existing undocumented fill and unsuitable alluvium and colluvium. The anticipated depths of remedial grading are indicated adjacent to trenches, borings, and test pits located on the geologic map, Figure 2 of the geotechnical study (Geocon 2014).	During construction	City of Wildomar City Public Works and Building Departments	

38.	**MM 3.6.6a** To prevent foundation damage associated with potentially expansive soils, the applicant shall ensure that concrete slabs shall be designed to minimize cracking as a result of shrinkage and joints (isolation, contraction, and construction) and be placed in accordance with the American Concrete Institute guidelines. Additionally, special precautions should be taken during placement and curing of all concrete slabs. Excessive slump (high water/cement ratio) of the concrete and/or improper curing procedures used during either hot or cold weather conditions could result in excessive shrinkage, cracking, or curling in the slabs. All concrete proportioning, placement, and curing shall be performed in accordance with American Concrete Institute recommendations and procedures. Slab-on-grade reinforcement and thickness shall be provided by the structural engineer based on final expansion testing at completion of grading.	After site grading and during construction	City of Wildomar Engineering and Planning Departments	
39.	**MM 3.6.6b** All exterior concrete slabs cast on finish subgrade (patios, sidewalks, etc., with the exception of portland cement concrete pavement) shall be a minimum of 4 inches nominal in thickness. Reinforcement in the slabs and the use of a compacted sand or gravel base beneath the slabs shall be according to the current local standards. Subgrade soils shall be moisture conditioned to at least optimum moisture content to a depth of 12 inches immediately before placing the concrete.	During construction	City of Wildomar Engineering and Planning Departments	
Hazards and Hazardous Materials				
40.	**MM 3.7.2** The project applicant shall remove the trash and debris observed on-site and take it to a landfill or approved dumpsite	Prior to construction activities	City of Wildomar Building and Planning Departments	

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Hydrology and Water Quality			
41. **MM 3.8.1** Prior to the approval of the grading permit for future development on the project site, the project applicant shall be required to prepare a stormwater pollution prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the California State Water Resources Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant will be required to submit, and obtain City approval of, a water quality management plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Area-wide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin or an infiltration device. The project will be responsible for maintenance of the basins.	Prior to the issuance of a grading permit	City of Wildomar Engineering Department	

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Noise			
42. **MM 3.9.1** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation for all units facing Elizabeth Lane and Prielipp Road. To ensure that the City of Wildomar's 45 dBA CNEL interior noise level is met, the following measures shall be implemented: • Windows: All windows and sliding glass doors shall be well fitted, well weather-stripped assemblies and shall have a minimum STC of 27. • Doors: All exterior doors shall be well weather-stripped solid core assemblies at least 1.75 inches thick. • Roof: Roof sheathing of wood construction shall be well fitted or caulked plywood of at least 0.5 inches thick. Ceilings shall be well fitted, well-sealed gypsum board of at least 0.5 inches thick. Insulation with at least a rating of R-19 shall be used in the attic space. • Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use. A forced air circulation system (e.g., air conditioning) shall be provided which satisfies the requirements of the Uniform Mechanical Code.	Prior to a certificate of occupancy (as part of building permit requirements)	City of Wildomar Planning and Building Departments	
Traffic and Circulation			
43. **MM 3.11.2** The project applicant shall be required to construct or pay its fair share of the following traffic improvements: Salida Del Sol/Yamas Drive/Clinton Keith Road (#4)	Prior to and during construction	City of Wildomar Public Works and Planning Departments	

	• Install a traffic signal • Construct a northbound left turn lane • Construct a northbound shared through-right turn lane • Construct a southbound left turn lane Elizabeth Lane/Clinton Keith Road (#6) • Install a traffic signal • Construct a northbound left turn lane • Restripe the southbound approach to provide one left turn lane and one shared through-right turn lane			
44.	**MM 3.11.4** The project applicant shall prepare and implement a traffic management plan (TMP) to minimize inconveniences during construction. Included among the provisions, the contractor shall coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP shall also limit construction activity to the extent feasible, and limit all soil export activities to occur outside of the typical weekday morning (7:00 AM to 9:00 AM) and weekday evening (4:00 PM to 6:00 PM) peak commute hours. The TMP shall include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone shall be maintained throughout the construction period.	Prior to and during construction	City of Wildomar Public Works and Planning Departments	

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Prior to the Issuance of Grading Permits			
45. Prior to the issuance of a grading permit, the applicant shall submit two (2) sets of detailed/complete landscape and irrigation construction drawings to the Planning Department including on-site and public right-of-way and shall include a fence/wall plan for review and approval by the Planning Department. Said landscape and irrigation plans shall be prepared by a licensed Landscape Architect and shall comply with all requirements of Section 17.276 (Water Efficient Landscapes) of the Wildomar Municipal Code, and EVMWD's Water Efficient Landscape Standards as adopted by the City Council on November 12, 2015. The landscape plans shall include the following: a) Landscape plans shall be drawn at a scale of 20 feet equal to 1 foot or larger. b) No light fixture shall be designed for any location in a planting area, which would make it necessary to eliminate a tree. All overhead light fixtures and utilities shall be identified on the grading and site plan prior to approval of the grading and site plans. c) All above ground utilities shall be shown on the precise grading plans in their exact locations. Building and landscape backflow prevention units and transformers shall be located in shrub areas. Double detector checks shall be fully screened from view. The detector check/backflow device shall be painted a neutral/earth tone color and any pipes extending above ground shall be finished and painted to match the device. The detector check and post indicator shall be set back at least 10 feet away from the driveway or sidewalk in a shrub area. Transformers shall be screened with 5 feet of	Prior to Issuance of Grading Permits	Planning Department	

	landscaping outside the required setback (18 inches on sides and 8 feet at the front doors). d) All ground covers shall be installed from living plant materials. Spacing shall be such that 100% coverage is achieved within 1 year of the installation. e) All parking lot planter areas shall be a minimum of 5 feet wide excluding curbs, walkways and required concrete strip adjacent to parking spaces (6" curb with a 12" wide by 4" deep reinforced concrete strip adjacent). A detail shall be drawn on the civil engineer's plan to illustrate this application in all relevant locations. f) All plants within the detention basin shall be California native. The trees shall include *Quercus agrifolia* (coast live oak) and *Platanus racemosa* (sycamore). The shrubs shall be *Heteromeles arbutifolia* (toyon). g) All planting areas damaged during construction shall be replaced at the direction of the City Landscape Architect. h) The irrigation controller shall be a weather-based controller that measures evapo-transpiration. A rain shut-off device is required. Drip irrigation is required in all planting areas. i) All soil amendments and fertilizers shall be organic as a storm-water best management practice. Soil analysis and agronomic soil report shall be submitted to the City with the landscape plans, including the following: soil texture, percentage of organic matter, soil infiltration rate (measured or derived from soil texture/infiltration rate tables), pH and total soluble salts, macro-nutrients, micro-nutrients, recommendations for organic fertilizers and amendments. j) No plant materials that could freeze, damage paving, or have thorns are allowed.			

	k) Prior to construction, the job site superintendent and the landscape contractor shall meet with the City's Landscape Architect and Planning Department representative shall meet for a pre-job meeting. No landscaping shall occur prior to the meeting. l) Erosion control-landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457. m) Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. n) The developer shall plant and irrigate all manufactured slopes steeper than a 4:1 (Horizon Mixed-Use Development to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer.			
46.	Prior to the issuance of a grading permit, the applicant shall submit a haul permit for any import of material to the site or export of material off-site for review and approval by the City Engineer and Planning Director. The request for a haul permit shall include a haul route plan addressing the limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This haul permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site. If the proposed material source or disposal site does not have an approved environmental assessment, a grading environmental assessment shall be submitted for review and approval by the Planning Director prior to the issuance of the haul permit.	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	

47.	Prior to the issuance of a grading permit, the developer shall submit a final geotechnical soils reports to the City Engineer for review and approval prior to issuance of grading permit. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by the City of Wildomar.	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	
48.	The grading plan shall include the following information in the Notes Section of the Grading Plan: "No grubbing/clearing of the site shall occur prior to scheduling the pre-grading meeting with Engineering. All project sites containing suitable habitat for burrowing owls, whether owls were found or not, require a 30-day preconstruction survey that shall be conducted within 30 days prior to ground disturbance to avoid direct take of burrowing owls. If the results of the survey indicate that no burrowing owls are present on-site, then the project may move forward with grading, upon Planning Department approval. If burrowing owls are found to be present or nesting on-site during the preconstruction survey, then the following recommendations must be adhered to: Exclusion and relocation activities may not occur during the breeding season, which is defined as March 1 through August 31, with the following exception: From March 1 through March 15 and from August 1 through August 31 exclusion and relocation activities may take place if it is proven to the City and appropriate regulatory agencies (if any) that egg laying or chick rearing is not taking place. This determination must be made by a qualified biologist."	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	

	Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date & Signature)**
49.	The grading plan shall include the following information in the Notes Section of the Grading Plan: "If at any time during excavation/construction of the site, archaeological/cultural resources, or any artifacts or other objects which reasonably appears to be evidence of cultural or archaeological resource are discovered, the property owner shall immediately advise the City of such and the City shall cause all further excavation or other disturbance of the affected area to immediately cease. The Planning Director at his/her sole discretion may require the property owner to deposit a sum of money it deems reasonably necessary to allow the City to consult and/or authorize an independent, fully qualified specialist to inspect the site at no cost to the City, in order to assess the significance of the find. Upon determining that the discovery is not an archaeological/cultural resource, the Planning Director shall notify the property owner of such determination and shall authorize the resumption of work. Upon determining that the discovery is an archaeological/cultural resource, the Planning Director shall notify the property owner that no further excavation or development may take place until a mitigation plan or other corrective measures have been approved by the Planning Director."	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	
Prior to Issuance of Building Permits				
50.	The Applicant shall comply with all provisions of the Cal-Green Building Code, including but not limited to, bicycle parking, bike lockers, etc. for the *Assisted Living Facility site*. This information shall be shown on the construction documents and verified by the Planning Department prior to the issuance of building permits for the Assisted Living Facility.	Prior to Issuance of Building Permits.	Planning & Building Departments	

ATTACHMENT A – EXHIBIT 1 HORIZON MIXED-USE DEVELOPMENTS DEVELOPMENT PROJECT - CONDITIONS OF APPROVAL			
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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date & Signature)**
51. Prior to the issuance of the 1st building permit for either the *Senior Assisted Living Facility* the Applicant shall prepare a comprehensive sign program The sign program shall be consistent with all applicable provisions of Section 17.252 (Sign Regulations) of the Wildomar Municipal Code, and approved by the Planning Department.	Prior to Issuance of Building Permits	Planning Department	
53. Prior to the issuance of the 1st building permit for building permits for the *Senior Assisted Living Facility*, the applicant shall pay all applicable and current Development Impact Fees and City Mitigation Fees as determined by the Building and Engineering departments, including but not limited to, TUMF, MSHCP and K-Rat fees, etc.	Prior to Issuance of Building Permits	Planning & Building Departments	
54. Prior to the issuance of the 1st building permit for the *Senior Assisted Living Facility*, the Applicant shall submit for review and approval by the Planning Department an exterior lighting/security lighting plan/photometric survey. Said lighting plan shall comply with all applicable provisions of Section 8.64 (Light Pollution Ordinance) of the WMC.	Prior to Issuance of Building Permits	Planning & Building Departments	

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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date & Signature)**
Prior to Issuance of a Certificate of Occupancy			
57. Prior to the issuance of the 1st Certificate of Occupancy for the *Senior Assisted Living Facility project site,* the Applicant shall provide a Performance Securities, in the amount determined by the City Landscape Architect and Planning Director, to guarantee the adequate maintenance of the landscaping materials and irrigation system in accordance with the approved plans for a period of eighteen months (1-1/2 years) from the date of final clearance of the installed landscaping. Acceptable forms of security shall be limited to cash deposit, cash bonds, or irrevocable letters of credit. The performance securities shall be released eighteen months (1-1/2 years) after final clearance of the installed landscaping by the City. A deposit in the amount determined by the City Landscape Architect and Planning Director, to cover re-inspection of the landscaping at the current City rate shall be posted with the Planning Department prior to re-inspection for maintenance bond release.	Prior to the Issuance of Occupancy Permits	Planning Dept.	
59. Prior to the issuance of the final Certificate of Occupancy for the *Senior Assisted Living Facility project site*, all required onsite landscape planting and irrigation improvements shall have been installed and fully operational consistent with the approved construction plans. The plants shall be healthy and free of weeds, disease, or pests. The irrigation system shall be properly constructed and in good working order. The Applicant shall contact the Planning Department to schedule the final inspection(s).	Prior to the Issuance of Occupancy Permits	Planning Dept.	

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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date & Signature)**
60.	Prior to the Issuance of the final Certificate of Occupancy for the *Senior Assisted Living Facility project site*, all Planning Department conditions listed herein shall be completed to the satisfaction of the Planning Department.	Prior to final Certificate of Occupancy	Planning Dept.	
61.	Prior to issuance of a final occupancy permit for the *Senior Assisted Living Facility project site*, all Riverside County Fire Department conditions shall be complied with and cleared by the Fire Department. The Applicant shall provide written verification from County Fire that all applicable conditions have been met.	Prior to final Certificate of Occupancy	Planning Dept.	
PUBLIC WORKS/ENGINEERING/BUILDING DEPARTMENT CONDITIONS			
General Requirements/Conditions			
1.	The developer shall obtain City approval for any modifications or revisions to the approval of this project. Deviations not identified on the plans may not be approved by the City, potentially resulting in the need for the project to be redesigned. Amended entitlement approvals may be necessary as a result.	On-Going	Engineering Dept.	
2.	No grading shall be performed without the prior issuance of a grading permit by the City.	On-Going	Engineering Dept.	
3.	Written permission shall be obtained from the affected property owners allowing the proposed grading and/or facilities to be installed outside of the project boundaries.	On-Going	Engineering Dept.	

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4. The developer/owner or contractor shall apply for an Encroachment Permit for work performed within the public right of way. Compliance with current environmental regulations applies and additional studies and/or permits may be required.	On-Going	Public Works	
5. The developer's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads.	On-Going	Public Works	
6. Storm water and non-storm water discharges from the project site shall be mitigated in conformance with the applicable Regional Water Quality Control Board permit(s) and/or site specific SWPPP prior to entering into the MS4s.	On-Going	Engineering Dept.	
7. For commercial/industrial projects, the developer/applicant shall submit a Business Registration application to the city for approval. The Business Registration shall indicate that this business in required to submit a Stormwater Compliance Deposit to the City for ongoing Commercial/Industrial Inspection requirements of the City's MS4 permit (NPDES Inspection). The requirement for stormwater compliance deposits and NPDES inspections are recurring for the duration of the conditional use permit. The developer/applicant shall also provide to the Planning Department, as part of the Business' Statement of Operations, a copy of the educational materials, business' handbook, training or similar documents describing the business' best management practices for storm water pollution prevention.	On-Going	Engineering Dept.	

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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date & Signature)**
8. The developer / applicant shall provide all tenants / employees / homeowners with educational materials regarding Best Management Practices for Stormwater Pollution Prevention. Educational materials are available on the Riverside County Flood Control and Water Conservation District's website. .	On-Going	Engineering Dept.	
9. The developer/owner/tenant shall comply with all applicable laws and regulations regarding the proper disposal of waste materials generated from the business.	On-Going	Engineering Dept.	
10. The Developer shall dedicate, design and construct all improvements in accordance the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, as further conditioned herein and to the satisfaction of the City Engineer.	On-Going	Engineering Dept.	
11. The Developer shall be responsible for all costs associated with off-site right-of-way acquisition, including any costs associated with the eminent domain process, if necessary.	On-Going	Engineering Dept.	
12. All grading shall conform to the California Building Code, including Appendix J, and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Building Department.	On-Going	Engineering Dept.	
13. All necessary measures to control dust shall be implemented by the developer during grading to the satisfaction of the City Engineer. A PM10 plan may be required at the time a grading permit is issued.	On-Going	Engineering Dept.	
14. Graded slopes shall be limited to a maximum steepness ratio of 2:1 (Horizon Mixed-Use Developmental to vertical) unless otherwise approved by the City Engineer.	On-Going	Engineering Dept.	

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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date & Signature)**
15. Grading in excess of 199 cubic yards will require performance security to be posted with the City.	On-Going	Engineering Dept.	
16. All retaining walls shall require a separate permit from the Building Department.	On-Going	Building Dept.	
17. Erosion control – landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded. The soils engineer shall review the erosion control plans for conformance with the Geotechnical Report's Findings and Recommendations. Erosion control shall be placed within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The Developer shall plant & irrigate all manufactured slopes steeper than a 4:1 (Horizon Mixed-Use Developmental to vertical) ratio and 3 feet or greater in vertical height with soil stabilizers and ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer and City Planner.	On-Going	Engineering Dept. Planning Dept.	
18. Should this project lie within any assessment/benefit district, the project proponent shall, prior to acceptance of improvements, make application for and pay for their reapportionment of the assessments or pay the unit fees in the benefit district unless said fees are otherwise deferred or covered under the City's Community Facility District (CFD Services).	On-Going	Engineering Dept.	
19. The developer shall annex into the City's Community Facility District (CFD Services) and pay associated costs for annexation. Should this project lie within any assessment/benefit district that duplicates the services to be covered under CFD Services then the developer shall de-annex from said assessment/benefit district.	On-Going	Engineering Dept.	
20. The developer shall design and construct all driveways in accordance with the City of Wildomar Improvement Standards.	On-Going	Engineering Dept.	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring Dept.	Verification (Date & Signature)
21.	The improvement plans for the required public improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the project boundaries at a grade and alignment as approved by the City Engineer.	On-Going	Engineering Dept.	
22.	All above-ground utilities, including but not limited to communication and power that are 33KV in size or less, shall be undergrounded by the developer in accordance with City requirements. The undergrounding of utilities shall be reflected on the project improvement plans.	On-Going	Engineering Dept.	
23.	All flood control plans to be reviewed by the City or the Riverside County Flood Control District (RCFCD) shall be submitted through the City of Wildomar, unless otherwise directed by the City Engineer. For projects requiring RCFCD review the developer shall pay the appropriate fees to RCFCD.	On-Going	Engineering Dept.	
Prior to the Issuance of Grading Permits				
24.	The developer shall submit a geotechnical soils reports to the City Engineer for review and approval prior to issuance of grading permit. The findings and recommendations shall reflect current conditions and the report shall be no older than one (1) year. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by City of Wildomar.	Prior to Issuance of a Grading Permit	Engineering Dept.	
25.	The developer shall obtain any and all easements and/or permissions necessary to perform the grading required for the project. A notarized letter of permission from all affected property owners or easement holders, or encroachment permit, is required for all off-site grading.	Prior to Issuance of a Grading Permit	Engineering Dept.	
26.	The project specific SWPPP and an Erosion/Sediment Control plan shall be approved by the City Engineer.	Prior to Issuance of a Grading Permit	Engineering Dept.	

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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date & Signature)**
27.	The Developer shall provide the Engineering Department evidence of compliance with the National Pollutant Discharge Elimination System (NPDES); obtain a construction permit from the State Water Resource Control Board (SWRRCB); and, reference the WDID number on the improvement/grading plans.	Prior to Issuance of a Grading Permit	Engineering Dept.	
28.	The developer shall have obtained approval for the import/export location from the City of Wildomar. Additionally, if either location was not previously approved by an Environmental Assessment, prior to issuing a grading permit, a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the City Engineer for approval.	Prior to Issuance of a Grading Permit	Engineering Dept.	
29.	A licensed engineer shall prepare and submit a Water Quality Management Plan (WQMP) Applicability Checklist; determine if a WQMP is applicable for this project; and, sign and stamp the WQMP checklist with their license seal.	Prior to Issuance of a Grading Permit	Engineering Dept.	
30.	If the WQMP is required, an approved Final Water Quality Management Plan (WQMP), in conformance with the requirements of the San Diego Regional Water Quality Control Board. Applicant shall confirm the watershed requirements relative to their project location shall be approved by the City Engineer prior to issuance of a grading permit. All stormwater quality treatment devices shall be located outside of the ultimate public right of way. The developer shall design the stormwater quality treatment devices to accommodate all project runoff, ensuring post-construction flows and volumes do not exceed pre-construction levels, in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. These BMPs shall be consistent with the Final WQMP and installed and maintained to the satisfaction of the City Engineer. The project shall use	Prior to Issuance of a Grading Permit	Engineering Dept.	

	the following hydromodification criteria for the project site: "The runoff flow rate, volume, velocity, and duration for the post development condition of the Priority Development Project do not exceed the pre-development (i.e. naturally occurring) condition for the 2 year, 24 hour and 10 year, 24 hour rainfall events. This condition must be substantiated by hydrologic modelling acceptable to City of Wildomar."			
31.	A Storm Water Management Facilities Agreement shall be approved by the City Engineer and/or City Council.	Prior to Issuance of a Grading Permit	Engineering Dept.	
32.	A Grading Agreement shall be approved by the City Council and/or City Council.	Prior to Issuance of a Grading Permit	Engineering Dept.	
33.	The developer shall prepare and submit a comprehensive drainage study and plan that includes, but is not limited to: definition with mapping of the existing watersheds; a detailed pre- and post-project hydrologic and hydraulic analysis of the project and project impacts; definition of the local controlling 100-year frequency water levels existing and with project; the proposed method of flow conveyance to mitigate the potential project impacts with adequate supporting calculations; anyproposed improvements to mitigate the impacts of increased runoff from the project and any change in runoff; including quality, quantity, and duration in accordance with City of Wildomar's Hydrology Manual, Improvement Standards, and to the satisfaction of the City Engineer. The criteria applies to projects that have drainage areas less than 200 to 500 acres as discussed in the RCFC & WCD Hydrology Manual. Specifically, the study will: a. Analyze the detention basin drainage area for a project using the Rational Method 100-year storm event for the pre-project and post-project. b. Analyze 4 hydrographs for the detention basin drainage area for	Prior to Issuance of a Grading Permit	Engineering Dept.	

	a project using the Unit Hydrograph 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour storm durations for post-project condition. c. Using the Unit Hydrographs determine which duration provides the highest flow rate. Adjust parameters such as lag time, flow line roughness coefficient or other parameters to calibrate Unit Hydrograph model to provide results similar to the Rational Method. d. The project will assess and document the 100 year 1 hour, 3, hour, 6 hour and 24 hour Calibrated Unit Hydrograph peak flow rates. e. The project shall use the calibrated Unit Hydrograph with the highest peak flow rate for the detention basin drainage area and perform basin routing analysis to demonstrate that the outflow is less than the pre-project Rational Method flow rate. (i.e. If the 100 year, 3 hour Unit Hydrograph results in the highest peak flow rate when compared with 100 year, 1 hour, 6 hour, and 24 hour, the basin routing shall only be performed for the 100 year, 3 hour storm event.)			
34.	The developer shall show all easements per the Title Report to the satisfaction of Public Works. Any conflict with existing easements resulting in the site being redesigned potentially requires a minor change or amendment approval by Planning Commission.	Prior to the 1st Improvement Plan submittal	Engineering Dept.	

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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring Dept.**	**Verification (Date & Signature)**
Prior to Issuance of Building Permits			
35. Comply with the Conditions of Approval for Tentative Tract Map 36672.	Prior to Issuance of a Building Permit	Building Dept. Engineering Dept.	
36. Language shall be included in the CC&R's requiring residents to park in the garages.	Prior to Issuance of a Building Permit	Planning Dept. Engineering Dept.	
37. Circulation streets within the project site shall be posted "No Parking". Parking shall be in designated parking areas and/or garages.	Prior to Issuance of a Building Permit	Planning Dept. Engineering Dept.	
38. On-site Improvement Plans shall design and prohibit left turn movements in or out of the first driveway northerly of Prielipp Road.	Prior to Issuance of a Building Permit	Planning Dept. Engineering Dept.	
39. The developer/owner shall obtain a grading permit and/or approval to construct from the City Engineer.	Prior to Issuance of a Building Permit	Building Dept. Engineering Dept.	
40. Improvement plans shall be approved by the City Engineer and all improvements to be constructed shall be secured by the Developer.	Prior to Issuance of a Building Permit	Building Dept. Engineering Dept.	
41. The developer shall provide will serve letters from the appropriate water and sewer agencies.	Prior to Issuance of a Building Permit	Building Dept.	
42. The developer shall provide approval letter from Fire Department for fire water service.	Prior to Issuance of a Building Permit	Building Dept. Fire Dept.	
43. The developer shall install streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept. Public Works Dept.	
44. The developer shall install all street name signs at intersections adjacent to the project, public or private and/or replace street name signs in accordance with the City of Wildomar Standard Details and to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Public Works Dept.	

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45.	The developer shall annex into the CFD Services District to offset development related costs for maintenance and services.	Prior to Issuance of a Building Permit	Engineering Dept.	
46.	The developer/applicant shall demonstrate that all development related fees, impact fees, and mitigation fees have been satisfactorily paid.	Prior to Issuance of a Building Permit	Building Dept.	
47.	The developer shall pay the appropriate impact mitigation fee to the Riverside County Flood Control and Water Conservation District and provide the City receipt of payment.	Prior to Issuance of a Building Permit	Building Dept.	
48.	The developer shall pay all necessary impact and mitigation fees required. These fees include, but are not limited to, fees associated with Transportation Uniform Mitigation Fee (TUMF), Quimby (parkland in-lieu) Fee, and City Development Impact Fees.	Prior to Issuance of a Building Permit or Certificate of Occupancy	Building Dept.	
49.	The developer shall construct the stormwater quality treatment devices to accommodate all project runoff from in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. All stormwater quality treatment devices shall be constructed outside of the ultimate public right of way.	Prior to Issuance of a Building Permit	Engineering Dept.	

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RIVERSIDE COUNTY FIRE DEPARTMENT				
General Conditions				
1.	For residential areas, approved standard fire hydrants, located at each intersection, with no portion of any lot frontage more than a maximum of 500 feet from a hydrant. Minimum fire flow for all residential structures shall be 500 GPM for a 1-hour duration at 20 PSI.	On-Going	Fire Department	
2.	For commercial, approved standard fire hydrants, located at each intersection, with no portion of any lot frontage more than a maximum of 500 feet from a hydrant. Minimum fire flow for all residential structures shall be 3,750 GPM for a 4-hour duration at 20 PSI.	On-Going	Fire Department	
3.	All structures shall have fire sprinkler installed.	On-Going	Fire Department	
4.	The required water system, including fire hydrants, shall be installed and accepted by the appropriate water agency prior to any combustible building material being placed on an individual lot. Two sets of water plans are to be submitted to the Fire Department for approval.	On-Going	Fire Department	
5.	Fire apparatus access road and driveways shall be in compliance with the Riverside County Fire Department Standards. Access lanes shall be constructed with a surface so as to provide all weather driving capabilities	On-Going	Fire Department	
6.	Blue dot retro-reflectors pavement markers on private, public streets and driveways to indicated location of the fire hydrant shall be per Standard 06-11.	On-Going	Fire Department	

7.	These buildings have not been reviewed or approved for high pile/rack storage. Prior to such use, building(s) shall be approved for high-piled storage (materials in closely packed piles or on pallets, or in racks where the top of storage exceeds 12 feet in height, 6 feet for Group A plastics and certain other hazardous commodities) or aerosols products. High-piled and aerosol stock shall be approved by the Fire Department prior to materials being stored on site. A licensed Fire Protection Engineer or a Fire Department approved consultant must prepare plans for high-piled storage or aerosol storage in accordance with the 2013 CFC and NFPA 13, 2013 Edition. (Commercial).	On-Going	Fire Department	
8.	Approved accessible on-site fire hydrants shall be located not to exceed 200 feet apart in any direction. Any portion of the facility or of an exterior wall of the first story of the building shall not be located more than 150 feet from fire apparatus as measured by an approved route around the complex, exterior of the facility or building. No portion of a building shall be further than 400 feet from a fire hydrant. Fire hydrants shall provide the required fire flow. (Commercial).	On-Going	Fire Department	
9.	Install a portable fire extinguisher, with a minimum rating of 2A-10BC, for every 3,000 sq. ft. and/or 75 feet of travel distance. Fire extinguishers shall be mounted 3.5 to 5 feet above finished floor, measured to the top of the extinguisher. Where not readily visible, signs shall be posted above all extinguishers to indicate their locations. Extinguishers must have current CSFM service tags affixed. (Commercial).	On-Going	Fire Department	
10.	No hazardous materials shall be stored and/or used within the building, which exceeds quantities listed in 2013 California Building Code. No class I, II or IIIA of combustible/flammable liquid shall be used in any amount in the building.	On-Going	Fire Department	

11.	Exit designs, exit signs, door hardware, exit markers, exit doors, and exit path marking shall be installed per the 2013 California Building Code.	On-Going	Fire Department	
12.	Gate(s) shall be automatic or manually operated. Install Knox key operated switches, mounted per recommended standard of the Knox Company. Building plans shall include mounting location/position and operating standards for Fire Department approval.	On-Going	Fire Department	
ELSINORE VALLEY MUNICIPAL WATER DISTRICT (EVMWD)				
General Conditions				
1.	The water connection shall be to an existing 12” PVC water line on Prielipp (PZ 1650). A looped water system shall be created by extending the existing 12” water line on Elizabeth Lane to Prielipp Road.	On-Going	EVMWD	
2.	This project will be required to install about 1260 LF of 12” sewer line along Prielipp Road.	On-Going	EVMWD	
3.	Applicant will be required to follow the Districts Plan Check procedures.	On-Going	EVMWD	
4.	The Developer will be required to adhere to the Districts Development process, and pay all applicable fees.	On-Going	EVMWD	

END

ATTACHMENT B

Horizons
Certified DEIR Document

CITY OF WILDOMAR

HORIZONS DEVELOPMENT PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT

SCH No. 2015011021

Lead Agency:

CITY OF WILDOMAR
23873 CLINTON KEITH ROAD, SUITE 201
WILDOMAR, CA 92595

AUGUST 2015

CITY OF WILDOMAR
HORIZONS DEVELOPMENT PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2015011021

Lead Agency:

CITY OF WILDOMAR
23873 CLINTON KEITH ROAD, SUITE 201
WILDOMAR, CA 92595

AUGUST 2015

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ES - Executive Summary

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15123, this section of the Draft Environmental Impact Report (DEIR; Draft EIR) provides a brief summary of the project, significant impacts, and proposed mitigation measures. The remainder of the document and technical appendices provide the discussion and support for the conclusions found here.

ES1 PURPOSE AND SCOPE OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

This Draft EIR has been prepared by the City of Wildomar (City) to analyze the potential environmental effects associated with implementation of the proposed Horizons Development Project in Wildomar. DEIR analysis focuses on potential environmental impacts that could arise from implementation of the proposed project, as regulated and guided by the large number of federal, state, and local regulations, including ordinances, General Plan policies, and local resource plans. The DEIR is intended to provide a credible worst-case scenario of the impacts resulting from project implementation.

ES2 PROJECT SUMMARY

The proposed project is a residential and senior living development on an approximately 20 acre site. The residential portion of the project includes 138 two-story townhomes on approximately 12 acres. The residential area also includes a recreation building and 350 parking spaces. The townhomes will have a stucco finish, individual garages, and sloped roofs.

The proposed senior living facility comprises a single one and two-story building with 86 units and 86 parking spaces on approximately 6 acres. The building will be similar in style to the townhomes.

In addition to the residential development, the project also includes the extension of Elizabeth Lane along the eastern boundary of the project site and a 2-acre open space area along the western boundary. Within the proposed project site is a 1.5-acre retention basin and a 1-acre open space area that preserves an existing drainage.

The proposed project is anticipated to be developed in a single phase, with a projected opening year of 2017.

ES3 PROJECT ALTERNATIVES SUMMARY

California Environmental Quality Act (CEQA) Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project which could feasibly attain the basic objectives of the project and avoid and/or lessen the environmental effects of the project. Further, CEQA Guidelines Section 15126.6(e) requires that a "no project" alternative be evaluated in an EIR. Section 4.0, Alternatives, provides a detailed discussion and a qualitative analysis of the following scenarios:

- **Alternative 1 – No Project Alternative.** CEQA Guidelines Section 15126.6(e) requires that a No Project alternative be evaluated in an EIR. The No Project analysis must discuss the circumstance under which the project does not proceed. The comparison is that of the proposed project versus what can reasonably be expected to occur on the property should the proposed project not be approved. The analysis allows decision-makers to compare the impacts of approving the project with the impacts of not approving the project (CEQA Guidelines Section 15126.6(e)(3)(B)).

It is important to note that the No Project Alternative does not necessarily mean the project site will remain in an undeveloped state. If no action is taken on the proposed project, it is reasonable to assume that another project would be proposed at some point in the future. The City of Wildomar designates this project site Business Park (BP). This land use designation is characterized by employee-intensive uses such as research and development, technology centers, corporate offices, "clean" industry, and supporting retail uses. The City of Wildomar Zoning Ordinance zones this site Rural Residential (R-R), which is intended to provide for the development of low-density residential uses. Just as with the proposed project, future development would require either a General Plan Amendment to change the designation to residential use or a change of zone to support a business park use in order for the land use designation and zoning district to be consistent with one another.

Under this alternative, the 20-acre site would be available for development of office space. It is likely that there would be several buildings on separate parcels rather than a single building. Multiple buildings will reduce the total potential building area, as each parcel must comply with storm drainage storage, landscape, and parking requirements. While the BP land use designation allows a total build area of 0.60, the City is more accustomed to projects with a floor area ratio (FAR) of 0.35. Therefore, this alternative assumes a total FAR of 0.35 for a total assumed building size of 304,920 square feet.

- **Alternative 2 – All Commercial Alternative.** The proposed project includes a change for a portion of the site to commercial uses to support the senior living facility. This alternative would change the General Plan land use designation from Business Park (BP) to Commercial Retail (CR) and would also involve a zone change from Rural Residential (R-R) to General Commercial (C/1-C/P) for the entire site. Land uses allowed under this commercial-only alternative include uses that are commercial or service in nature (e.g., banks, barbershops, department stores, laundries and laundromats, restaurants and other eating establishments, retail sales, variety stores). This alternative is evaluated to determine if impacts associated with biological and natural resources, cultural and paleontological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and transportation and traffic are reduced.

  Alternative 2 would allow the development of commercial retail uses, such as shopping centers, supermarkets, and convenience markets with gas station pumps. According to the Institute of Transportation Engineers (ITE), shopping centers generate 42.94 daily trips per 1,000 square feet, supermarkets generate 102.94 trips per 1,000 square feet, and a convenience market with gas station pumps can generate 845.60 daily trips per 1,000 square feet. So a shopping center with a minimum of 30,000 square feet, a supermarket that is 11,000 square feet or more, and a convenience market that is 2,000 square feet or more would each individually generate more trips per day than the proposed project. If combined, these uses would create significantly more trips per day than the proposed project.

ES4 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

The City of Wildomar was identified as the lead agency for the proposed project. In accordance with CEQA Guidelines Section 15082, the City of Wildomar prepared and distributed a Notice of Preparation (NOP) for the proposed project that was circulated for public review on January 26, 2015. Concerns raised in response to the NOP were considered during the preparation of the EIR. A copy of each letter is provided in **Appendix 1.0** of this DEIR. Section 1.0, Introduction, provides a summary of issues and areas of concern related to the proposed project, as presented to the City by agencies and the public during the NOP review period. The complete text of the NOP and the NOP comments are included in **Appendix 1.0**.

ES5 SUMMARY OF ENVIRONMENTAL IMPACTS

Table ES-1 displays a summary of project impacts and proposed mitigation measures that would avoid or minimize potential impacts. In **Table ES-1**, the level of significance for each impact is indicated both before and after the implementation of mitigation measures. For detailed discussions of all mitigation measures that would provide mitigation for each type of environmental impact addressed in this Draft EIR, refer to the appropriate environmental topic section (i.e., Sections 3.1 through 3.13).

The project proposes development on ±20 acres of land. This development, in combination with long-term, region-wide growth and development, has the potential to generate environmental impacts in a number of areas, including direct construction impacts on biological, cultural, and geological resources and hydrology and water quality, as well as indirect impacts associated with use of this built environment on areas such as aesthetics, noise, and transportation.

Of the potential environmental impacts discussed in Section 3.0 of the DEIR, Impact 3.11.2 from Chapter 3.11 – Traffic and Circulation is considered significant and unavoidable. CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance.

ES6 AREAS OF NO IMPACT

Certain impact categories are not included in **Table ES-1** because the City of Wildomar determined that the proposed project could not result in an impact in these environmental areas. Impacts not included in **Table ES-1** include:

- **Agricultural and Forest Resources** – The project site is zoned R-R (Rural Residential) and does not contain any active farmland or forestland, nor does it support trees that could be commercially harvested. These conditions preclude the possibility of the proposed project converting forestland to non-forest use. No impacts would occur.

- **Mineral Resources** – The proposed project is located in an area designated as MRZ-3 by the Wildomar General Plan (2008). 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. Neither the Preliminary Geotechnical and Fault Rupture Hazard Investigation prepared for the project site by Geocon West, Inc. (2014; **Appendix 3.6**) nor the Phase I Environmental Site Assessment prepared by Hillmann Consulting (2012; **Appendix 3.7**) revealed any significant potential for mineral resources on the site. 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 of value to the region or to the residents of the state. Therefore, no impacts would occur to mineral resources.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Aesthetics and Visual Resources				
Impact 3.1.1	The proposed project will have **no impact** on any scenic vista.	NI	None required.	NI
Impact 3.1.2	While the proposed project will result in changes to the existing visual character of the project site, these changes will not lead to a significant degradation of the existing visual character of the area.	LS	None required.	LS
Impact 3.1.3	The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	LS	None required.	LS
Impact 3.1.4	Implementation of the proposed project, in combination with the existing adjacent residences and Interstate 15, would result in a less than cumulatively considerable contribution to any scenic resources and/or the alteration of the visual character and light and glare in the region.	LCC	None required.	LCC
Air Quality				
Impact 3.2.1	Construction-generated emissions would not contribute substantially to an existing or projected air quality violation.	PS	**MM 3.2.1a** Only "zero-volatile organic compounds" paints (no more than 150 grams per liter of VOC) and/or high pressure low volume (HPLV) applications consistent with South Coast Air Quality Management District Rule 1113 shall be used. *Timing/Implementation: During construction* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments*	LS

S – Significant CC – Cumulatively Considerable LS – Less Than Significant SU – Significant and Unavoidable NI – No Impact
PS – Potentially Significant LCC – Less than Cumulatively Considerable CCU – Cumulatively Considerable and Unavoidable

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			MM 3.2.1b All rubber-tired dozers and scrapers during the grading phase of construction shall be California Air Resources Board (CARB) Tier 2 Certified or better. *Timing/Implementation: During the grading phase of construction* *Enforcement/Monitoring: City of Wildomar Engineering and Planning Departments*	
Impact 3.2.2	The proposed project will not result in long-term operational emissions that could violate or substantially contribute to a violation of federal and state standards for ozone and coarse and fine particulate matter.	LS	None required.	LS
Impact 3.2.3	Land use activities associated with the proposed project would not conflict with or obstruct implementation of regional air quality management planning.	LS	None required.	LS
Impact 3.2.4	The proposed project will not contribute to localized concentrations of carbon monoxide that would exceed applicable ambient air quality standards.	LS	None required.	LS
Impact 3.2.5	The proposed project would not result in exposure of sensitive receptors to substantial toxic emissions.	LS	None required.	LS
Impact 3.2.6	Development of the proposed project would not result in exposure of sensitive receptors to substantial odorous emissions.	LS	None required.	LS
Impact 3.2.7	Construction of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the South Coast Air Basin, would not significantly	LCC	None required.	LCC

S – Significant CC – Cumulatively Considerable LS – Less Than Significant SU – Significant and Unavoidable NI – No Impact
PS – Potentially Significant LCC – Less than Cumulatively Considerable CCU – Cumulatively Considerable and Unavoidable

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
	contribute to cumulative increases in emissions of criteria air pollutants that could contribute to future concentrations of pollutants for which the region is currently designated nonattainment.			
Biological and Natural Resources				
Impact 3.3.1	Implementation of project-related activities could result in substantial adverse effects, either directly or through habitat modifications, to special-status species.	PS	**MM 3.3.1a** Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the project site, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 500 feet (150 meters) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo. *Timing/Implementation:* *Within 30 days prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning and Public Works Departments* **MM 3.3.1b** If burrowing owls are found to be present on-site, the project applicant shall develop a conservation strategy in cooperation with the CDFW, the USFWS, and the Regional Conservation Authority in accordance with the CDFW's (2012) *Staff Report on Burrowing Owl Mitigation*.	LS

S – Significant CC – Cumulatively Considerable LS – Less Than Significant SU – Significant and Unavoidable NI – No Impact
PS – Potentially Significant LCC – Less than Cumulatively Considerable CCU – Cumulatively Considerable and Unavoidable

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning and Public Works Departments* **MM 3.3.1c** If clearing and/or construction activities will occur during the migratory bird nesting season (February 15 through August 15), preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within 3 days prior to construction initiation. Preconstruction surveys must be performed by a qualified biologist for the purpose of determining the presence/ absence of active nest sites within the proposed impact area and a 200-foot setback. If no active nests are found, no further mitigation is required. If construction is delayed or suspended for more than 14 days after the survey, the area shall be resurveyed. If active nest sites are identified within 200 feet of project activities, the City shall impose an exclusionary setback for all active nest sites prior to commencement of any project-related activities to avoid maintenance- or access-related disturbances to nesting migratory birds A setback constitutes an area where project-related activities (i.e., vegetation removal and earth moving) shall not occur, and shall be imposed within 100 feet of any active nest sites until the nest is deemed inactive by a qualified biologist. Activities permitted within the setback and the size (i.e., 100 feet) of setbacks may be adjusted through consultation with the CDFW. *Timing/Implementation:* *Prior to construction*	

S – Significant CC – Cumulatively Considerable LS – Less Than Significant SU – Significant and Unavoidable NI – No Impact
PS – Potentially Significant LCC – Less than Cumulatively Considerable CCU – Cumulatively Considerable and Unavoidable

Impact		Level of Significance Without Mitigation	Mitigation Measure		Resulting Level of Significance
			Enforcement/Monitoring: City of Wildomar Planning and Public Works Department		
Impact 3.3.2	Implementation of the proposed project could result in impacts to sensitive biological communities, riparian habitat, and/or federally protected wetlands.	PS	**MM 3.3.2**	Prior to the issuance of any grading permits, the project applicant shall obtain a Clean Water Act Section 404 permit from the US Army Corps of Engineers, a Clean Water Act Section 401 permit from the Regional Water Quality Control Board, and a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the California Department of Fish and Wildlife for impacts to jurisdictional features. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies: 1. Off-site replacement and/or restoration of USACE/RWQCB jurisdictional waters of the United States/waters of the State within the Santa Margarita watershed at a ratio no less than 1:1 or within an adjacent watershed at a ratio no less than 2:1 for permanent impacts and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. 2. Off-site replacement and/or replacement of CDFW jurisdictional streambed and associated riparian habitat within the Santa Margarita watershed at a ratio no less than 1:1 or within an adjacent watershed at a	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		ratio no less than 2:1 for permanent impacts and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. Purchase of mitigation credits through an agency-approved mitigation bank or in-lieu fee program shall occur prior to any impacts to jurisdictional drainages. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat pursuant to a Habitat Mitigation and Monitoring Plan. The plan shall be prepared prior to any impacts to jurisdictional features and shall provide details as to the implementation of the mitigation, maintenance, and future monitoring. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the impacted habitat. *Timing/Implementation:* *Prior to project vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning and Public Works Departments*	

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Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.3.3	Implementation of the proposed project could interfere with the movement of native resident or migratory fish or wildlife species.	LS	None required.	LS
Impact 3.3.4	Implementation of the proposed project would not conflict with any local policies or ordinances protecting biological resources.	NI	None required.	NI
Impact 3.3.5	Implementation of the proposed project could conflict with the provisions of the Western Riverside County MSHCP.	PS	Implement mitigation measures **MM 3.3.1a** and **MM 3.3.1b**.	LS
Impact 3.3.6	Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the immediate area of the proposed project, will result in the conversion of habitat and impact biological resources.	LCC	Implement mitigation measures **MM 3.3.1a, MM 3.3.1b, MM 3.3.1c,** and **MM 3.3.2.**	LCC
Climate Change and Greenhouse Gases				
Impact 3.4.1	Implementation of the proposed project will result in greenhouse gas emissions that would not contribute to significant impacts on the environment.	LCC	None required.	LCC
Impact 3.4.2	Implementation of the proposed project could conflict with an applicable plan adopted for the purpose of reducing the emissions of greenhouse gases.	LCC	None required.	LCC
Cultural and Paleontological Resources				
Impact 3.5.1	Implementation of the proposed project could result in a substantial adverse change in the significance of a known historical resource.	PS	**MM 3.5.1** An archaeological monitor must be present during any earth-moving activities proposed within the subject property. The monitor shall work under the direct supervision of a cultural resources professional who meets the Secretary of the Interior's Professional Qualification	LS

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				Standards for archaeology. The monitor shall be empowered to temporarily halt or redirect construction work in the vicinity of any find until the project archaeologist can evaluate it. In the event of a new find, salvage excavation and reporting is required. *Timing/Implementation:* *Prior to ground-disturbing construction activities* *Enforcement/Monitoring:* *City of Wildomar Engineering and Planning Departments*	
Impact 3.5.2	Implementation of the proposed project could result in a substantial adverse change in the significance of an archaeological resource, as well as the potential disturbance of currently undiscovered cultural resources (i.e., prehistoric archaeological sites, historical archaeological sites, and isolated artifacts and features).	PS	**MM 3.5.2a**	If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist (retained by the applicant), the Pechanga Tribe and the Soboba Band. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist, the Tribe, and/or the Band determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure MM 3.5.2b.	LS

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		Timing/Implementation: *Prior to ground-disturbing construction activities* *Enforcement/Monitoring:* *City of Wildomar Building and Planning Departments* **MM 3.5.2b** At least 30 days prior to the issuance of a grading permit, the project applicant shall contact both the Pechanga Tribe and the Soboba Band to notify them of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar, the Tribe, and the Band to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for the monitors; treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal/Band monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit. *Timing/Implementation:* *Prior to the issuance of a grading permit* *Enforcement/Monitoring:* *City of Wildomar Engineering and Planning Department*	
Impact 3.5.3 Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site.	PS	**MM 3.5.3a** The project applicant shall retain a qualified paleontologist to monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial	LS

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		earthwork, determines there is low potential for discovery, no further action shall be required and the paleontologist shall submit a memo to the City confirming findings of low potential. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. A qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, a qualified paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted *Timing/Implementation:* *Prior to, and during ground-disturbing construction activities* *Enforcement/Monitoring:* *City of Wildomar Engineering and Planning Departments* **MM 3.5.3b** A qualified paleontologist or paleontological monitor (retained by the applicant) shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formational sediments, as well as where over-excavation of surficial alluvial sediments will	

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. *Timing/Implementation:* *During ground-disturbing construction activities* *Enforcement/Monitoring:* *City of Wildomar Engineering and Planning Departments* **MM 3.5.3c** Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation. Screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary. *Timing/Implementation:* *During ground-disturbing construction activities* *Enforcement/Monitoring:* *City of Wildomar Engineering and Planning Departments* **MM 3.5.3d** Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository	

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		approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities. *Timing/Implementation:* *Agreement prior to ground-disturbing construction activities and curation prior to occupancy* *Enforcement/Monitoring:* *City of Wildomar Engineering and Planning Departments* **MM 3.5.3e** A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place. *Timing/Implementation:* *Following ground-disturbing activities and prior to occupancy* *Enforcement/Monitoring:* *City of Wildomar Engineering and Planning Departments*	
Impact 3.5.4 No human remains have been identified within the project site; however, implementation of the proposed project could result in the inadvertent disturbance of currently undiscovered human remains. Any discovery of human remains would trigger state law governing the treatment of human remains.	PS	**MM 3.5.4a** If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside	LS

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		County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the NAHC shall identify the most likely descendant within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. *Timing/Implementation:* *During ground-disturbing construction activities* *Enforcement/Monitoring:* *City of Wildomar Engineering and Planning Departments* **MM 3.5.4b** All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure MM 3.5.2b, collected during the grading monitoring program and from any previous archeological studies or excavations on the project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe's curation facility or the Soboba Band, whichever is appropriate, which meets the standards set forth in 36 Code of Federal Regulations (CFR) Part 79 for federal repositories. *Timing/Implementation:* *During ground-disturbing construction activities*	

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			Enforcement/Monitoring: *City of Wildomar Engineering and Planning Departments* **MM 3.5.4c** All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with both the Pechanga Tribe and the Soboba Band. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4. *Timing/Implementation:* *During ground-disturbing construction activities* *Enforcement/Monitoring:* *City of Wildomar Engineering and Planning Departments*	
Impact 3.5.5	Implementation of the proposed project, along with any foreseeable development in the project vicinity, could result in cumulative impacts to cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features).	LCC	None required.	LCC
Geology and Soils				
Impact 3.6.1	The potential for the project site to be exposed to hazards associated with fault rupture is considered unlikely.	LS	None required.	LS
Impact 3.6.2	The project site is located in an area that may be subject to strong seismic ground shaking. The proposed project would be designed in accordance with development requirements of the California Building Standards Code as well as the geotechnical study.	PS	**MM 3.6.2** The project applicant shall incorporate the recommendations of the preliminary geotechnical and fault rupture hazard investigation conducted by Geocon (2014; **Appendix 3.6**) into project plans. The project's building plans shall demonstrate that they	LS

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			incorporate all applicable recommendations of the geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist. *Timing/Implementation:* *Prior to construction activities* *Enforcement/Monitoring:* *City of Wildomar Building and Planning Departments*	
Impact 3.6.3	The project site does not include on-site soils that may be subject to seismic-related ground failure, including liquefaction and landslide. However, engineered fill can change the composition of the underlying substrate.	PS	Implement mitigation measure **MM 3.6.2**; no additional mitigation required.	LS
Impact 3.6.4	The proposed project could result in substantial soil erosion or the loss of topsoil.	PS	Implement mitigation measure **MM 3.6.2**, plus: **MM 3.6.4** At a minimum, all existing artificial fill, alluvium, and colluvium shall be excavated and properly compacted for foundation and slab support. Where Pauba sandstone is present at the ground surface, excavation on the order of 1 foot is anticipated. Where undocumented fill, alluvium, and colluvium are present, removals of up to approximately 12 feet should be anticipated. It is anticipated that deeper excavation of up to 12 feet will be required along the sides of the drainage channels. In addition, the fault trenches excavated as a part of the site investigation were loosely backfilled without testing and observation and will require re-	LS

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			excavation and compaction. See the geologic map (Geocon 2014; **Appendix 3.6**) for locations of the fault trenches and the trench logs in the study's Appendix C for trench depths (**Appendix 3.6**). Deeper excavations shall be conducted as necessary to completely remove all existing undocumented fill and unsuitable alluvium and colluvium. The anticipated depths of remedial grading are indicated adjacent to trenches, borings, and test pits located on the geologic map, Figure 2 of the geotechnical study (Geocon 2014). *Timing/Implementation:* *During construction* *Enforcement/Monitoring:* *City of Wildomar City Public Works and Building Departments*	
Impact 3.6.5	The proposed project could 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.	PS	Implement mitigation measures **MM 3.6.2** and **MM 3.6.4**.	LS
Impact 3.6.6	Soils testing indicates that the soils on the proposed project site are non-expansive. However, import soils or soils used near finish grade may have a different expansion index than what was tested.	PS	**MM 3.6.6a** To prevent foundation damage associated with potentially expansive soils, concrete slabs shall be designed to minimize cracking as a result of shrinkage and joints (isolation, contraction, and construction) and be placed in accordance with the American Concrete Institute guidelines. All concrete proportioning, placement, and curing shall be performed in accordance with American Concrete Institute recommendations and procedures. Slab-on-grade reinforcement and thickness shall be provided by the structural engineer based on final expansion testing at completion of grading.	LS

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			Timing/Implementation: *After site grading and during construction* *Enforcement/Monitoring:* *City of Wildomar Engineering and Planning Departments* **MM 3.6.6b** All exterior concrete slabs cast on finish subgrade (patios, sidewalks, etc., with the exception of portland cement concrete pavement) shall be a minimum of 4 inches nominal in thickness. Reinforcement in the slabs and the use of a compacted sand or gravel base beneath the slabs shall be according to the current local standards. Subgrade soils shall be moisture conditioned to at least optimum moisture content to a depth of 12 inches immediately before placing the concrete. *Timing/Implementation:* *During construction* *Enforcement/Monitoring:* *City of Wildomar Engineering and Planning Departments*	
Impact 3.6.7	Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in Wildomar and nearby areas of Riverside County, would not contribute to cumulative geologic and soils impacts.	LCC	None required.	LCC
Hazards and Hazardous Materials				
Impact 3.7.1	Implementation of the proposed project would require limited amounts of commonly used hazardous materials, including solvents, paints, gasoline, fertilizers, and pesticides, during project construction and operation.	LS	None required.	LS
Impact 3.7.2	Minor nuisance dumping could result in the accidental release of hazardous materials into the environment.	PS	**MM 3.7.2** The project applicant shall remove the trash and debris observed on-site and take it to a landfill or approved dumpsite.	LS

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			Timing/Implementation:	*Prior to and during construction activities*	
			Enforcement/Monitoring:	*City of Wildomar Building and Planning Departments*	
Impact 3.7.3	The proposed project would not pose a risk to nearby schools or proposed school facilities.	NI	None required.		NI
Impact 3.7.4	The project is not located on a site included on a list of hazardous materials sites pursuant to Government Code Section 65962.5.	NI	None required.		NI
Impact 3.7.5	The proposed project site would not physically interfere with an adopted emergency response plan or emergency evacuation plan.	LS	None required.		LS
Impact 3.7.6	The proposed project would not expose people or structures to risks associated with wildland fires.	LS	None required.		LS
Impact 3.7.7	Implementation of the proposed project in addition to cumulative development in the surrounding region would not result in cumulative hazardous risk impacts.	LCC	None required.		LCC
Hydrology and Water Quality					
Impact 3.8.1	Construction and operation of the proposed project could result in erosion or a degradation of downstream surface water and groundwater resources.	PS	**MM 3.8.1**	Prior to the approval of the grading permit for future development on the project site, the project applicant shall be required to prepare a stormwater pollution prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs)	LS

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		to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the California State Water Resources Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant will be required to submit, and obtain City approval of, a water quality management plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Area-wide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin or an infiltration device. The project will be responsible for maintenance of the basins. *Timing/Implementation:* *Prior to the issuance of a grading permit* *Enforcement/Monitoring:* *City of Wildomar Engineering Department*	

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Impact 3.8.2	Development of the proposed project will alter the existing drainage pattern of the site and may impact stormwater runoff rates and volumes compared to existing conditions.	LS	None required.	LS
Impact 3.8.3	The proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita River watershed, could alter drainage conditions, rates, volumes, and water quality, which could result in potential erosion, flooding, and water quality impacts within the overall watershed.	LCC	None required.	LCC
Noise				
Impact 3.9.1	The proposed project may expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or of applicable standards of other agencies.	PS	**MM 3.9.1** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation for all units facing Elizabeth Lane and Prielipp Road. To ensure that the City of Wildomar's 45 dBA CNEL interior noise level is met, the following measures shall be implemented: • Windows: All windows and sliding glass doors shall be well fitted, well weather-stripped assemblies and shall have a minimum STC of 27. • Doors: All exterior doors shall be well weather-stripped solid core assemblies at least 1.75 inches thick. • Roof: Roof sheathing of wood construction shall be well fitted or caulked plywood of at least 0.5 inches thick. Ceilings shall be well fitted, well sealed gypsum board of at least 0.5 inches thick. Insulation with at least a rating of R-19 shall be used in the attic space.	LS

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			• Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use. A forced air circulation system (e.g., air conditioning) shall be provided which satisfies the requirements of the Uniform Mechanical Code. *Timing/Implementation:* *Prior to a certificate of occupancy (as part of building permit requirements)* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments*	
Impact 3.9.2	Implementation of the proposed project may expose persons to or generate minimal, short-duration groundborne vibration or groundborne noise levels.	LS	None required.	LS
Impact 3.9.3	Completion of the proposed project would not in a substantial permanent increase in ambient noise levels in the project vicinity.	LS	None required.	LS
Impact 3.9.4	Construction of the proposed project may result in a temporary increase in ambient noise levels in the project vicinity.	LS	None required.	LS
Impact 3.9.5	Implementation of the proposed project will not result in a substantial contribution to cumulative noise levels.	LCC	None required.	LCC
Public Services, Utilities, and Recreation				
Impact 3.10.1.1	Implementation of the proposed project will result in the need for additional fire protection and emergency services in order to maintain acceptable service levels.	LS	None required.	LS

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Impact 3.10.1.2	While implementation of the proposed project will result in the need for additional water supply, this additional need will not be sufficient to require the creation of additional water supply infrastructure. Implementation of the proposed project may result in additional need for water supply and infrastructure to provide adequate fire flows for fire protection. The provision of these facilities could cause environmental impacts.	LS	None required.	LS
Impact 3.10.1.3	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 fire protection and emergency medical services. However, given the requirement for CEQA review of future development, any necessary infrastructure or facilities expansion will be reviewed for potential impacts.	LCC	None required.	LCC
Impact 3.10.2.1	Implementation of the proposed project will not result in a significant increased demand for law enforcement services and will not result in the need for new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts.	LS	None required.	LS
Impact 3.10.2.2	Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the RCSD service area, would increase the demand for law enforcement services.	LCC	None required.	LCC

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Impact 3.10.3.1	The proposed project will result in slightly increased enrollment in the local school district.	LS	None required.	LS
Impact 3.10.3.2	The proposed project will result in a slight increase in population and will result in population growth when developed in conjunction with other existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting.	LS	None required.	LCC
Impact 3.10.4.1	Implementation of the proposed project will slightly increase demand for water supply, which could result in effects on the physical environment. However, adequate water supply sources exist, and the proposed project's and the Elsinore Valley Municipal Water District's water conservation provisions would ensure adequate water service.	LS	None required.	LS
Impact 3.10.4.2	Implementation of the proposed project would increase demand for water supply and thus require additional water supply infrastructure that could result in a physical impact to the environment.	LS	None required.	LS
Impact 3.10.4.3	Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting, would increase the cumulative demand for water supplies. However, this increased demand will not be sufficient to lead to a requirement for new water facilities and related infrastructure.	LCC	None required.	LCC
Impact 3.10.5.1	Implementation of the proposed project will not result in wastewater discharge that would exceed the wastewater treatment requirements of the	LS	None required.	LS

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Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
	San Diego Regional Water Quality Control Board.			
Impact 3.10.5.2	Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would contribute to the cumulative demand for wastewater service. However, continued implementation of EVMWD standards would ensure adequate wastewater facilities are provided.	LCC	None required.	LCC
Impact 3.10.6.1	While implementation of the proposed project will generate increased amounts of solid waste that will need to be disposed of in landfills or recycled, the proposed project is consistent with the current land use of the project site allowing for anticipation of the increased waste generation.	LS	None required.	LS
Impact 3.10.6.2	The proposed project would not fail to comply with federal, state, and local statutes and regulations related to solid waste.	LS	None required.	LS
Impact 3.10.6.3	Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development in the region, would result in increased demand for solid waste services.	LCC	None required.	LCC
Impact 3.10.7.1	Implementation of the proposed project would result in a population increase of approximately 449 residents and would increase demand for city parks and recreation facilities.	LS	None required.	LS
Impact 3.10.7.2	Implementation of the proposed project, along with other existing, planned, proposed,	LCC	None required.	LCC

S – Significant CC – Cumulatively Considerable LS – Less Than Significant SU – Significant and Unavoidable NI – No Impact
PS – Potentially Significant LCC – Less than Cumulatively Considerable CCU – Cumulatively Considerable and Unavoidable

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
	approved, and reasonably foreseeable development, would increase the use of existing parks and would require additional park and recreation facilities within the cumulative setting, the provision of which could have an adverse physical effect on the environment.			
Traffic and Circulation				
Impact 3.11.1	The proposed project would result in an increase in traffic under the Existing Plus Project scenario that is substantial in relation to the existing traffic load and capacity of the street system or exceeds an established level of service standard (i.e., results in a substantial increase in either the volume-to-capacity ratio and/or the level of service at intersections).	LS	None required.	LS
Impact 3.11.2	The proposed project would result in an increase in traffic under the Opening Year (2017) With Project scenario that is substantial in relation to the existing traffic load and capacity of the street system or exceeds an established level of service standard (i.e., result in a substantial increase in either the volume-to-capacity ratio and/or the level of service at intersections).	SU	MM 3.11.2 The project applicant shall be required to construct or pay its fair share of the following traffic improvements: **Salida Del Sol/Yamas Drive/Clinton Keith Road (#4)** • Install a traffic signal • Construct a northbound left turn lane • Construct a northbound shared through-right turn lane • Construct a southbound left turn lane **Elizabeth Lane/Clinton Keith Road (#6)** • Install a traffic signal • Construct a northbound left turn lane • Restripe the southbound approach to provide one left turn lane and one shared through-right turn lane	SU

S – Significant CC – Cumulatively Considerable LS – Less Than Significant SU – Significant and Unavoidable NI – No Impact
PS – Potentially Significant LCC – Less than Cumulatively Considerable CCU – Cumulatively Considerable and Unavoidable

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		The effectiveness of implementation of these transportation improvement strategies is shown in **Table 3.11-11 (Section 3.11, Traffic and Circulation)**. As shown in **Table 3.11-11**, implementation of the proposed mitigation measures will ensure that all intersections operate at an acceptable level of service under the Opening Year (2017) With Project Conditions scenario. However, the City does not have the authority to implement TUMF funded program improvements independent of the Riverside County Transportation Commission and cannot be certain that the other projects shown in **Table 4-3** of the TIA (**Appendix 3.11**) will be built and will pay to address their impacts at the intersections addressed in **MM 3.11.2**. Without certain funding, the City cannot guarantee that the proposed improvements will be constructed as proposed by mitigation measure **MM 3.11.2**. Because the City cannot be certain that the improvements will occur, the EIR must assume that the improvements may not occur and that the project impacts would remain as shown in **Table 3.11-10**. As shown in **Table 3.11-10**, the intersection analysis for opening year 2017 would result in significant impacts at George Avenue/Clinton Keith Road (Intersection #1); Inland Valley Drive/Clinton Keith Road (Intersection #2); Salida Del Sol/Clinton Keith Road (Intersection #4); and Elizabeth Lane/Clinton Keith Road (Intersection #6). While the City will collect fees representing the proportionate share of the proposed project's impact at the intersections identified in	

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			mitigation measure **MM 3.11.2**, for theses reasons, this impact remains **significant and unavoidable**.	
Impact 3.11.3	Implementation of the proposed project will not result in increased hazards due to a design feature or incompatible uses.	LS	None required.	LS
Impact 3.11.4	Implementation of the proposed project could result in temporary blockages of Prielipp Road and Elizabeth Lane and other roadways, causing an impact to emergency access.	PS	**MM 3.11.4** The project applicant shall prepare and implement a traffic management plan (TMP) to minimize inconveniences during construction. Included among the provisions, the contractor shall coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP may also limit construction activity that would impact traffic flow along Prielipp Road and Elizabeth Lane to occur outside of the typical weekday morning (7:00 AM to 9:00 AM) and weekday evening (4:00 PM to 6:00 PM) peak hours. The TMP shall include contact information for the public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone shall be maintained throughout the construction period. *Timing/Implementation:* *Prior to and during construction* *Enforcement/Monitoring:* *City of Wildomar Public Works and Planning Departments*	LS
Impact 3.11.5	Implementation of the proposed project will not conflict with adopted policies, plans, or programs supporting alternative transportation.	LS	None required.	LS

S – Significant CC – Cumulatively Considerable LS – Less Than Significant SU – Significant and Unavoidable NI – No Impact
PS – Potentially Significant LCC – Less than Cumulatively Considerable CCU – Cumulatively Considerable and Unavoidable

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.11.6	When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed project would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations. However, with the payment of offsite improvement fees this is considered a less than cumulatively considerable impact.	LCC	None required.	LCC
Population and Housing				
Impact 3.12.1	The project would not induce substantial 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).	LS	None required.	LS
Impact 3.12.2	The project would not displace substantial numbers of existing housing and would not necessitate the construction of replacement housing elsewhere.	NI	None required.	NI
Impact 3.12.3	The project would not displace substantial numbers of people or necessitate the construction of replacement housing elsewhere.	NI	None required.	NI
Impact 3.12.4	The proposed project, in combination with other existing, approved, proposed, and reasonably foreseeable development in Wildomar and the region, could result in substantial growth inducement.	LCC	None required.	LCC
Land Use				
Impact 3.13.1	Implementation of the proposed project would not physically divide an established community.	NI	None required.	NI

S – Significant CC – Cumulatively Considerable LS – Less Than Significant SU – Significant and Unavoidable NI – No Impact
PS – Potentially Significant LCC – Less than Cumulatively Considerable CCU – Cumulatively Considerable and Unavoidable

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.13.2	Implementation of the proposed project would not result in inconsistencies with adopted plans and policies intended to avoid or mitigate physical environmental effects.	LS	None required.	LS
Impact 3.13.3	The project would introduce growth in an area that is currently undeveloped and could encourage growth on lands in the city.	LCC	None required.	LCC

REFERENCES

Geocon West, Inc. 2014. *Preliminary Geotechnical and Fault Rupture Hazard Investigation, APN 380-250-023, NW of Prielipp Rd. & Elizabeth Ln., Wildomar, California.*

Hillman Consulting. 2012. *Phase I Environmental Site Assessment.*

Wildomar, City of. 2008. *City of Wildomar General Plan.*

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1.0 – INTRODUCTION

1.1 PURPOSE OF THE EIR

This Environmental Impact Report (EIR) was prepared in accordance with and in fulfillment of the California Environmental Quality Act (CEQA). An environmental impact report (EIR) is described in CEQA Guidelines Section 15121(a) as a "public informational document that analyzes the environmental effects of a project, identifies ways to minimize the significant impacts, and describes reasonable alternatives to the project." CEQA requires the preparation of an EIR prior to approving any project that may have a significant effect on the environment. Therefore, pursuant to CEQA, the City of Wildomar (City), as the lead agency, has prepared this EIR to provide the public and responsible and trustee agencies, as relevant, with information about the potential environmental effects of the Horizons Development Project (proposed project; project).

A "project" refers to the whole of an action that has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). With respect to the proposed project, the City has determined that adoption and implementation of the proposed Horizons Development Project is a project within the CEQA definition.

PROJECT SUMMARY

The proposed project is located in Wildomar, Riverside County, California (see **Figure 2.0-1**). The project includes a General Plan Amendment, rezoning, tentative tract map, and plot plan approval for a residential and senior living facility on approximately 20 acres. The residential portion of the project includes 138 two-story townhomes on approximately 12 acres. The residential area also includes a recreation building and 350 parking spaces. The proposed senior living facility comprises 86 units with 86 parking spaces on 6.0 acres. In addition to the residential development, the project also includes the extension of Elizabeth Lane along the eastern boundary of the project site and a 2-acre open space area along the western boundary. Within the proposed project site is a 1.5-acre retention basin and a 1-acre open space area that preserves an existing drainage.

1.2 KNOWN TRUSTEE AND RESPONSIBLE AGENCIES

The term "trustee agency" means a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California. In CEQA, the term "responsible agency" includes all public agencies other than the lead agency that may have discretionary actions associated with the proposed project. The following agencies have been identified as potential responsible or trustee agencies:

- California Department of Fish and Wildlife, Region 6 (CDFW)
- California Department of Transportation, District 8 (Caltrans)
- San Diego Regional Water Quality Control Board, Region 9 (SDRWQCB)
- Lake Elsinore Unified School District (LEUSD)
- Elsinore Valley Municipal Water District (EVMWD)
- Riverside County Flood Control and Water Conservation District (RCFCWCD)
- South Coast Air Quality Management District (SCAQMD)

1.3 TYPE OF DOCUMENT

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a project EIR pursuant to CEQA Guidelines Section 15161. The analysis associated with a project EIR focuses on the changes in the environment that would occur as a result of project implementation and examines all phases of the project (i.e., planning, construction, and operation).

1.4 INTENDED USE OF THE EIR

This Draft EIR will be used by the City of Wildomar as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the project. These actions include, but are not limited to, approval of the following:

- General Plan Amendment (GPA): A proposed General Plan Amendment from Business Park (BP) to Commercial Retail (CR) on 7.73 net acres (southerly portion of the site) and to High Density Residential (HDR) on 10.68 net acres (northerly portion of the site) to accommodate the project.

- Change of Zone: A proposed change in the current zoning designation from R-R (Rural Residential) to C/1-C/P (General Commercial) on 7.73 acres (southerly portion) and from R-R (Rural Residential) to R-3 (General Residential) on 10.68 acres (northerly portion) to accommodate the project.

- Tentative Tract Map (TTM 36672): A tentative tract map for condominium purposes to subdivide the 20-acre site into three parcels to accommodate the proposed project.

- Plot Plan: A proposed plot plan for the 20-acre project site to accommodate the proposed 86-unit senior living facility and 138-unit multi-family townhome/condominium project.

- Conditional Use Permit (CUP): A proposed CUP to allow the 86-unit senior living facility in accordance with Section 17.72.010.C of the Zoning Ordinance.

1.5 ORGANIZATION AND SCOPE

Sections 15122 through 15132 of the CEQA Guidelines identify the content requirements for Draft and Final EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures, alternatives, identification of significant irreversible environmental impacts, and growth-inducing and cumulative impacts. The environmental issues addressed in this Draft EIR were established through review of environmental documentation developed for the site, environmental documentation for nearby projects, and responses to the Notice of Preparation. Based on these comments, agency consultation, and review of the project application, the City determined the scope for this Draft EIR.

This Draft EIR is organized in the following manner:

ES – EXECUTIVE SUMMARY

This section provides a project narrative and identifies environmental impacts and mitigation measures in a summary table consistent with CEQA Guidelines Section 15123.

SECTION 1.0 – INTRODUCTION

Section 1.0 provides an introduction and overview of the project EIR.

SECTION 2.0 – PROJECT DESCRIPTION

This section provides a detailed description of the proposed project, including intended objectives, background information, and physical and technical characteristics.

SECTION 3.0 – ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

Section 3.0 contains an analysis of environmental topic areas as identified below. Each subsection contains a description of the existing setting of the project area and of the regulatory environment, identifies standards of significance, and identifies project-related and cumulative impacts and recommends mitigation measures.

The major environmental topics are addressed in the following sections:

3.1 Aesthetics and Visual Resources
3.2 Air Quality
3.3 Biological and Natural Resources
3.4 Climate Change and Greenhouse Gases
3.5 Cultural and Paleontological Resources
3.6 Geology and Soils
3.7 Hazards and Hazardous Materials
3.8 Hydrology and Water Quality
3.9 Noise
3.10 Public Services, Utilities, and Recreation
3.11 Traffic and Circulation
3.12 Population and Housing
3.13 Land Use
3.14 Effects Determined Not to Be Significant

SECTION 4.0 – ALTERNATIVES

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project which could feasibly attain the basic objectives of the project and avoid and/or substantially lessen any of the significant effects of the project. This section discusses alternatives to the proposed project, including the CEQA mandatory "No Project" alternative, that are intended to avoid or reduce significant environmental impacts of the proposed project.

SECTION 5.0 – OTHER CEQA ANALYSIS

This section contains discussions and analysis of various topical issues mandated by CEQA. These topics include significant environmental effects that cannot be avoided if the project is implemented, as well as growth-inducing impacts.

SECTION 6.0 – ABBREVIATIONS

This section defines abbreviations used throughout the EIR.

SECTION 7.0 – REPORT PREPARERS

This section lists all authors and agencies that assisted in the preparation of the EIR by name, title, and company or agency affiliation.

APPENDICES

This section includes all notices and other procedural documents pertinent to the EIR, as well as all technical material prepared to support the analysis.

1.6 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR involves the following procedural steps:

NOTICE OF PREPARATION

In accordance with Section 15082 of the CEQA Guidelines, the City prepared a Notice of Preparation (NOP) of an EIR for the project and circulated the document from January 16 through February 17, 2015. The NOP was circulated to the public, local, state, and federal agencies, and other interested parties to solicit comments on the proposed project. A scoping meeting was held on February 9, 2015, to solicit input from interested agencies and the public. No one other than the applicant attended the scoping meeting. No comments were received at the scoping meeting.

DRAFT EIR

This document constitutes the Draft EIR. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. Upon completion of the Draft EIR, the City will file the Notice of Completion (NOC) with the California Office of Planning and Research to begin the public review period (Public Resources Code Section 21161).

PUBLIC NOTICE/PUBLIC REVIEW

Concurrent with the NOC, the City will provide public notice of the availability of the Draft EIR for public review and will invite comment from the general public, agencies, organizations, and other interested parties. Public comment on the Draft EIR will be accepted in written form via common carrier or in electronic mail (e-mail) form. Public comment will also be accepted orally at a public hearing to be held at a publicly noticed date and time at Wildomar City Hall (address below). All comments or questions regarding the Draft EIR should be addressed to:

City of Wildomar
Horizons Development Project EIR
Planning Department
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595
Attention: Matthew C. Bassi, Planning Director
mbassi@cityofwildomar.org

RESPONSE TO COMMENTS/FINAL EIR

Following the public review period, a Final EIR will be prepared. The Final EIR will respond to written comments received during the public review period and contain any revisions to the Draft EIR.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The City of Wildomar Planning Commission will review and consider the Final EIR and may recommend that the City Council certify the Final EIR if the Council finds the EIR adequate and complete. The rule of adequacy generally holds that the EIR can be certified if it shows a good faith effort at full disclosure of environmental information and provides sufficient analysis to allow decisions to be made regarding the project in contemplation of its environmental consequences. Note that certification of the EIR does not automatically result in project approval.

Upon review and consideration of the Final EIR, the Planning Commission may take action to recommend that the City Council approve, revise, or reject the proposed project. Any decision to approve the project will be accompanied by written findings in accordance with CEQA Guidelines Section 15091. If applicable, the City Council may approve the project even with significant and unavoidable environmental impacts by adopting a statement of overriding considerations as outlined in CEQA Guidelines Section 15093.

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA Section 21081.6(a) requires lead agencies to adopt a Mitigation Monitoring and Reporting Program (MMRP) to describe measures that have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The specific reporting or monitoring program required by CEQA is not required to be included in the EIR; however, it will be presented to the Planning Commission for adoption. Throughout the EIR, mitigation measures have been clearly identified and presented in language that will facilitate establishment of an MMRP. Any mitigation measures adopted by the City as conditions for approval of the project will be included in an MMRP to verify compliance.

1.7 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The City received four comment letters on the Notice of Preparation for the proposed project. A copy of the Notice of Preparation and each comment letter is provided in **Appendix 1.0**. The comments have been taken into consideration in preparation of this DEIR.

1. Temecula Band of Luiseño Mission Indians (February 23, 2015): The Tribe asserts that the project area is part of their aboriginal territory and wants to be consulted should any culturally sensitive resources be discovered. They are opposed to any impacts related to their cultural resources and want to be involved with the environmental review to ensure its adequacy and to ensure protection of their cultural resources in the project area.

2. Caltrans (February 4, 2015): Caltrans gave several recommendations pertaining to the required traffic impact analysis and requested a copy of the analysis.

3. South Coast Air Quality Management District (January 22, 2015): The SCAQMD offered suggestions pertaining to the necessary air quality and greenhouse gas studies/analysis for the DEIR. The district requested a copy of the DEIR and all studies related to air quality and greenhouse gases.

4. California Department of Fish and Wildlife (February 10, 2015): The CDFW discusses what should be analyzed in the DEIR for biological resources and what information will be needed should the project require the processing of a Notification of Lake or Streambed Alteration.

2.0 – Project Description

2.1 LOCAL AND REGIONAL SETTING

REGIONAL SETTING

The proposed project is located in Wildomar, which is located in the southwestern portion of Riverside County (see **Figure 2.0-1**). The city is generally bounded by the mountains of the Cleveland National Forest and rural residential uses to the west, the Cities of Lake Elsinore and Canyon Lake to the north and northwest, the City of Murrieta to the south and southeast, and rural residential uses to the east in the City of Menifee. Wildomar's topography is generally rolling, with steeper terrain on the west and east and valley areas in the central portion of the city. Interstate 15 (I-15) aligns northwest to southeast through the center of the city and is the main transportation arterial. Existing land uses in the city consist of a variety of primarily residential, commercial, office, and industrial uses, as well as recreational, open space, and institutional uses.

PROJECT LOCATION AND SETTING

The ±20-acre project site is located in southern Wildomar, bordered by Prielipp Road to the south, the future Bunny Trail Road to the north, and the future Elizabeth Lane to the east (see **Figure 2.0-2**). The topography of the project site consists of gently rolling hills and undeveloped land. The site slopes gently in a northeast to southwest direction, with the elevations ranging from approximately 1,330 feet above mean sea level along the southwestern boundary to approximately 1,380 feet above mean sea level along the northern boundary. As seen on **Figure 2.0-2**, the project site is vacant, has a large and distinctive drainage feature that cuts across the site from the northwest to the southwest, and has a dirt road (Elizabeth Lane) along its eastern boundary.

Surrounding land uses include a mix of rural and suburban residential development and open space in all directions, in addition to a few commercial developments to the northeast, west, and southwest (**Figure 2.0-2**).

2.2 PROJECT DESCRIPTION

The proposed project includes several components including a proposed plot plan, General Plan Amendment, zone change, a tentative tract map and a conditional use permit. These components are described as follows:

PLOT PLAN

The proposed plot plan would approve the site plan and buildings for the entire ±20-acre project site. The residential portion of the project includes 138 two-story townhomes on approximately 12 acres. The residential area also includes a recreation building and 350 parking spaces (see **Figure 2.0-5**). The townhomes will have a stucco finish, individual garages, and sloped roofs. The proposed project is anticipated to be developed in a single phase with a projected opening year of 2017.

The proposed senior living facility comprises a one and two-story building with 86 units and 86 parking spaces on approximately 6 acres. The building will be similar in style to the townhomes.

In addition to the residential development, the project also includes the extension of Elizabeth Lane along the eastern boundary of the project site and a 2-acre open space area along the

western boundary. Within the proposed project site is a 1.5-acre retention basin and a 1-acre open space area that preserves an existing drainage.

GENERAL PLAN AMENDMENT

The proposed project will amend the City of Wildomar General Plan by changing the land use designation from Business Park (BP) to Commercial Retail (CR) on 8.52 net acres (lots 2 and 3 at the southerly portion of the site) and to High Density Residential (HDR) on 11.69 gross acres (lot 1 at the northerly portion of the site). The proposed General Plan Amendment would allow the townhomes to be built on the HDR portion of the property and the senior living facility to be built on the CR portion.

REZONING

A proposed change in the current zoning designation from R-R (Rural Residential) to C/1-C/P (General Commercial) on 8.52 acres (southerly portion) and from R-R (Rural Residential) to R-3 (General Residential) on 11.69 acres (northerly portion).

TENTATIVE TRACT MAP

A tentative tract map (TTM 36672) will divide the property into three land parcels and allow the creation of airspace condominium parcels for the townhomes (see **Figure 2.0-3**). The main entry for the senior living facility will be located off Prielipp Road, and the main entry for the townhomes will be located off Elizabeth Lane. Emergency vehicle access roads are provided for the assisting living facility and townhomes, and both are located off Elizabeth Lane.

Proposed Grading

The proposed project requires grading along the public rights-of-way that will extend beyond the property ownership boundaries of the project and outside of the existing right-of-way for Bunny Trail and Elizabeth Lane (see **Figure 2.0-4**). In addition to site grading, the grading plan indicates that approximately 34,497 cubic yards of material will be exported from the project site to accommodate the finished elevations.

Roadways

The proposed project will construct improvements to existing and future public roadways of Bunny Trail, Prielipp Road, and Elizabeth Lane adjacent to the site. Elizabeth Lane, located along the project's eastern boundary, will be constructed at its ultimate half-section width as a collector (78-foot right-of-way) from the project's northern boundary to Prielipp Road. Bunny Trail is a future east–west-oriented roadway located along the project's northern boundary and will be constructed at its ultimate half-section width as a collector (60-foot right-of-way) between the project's western boundary and Elizabeth Lane. Prielipp Road is an east–west-oriented roadway located along the project's southern boundary and will be constructed at its ultimate half-section width as a secondary highway (100-foot right-of-way) between the project's western boundary and Elizabeth Lane. All improvements will be constructed to City of Wildomar Public Works' standards and typically include sidewalk, curb, gutter, streetlights, signage, and pavement.

Internal access will be provided by a private roadway for the townhomes and from driveways accessing the parking lot for the senior living facility as shown on **Figure 2.0-5**.

Utilities

Water and wastewater will be provided by the Elsinore Valley Municipal Water District (EVMWD). The project will connect to existing water and wastewater lines in Prielipp Road. Water and wastewater lines will be extended along the other roadways improved by the project as required by the EVMWD.

Existing stormwater flow will be collected at the northeast corner of the project site and conveyed through the project to the existing outflow at the southwest corner of the project site. New stormwater runoff created by the project will be conveyed via street and pipe to two sand filter basins and one subsurface basin to treat for water quality purposes. All stormwater runoff will be conveyed to the existing culverts under Prielipp Road consistent with the requirements of the City and the Riverside County Flood Control and Water Conservation District.

The project will incorporate two sand filter basins and one subsurface basin to treat for water quality purposes and mitigate for increased runoff. These facilities prevent off-site flows from comingling with untreated on-site flows.

All other utilities will be brought to the site from Prielipp Road and extended through the property and underground as required by the City of Wildomar.

CONDITIONAL USE PERMIT

The senior living facility requires a Conditional Use Permit (CUP) to comply with Section 17.72.010.C of the Zoning Ordinance.

2.3 PROJECT OBJECTIVES

The proposed project includes the following basic objectives:

- Establish a mixed-use community for Wildomar with a balance of land uses including senior living, townhomes, and open space.
- Increase full- and part-time employment opportunities for Wildomar residents through development of a senior living community.
- Locate a senior living community within a convenient walking distance from existing and future hospital and medical office facilities and regional public transit stations.
- Create an appropriately sized senior living community that includes a mix of senior housing options and care levels.
- Include on-site recreation opportunities within the community for its residents.
- Utilize architectural styles and design elements that reflect Wildomar's heritage, namely through the use of ranch, farmhouse, and Craftsman styles.

2.4 REGULATORY REQUIREMENTS, PERMITS, AND APPROVALS POTENTIALLY REQUIRED FROM OTHER PUBLIC AGENCIES

Actions by other public agencies associated with the project include, but are not limited to, the following:

- US Army Corps of Engineers (USACE): A disturbance to jurisdictional waters of the United States, such as through grading or filling, could potentially trigger the need for a Section 404 permit from the USACE.
- California Department of Fish and Wildlife (CDFW): A 1602 Streambed Alteration Agreement may be required.
- State Water Resources Control Board (SWRCB): A Notice of Intent will be filed to obtain coverage under the General Construction Activity Storm Water Permit prior to project construction.
- Regional Water Quality Control Board (RWQCB): Section 401 Water Quality Certification may be required, as well as permitting associated with potential recycled water for irrigation use.
- Elsinore Valley Municipal Water District (EVMWD): Encroachment permit for water and wastewater.
- Riverside County Flood Control and Water Conservation District: Approval for connection to regional storm drainage system.

T:_CSWork\Wildomar, City of\Horizons Project 14-0040\Figures

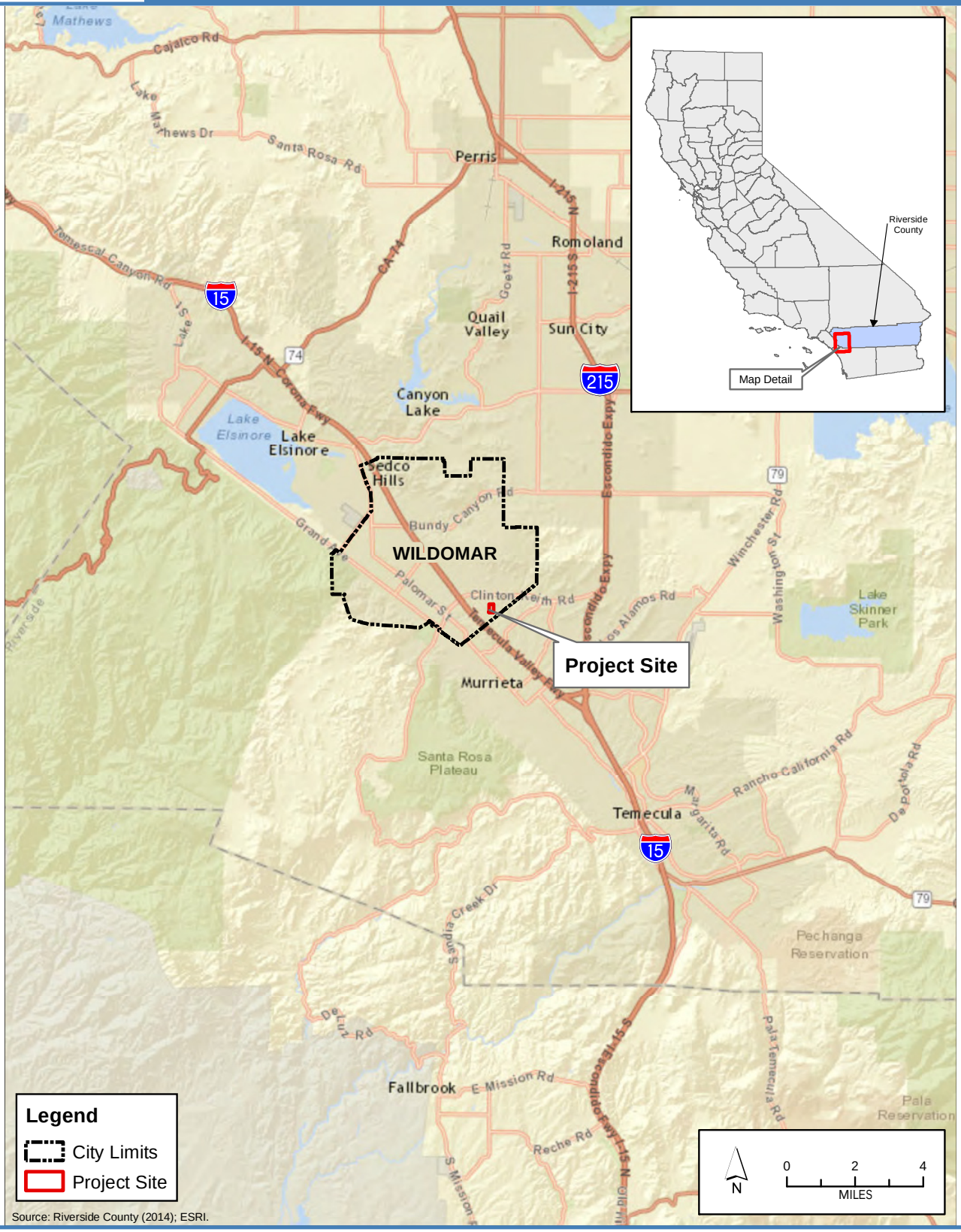


Figure 2.0-1
Regional Location Map

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HORIZONS



0 300 600
FEET

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Figure 2.0-2
Project Vicinity

T:\...CS\Work\Wildomar, City of\Horizons Project 14-0040\Figures

HORIZONS

OWNER / APPLICANT

STRATA KEITH, LLC
4370 LA JOLLA VILLAGE DRIVE #960
SAN DIEGO, CA 92122
(858)546-0900 (p)
(858)546-8725 (f)

ENGINEER

RBF CONSULTING
40810 COUNTY CENTER DRIVE, SUITE 100 TEMECULA, CALIFORNIA
92591-6022 PHONE: 951.676.8042 FAX: 951.676.7240

ASSESSOR PARCEL NUMBER

380-250-023

UTILITIES

SEWER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
WATER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
GAS:	SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC:	SOUTHERN CALIFORNIA EDISON COMPANY
TELEPHONE:	GENERAL TELEPHONE
CABLE TELEVISION:	SOUTHLAND CABLEVISION

GENERAL NOTES

THOMAS BROS. COORD'S:	927, H-1 (2006 EDITION)
EXISTING ZONING:	R-R - RURAL RESIDENTIAL
PROPOSED ZONING:	R-3 - GENERAL RESIDENTIAL
PROPOSED LAND USE:	CR AND HDR
EXISTING LAND USE:	VACANT
EXISTING SURROUNDING LAND USE:	VACANT AND RESIDENTIAL
TOTAL COMMERCIAL LOTS:	1 (LOT 2)
TOTAL RESIDENTAL LOTS:	1 (LOT 1)
TOTAL TOWNHOME UNITS:	138
TOTAL OPEN SPACE LOTS:	1 (LOT 3)
PROJECT ACREAGE:	20.2 AC.(GROSS), 17.8 AC.(NET)
PROJECT DENSITY:	11.1 D.U. PER ACRE
MINIMUM LOT SIZE:	N/A
SCHOOL DISTRICT:	ELSINORE UNIFIED SCHOOL DISTRICT
COMMUNITY SERVICE DISTRICT:	N/A
F.E.M.A. PANEL NUMBER:	06065C2705G

THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.

LOT 1 CONTAINS PRIVATE STREETS.

PROPERTY IS NOT SUBJECT TO OVERFLOW, INUNDATION OR FLOOD HAZARD (ZONE X PANEL 06065C2705G)

THERE ARE NO WELLS ON OR WITHIN 200 FEET OF THE SUBDIVISION.

BUILDING SETBACKS

MINIMUM FRONT AND REAR YARDS SHALL BE 10 FEET FOR BUILDINGS UNDER 35 FEET IN HEIGHT.
MINIMUM SIDE YARD SHALL BE 5 FEET FOR BUILDINGS THAT DO NOT EXCEED 35 FEET IN HEIGHT.

LEGAL DESCRIPTION

PARCEL 4 OF PARCEL MAP NO. 9637, IN THE CITY OF WILDOMAR, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 58, PAGES 1 THROUGH 5, INCLUSIVE, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SOURCE OF TOPO

ASSOCIATED DATA COMPILED FROM AERIAL PHOTOGRAPHY DATED 01-22-13 BY:

INLAND AERIAL SURVEYS, INC.
7117 ARLINGTON AVENUE, SUITE A
RIVERSIDE, CA 92503
Ph (951) 687-4252 Fx (951) 687-4120
ias@inlandaerial.com

LOT ACREAGES

LOT 1	10.52 AC. (NET)	11.69 AC. (GROSS)
LOT 2	4.97 AC. (NET)	5.98 AC. (GROSS)
LOT 3	2.38 AC. (NET)	2.54 AC. (GROSS)
TOTAL	17.87 AC. (NET)	20.21 AC. (GROSS)

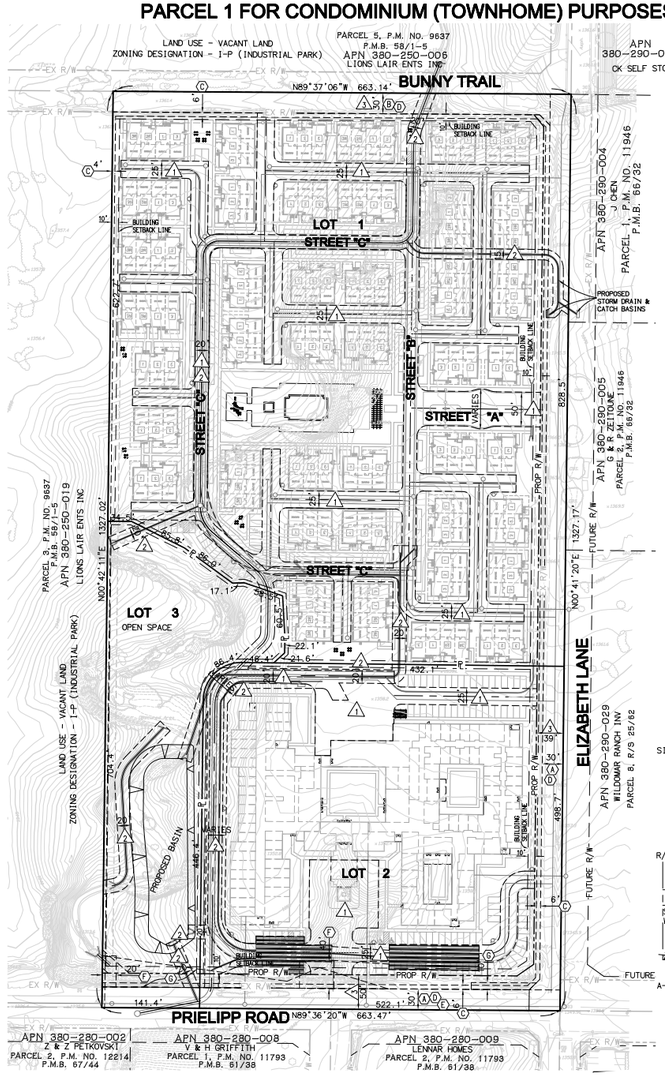
ADJUSTED EARTHWORK QUANTITIES

RAW:	CUT : 140,307 C.Y.	FILL:	98,269 C.Y.
REMEDIAL:	CUT : 124,931 C.Y.	FILL:	124,930 C.Y.
SHRINKAGE:		FILL:	7,542 C.Y.
TOTAL:	CUT : 265,238 C.Y.	FILL:	230,741 C.Y.
NET:	34,497 C.Y. (EXPORT)		

LEGEND

TRACT BOUNDARY
R/W
STREET ℄
WATER SERVICE
SEWER SERVICE
AIR RELEASE VALVE
FIRE HYDRANT
DRIVEWAY
STREET LIGHT
SLOPE
LOT NUMBER — LOT 1

PARCEL 1 FOR CONDOMINIUM (TOWNHOME) PURPOSES / PARCEL 2 FOR ASSISTED LIVING



NOTE:
SEE CONCEPTUAL GRADING PLAN BEING PROCESSED CONCURRENTLY FOR PAD AND FINISH FLOOR ELEVATIONS.
SEE CONCEPTUAL LANDSCAPE PLAN BEING PROCESSED CONCURRENTLY FOR WALL AND FENCING LAYOUT.

PROPOSED EASEMENT NOTES:

1. INDICATES AN EASEMENT FOR ACCESS AND PUBLIC UTILITIES TO BE RESERVED ON FINAL MAP.
2. INDICATES AN EASEMENT FOR STORM DRAIN PURPOSES TO BE DEDICATED ON FINAL MAP.
3. INDICATES STREET RIGHT OF WAY TO BE DEDICATED TO THE PUBLIC ON THE FINAL MAP.

EXISTING EASEMENT NOTES

(A) ROAD EASEMENT AS SHOWN ON PARCEL MAP 9637, PMB 58/1-5.

(B) ROAD EASEMENT AS SHOWN ON PARCEL MAP 9637, PMB 58/1-5. BUNNY TRAIL WAS VACATED BY RESOLUTION 2007-045, RECORDED 10/4/2007 AS INSTRUMENT NO. 2007-0619517 O.R. THE VACATION DID RESERVE AN EASEMENT FOR ANY PUBLIC UTILITIES.

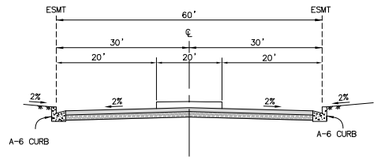
(C) EASEMENT FOR PUBLIC UTILITY PURPOSES TO SOUTHERN CALIFORNIA EDISON COMPANY RECORDED 12/13/1978 AS INSTRUMENT NO. 78-261602 O.R.

(D) EASEMENT FOR PUBLIC UTILITY PURPOSES TO GENERAL TELEPHONE COMPANY RECORDED 2/16/1979 AS INSTRUMENT NO. 79-33297 O.R.

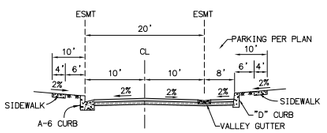
(E) EASEMENT FOR ROAD, DRAINAGE, PUBLIC UTILITY AND PUBLIC SERVICE PURPOSES TO CALIFORNIA OAKS CO. RECORDED 5/27/1987 AS INSTRUMENT NO. 87-147796 O.R.

(F) EASEMENT FOR DRAINAGE AND FLOWAGE PURPOSES TO CALIFORNIA OAKS CO. RECORDED 5/27/1987 AS INSTRUMENT NO. 87-147797 O.R.

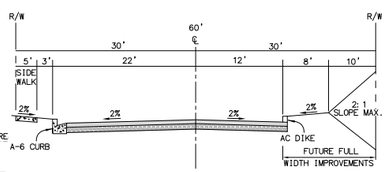
(G) EASEMENT FOR SLOPE AND MAINTENANCE PURPOSES TO CALIFORNIA OAKS CO. RECORDED 4/24/1989 AS INSTRUMENT NO. 89-130127 O.R.



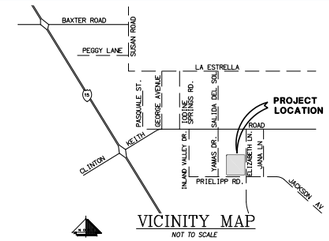
60' ENTRANCE ON PRIELIPP
NOT TO SCALE



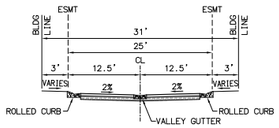
TYPICAL STREETS "B" & "C"
20' ESMT (PRIVATE)
NOT TO SCALE



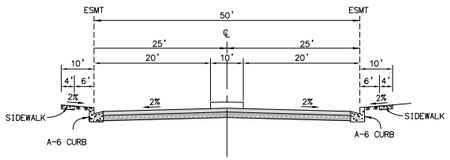
BUNNY TRAIL
60' R/W (PUBLIC)
NOT TO SCALE



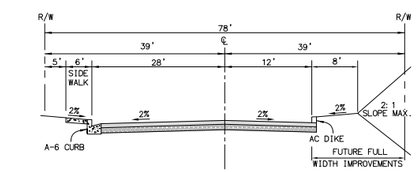
VICINITY MAP
NOT TO SCALE
TOWNSHIP 6 SOUTH, RANGE 3 WEST, SECTION 31



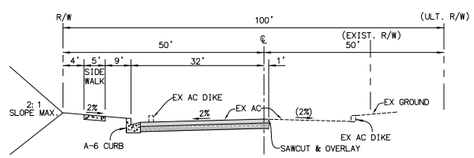
TYPICAL ALLEY SECTION
NOT TO SCALE



TYPICAL STREET "A"
50' ESMT (PRIVATE)
NOT TO SCALE



ELIZABETH LANE
78' R/W (PUBLIC)
CITY STANDARD NO. 111
NOT TO SCALE



PRIELIPP ROAD (PUBLIC)
CITY STANDARD NO. 94
NOT TO SCALE

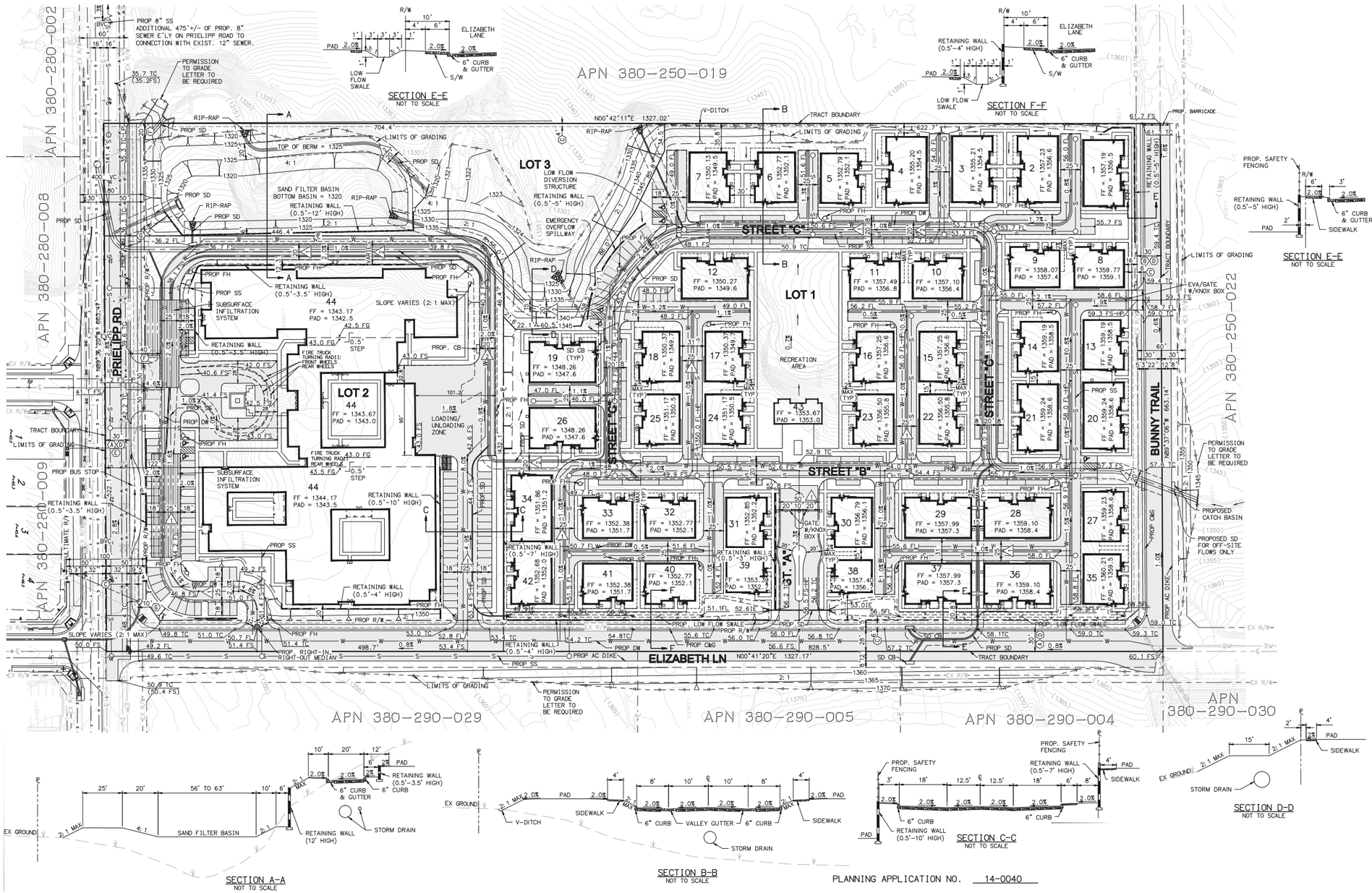
Source: RBF Consulting, a Michael Baker International company

0 80 160
FEET
N

Figure 2.0-3
Tentative Tract Map

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HORIZONS



PLANNING APPLICATION NO. 14-0040

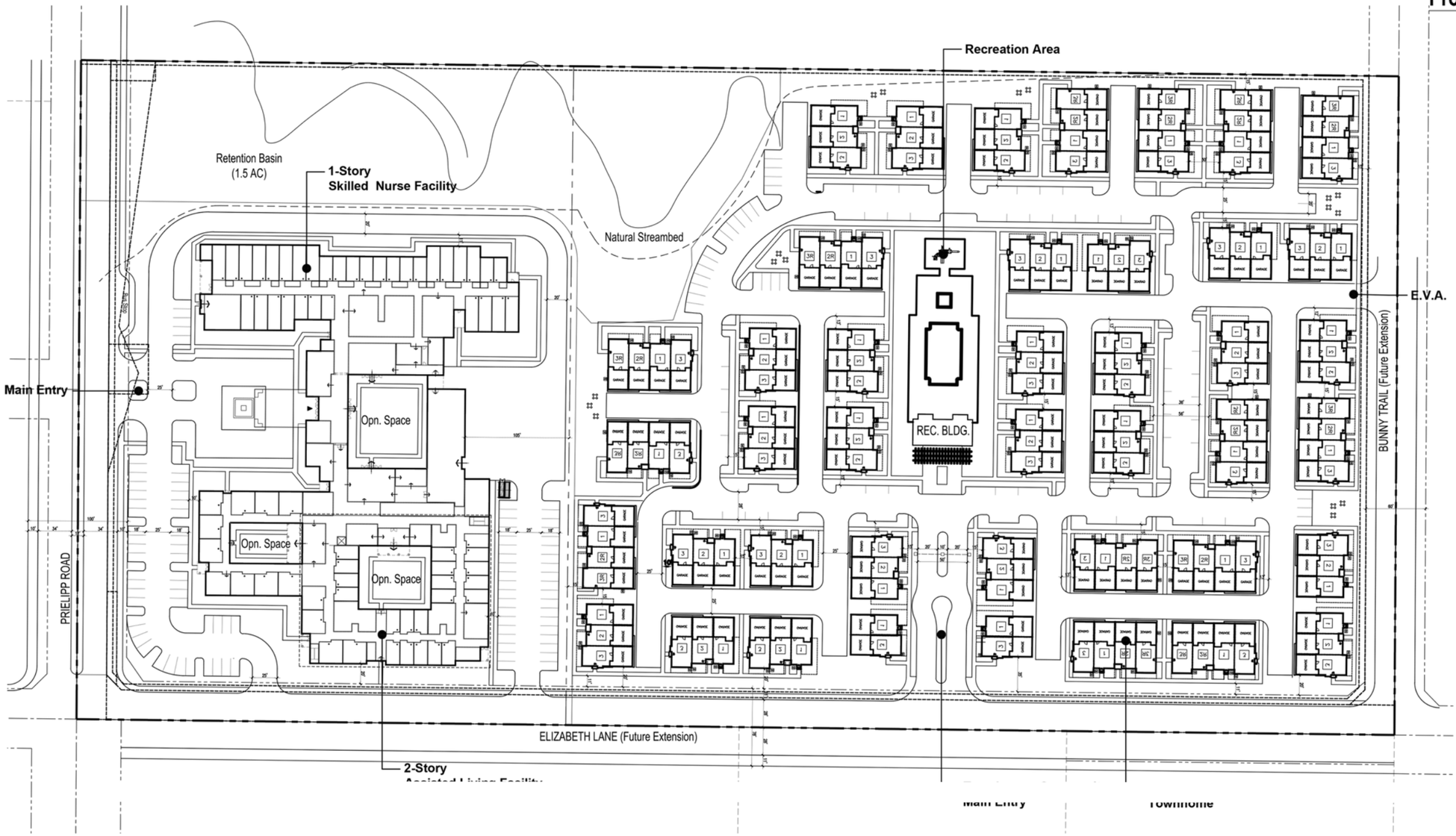
Source: RBF Consulting, a Michael Baker International company

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N

Figure 2.0-4
Grading Site Plans

HORIZONS



Project Summary

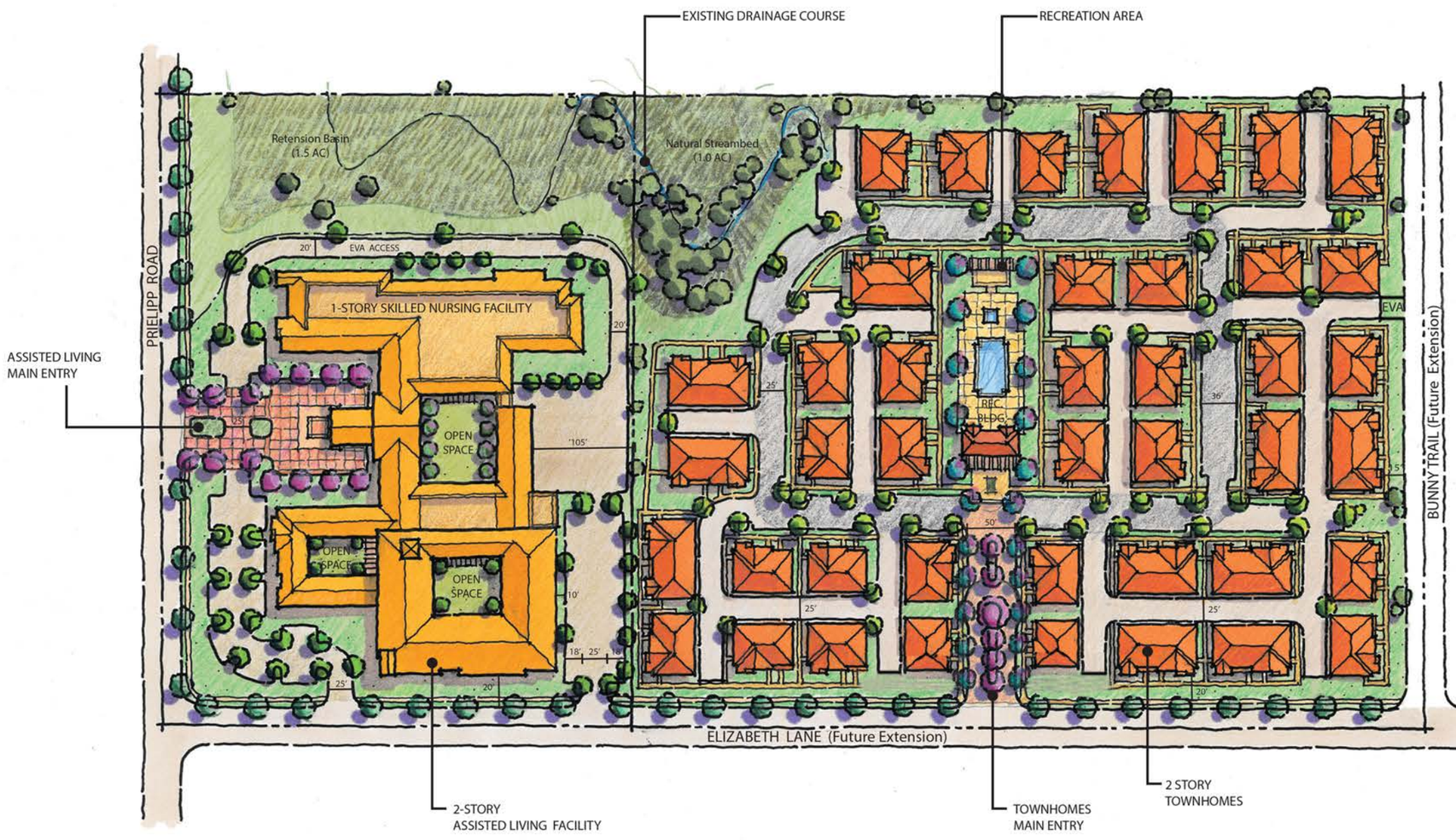
Gross Site Area	20.21 AC
Retention	1.50 AC
Public Roads	2.34 AC
Dwelling Units	224 DU
Density	11.1 DU/AC
TOWNHOMES	
Area	11.5 AC (Net)
Active Open Space	
- Required	1.3 AC*
- Provided	1.3 AC
Slope	0.81 AC
*Active Open Space assumes 3.29 ppl/du & 3 AC open space/1,000 ppl required	
2 Story Townhomes	138 Units
Plan-1 (2BR+2.5BA/1405 s.f.)	42 Units (30%)
Plan-2 (3BR+2.5BA/1463 s.f.)	40 Units (30%)
Plan-3 (3BR+2.5BA/1658 s.f.)	56 Units (40%)
Density	12 DU/AC (Net)
Parking Required	
2BR (2.25/DU) - 42 Units	95 Spaces
3BR (2.75/DU) - 96 Units	264 Spaces
Total Required	359 Spaces
Parking Provided	359 Spaces
Open Stalls	83 Spaces
Garage Stalls	276 Spaces
SENIOR LIVING	
Area	4.87 AC (Net)
Recreation Area	0.33 AC
Units	
Skilled Nursing	32 Units
Assisted Living	54 Units
Total	86 Units
Density	17.7 DU/AC (Net)
Parking Required (1.0 Spaces/Unit)	
ee)	88 Spaces
	(1.0 Space/Unit)

Source: KTGY Group, Inc.

0 100 200
FEET
N

Figure 2.0-5
Site Plan

T:\...CS\Work\Wildomar, City of\Horizons Project 14-0040\Figures



Project Summary

Gross Site Area	20.21 AC
Retention	1.50 AC
Public Roads	2.34 AC
Dwelling Units	224 DU
Density	11.1 DU/AC

TOWNHOMES

Area	11.5 AC (Net)
Active Open Space	
- Required	1.3* AC
- Provided	1.3 AC
Slope	0.81 AC

*Active Open Space assumes 3.29 ppl/du & 3 AC open space/1,000 ppl required

2 Story Townhomes	138 Units
Plan-1 (2BR+2.5BA/1405 s.f.)	42 Units (30%)
Plan-2 (3BR+2.5BA/1463 s.f.)	40 Units (30%)
Plan-3 (3BR+2.5BA/1658 s.f.)	56 Units (40%)
Density	12 DU/AC (Net)

Parking Required	
2BR (2.25/DU) - 42 Units	95 Spaces
3BR (2.75/DU) - 96 Units	264 Spaces
Total Required	359 Spaces
Parking Provided	359 Spaces
Open Stalls	83 Spaces
Garage Stalls	276 Spaces

SENIOR LIVING

Area	4.87 AC (Net)
Recreation Area	0.33 AC

Units	
Skilled Nursing	32 Units
Assisted Living	54 Units
Total	86 Units
Density	17.7 DU/AC (Net)

Parking Required (1.0 Spaces/Unit)	
Total Provided (Guest/Employee):	88 Spaces (1.0 Space/Unit)

Source: RBF Consulting, a Michael Baker International company

0 100 200
FEET
N

Figure 2.0-6
Illustrative Site Plan

3.0 – Introduction to the Environmental Analysis and Assumptions Used

3.1 ANALYSIS ASSUMPTIONS USED TO EVALUATE THE PROPOSED PROJECT

STRUCTURE OF THE ENVIRONMENTAL IMPACT ANALYSIS

Existing Setting

Section 15125(a) of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) include a description of the physical environmental conditions in the vicinity of a project as they exist at the time the Notice of Preparation (NOP) is published and the environmental analysis is begun. The CEQA Guidelines also specify that this description of the physical environmental conditions is to normally serve as the baseline physical conditions by which a lead agency determines whether impacts of a project are considered significant.

The environmental setting of the proposed project is described in detail in the individual technical sections of the Draft EIR (see Sections 3.1 through 3.14). In general, these sections describe the setting of the City of Wildomar as it existed when the NOP for the proposed project was filed on January 26, 2015.

Regulatory Framework

This subsection identifies applicable federal, state, regional, and local plans, policies, laws, and regulations that apply to the technical area of discussion.

Standards of Significance

Standards of significance, based on Appendix G of the CEQA Guidelines, are identified and used to determine whether the environmental effects are considered significant and require the application of mitigation measures. The number of each standard is reflected in each environmental impact analysis.

Impacts and Mitigation Measures

This subsection compares the impacts of the project to the standards of significance to determine whether the standard will be exceeded. If the project will exceed the threshold, modifications to the project are recommended to reduce the impact. These required modifications to a project to reduce impacts below a threshold are known as mitigation measures. When a precise mitigation measure is not possible, or if the extent of the mitigation is dependent on future action(s), the text of the mitigation measure identifies performance standards that identify clear requirements that would avoid or minimize significant environmental effects. The use of performance standard mitigation is allowed under CEQA Guidelines Section 15126.4(a). In some instances, the environmental impacts of the proposed project will be fully mitigated through compliance with existing federal, state, and local laws. When this occurs, the law will be identified and a brief explanation will be provided as to how compliance with the law will mitigate the environmental impact. It is important to note that mitigation is required only for impacts associated with the proposed project. Mitigation measures cannot be used to address existing deficiencies.

The impact analysis may conclude with one of the following determinations:

Less Than Significant Impact: A less than significant impact would cause no substantial change in the physical condition of the environment (no mitigation would be required for project effects found to be less than significant).

Less Than Significant Impact With Mitigation Incorporated: This determination concludes that the impact would be significant; however, a specific modification to the project would reduce the impact to a less than significant level.

Significant and Unavoidable Impact: A significant and unavoidable impact means that even with available mitigation, the resulting impact remains above the threshold and therefore significant. Note that this determination may also be made if the City does not have the authority to implement the mitigation measure.

Less Than Cumulatively Considerable Impact: A less than cumulatively considerable impact would cause no substantial change in the physical condition of the environment under cumulative conditions.

Cumulatively Considerable Impact: A cumulatively considerable impact would result when the incremental effects of an individual project result in a significant adverse physical impact on the environment under cumulative conditions.

Approach to the Cumulative Impact Analysis

CEQA Guidelines Section 15130 requires that EIRs include an analysis of the cumulative impacts of a project when the project's effect is considered cumulatively considerable. Each technical section in the Draft EIR considers whether the project's effect on anticipated cumulative setting conditions is cumulatively considerable (i.e., a significant effect). "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (CEQA Guidelines Section 15065[a][3]). The determination of whether the project's impact on cumulative conditions is considerable is based on a number of factors, including consideration of applicable public agency standards, consultation with public agencies, and expert opinion. The environmental effects of the proposed project are incorporated in the cumulative impact analysis contained in each technical section.

Definition of Cumulative Setting

The cumulative setting conditions considered in this Draft EIR are based on:

- **Local Adopted General Plans.** The existing General Plans in the region consist of those of the Cities of Wildomar, Lake Elsinore, Menifee, and Murrieta and the County of Riverside.

- **Large-Scale Development Projects.** This includes current large-scale proposed and approved development projects in the region.

- **Effect of Regional Conditions.** The cumulative setting considers background traffic volumes and patterns on regional and state roadways. Additionally, physical conditions in the region pertinent to each environmental issue area are considered in the cumulative setting. Those topics are discussed in Sections 3.1 through 3.14.

Each technical section of the Draft EIR includes a description of the cumulative setting's geographic extent based on the characteristics of the environmental issue under consideration as set forth in Section 15130(b) of the CEQA Guidelines.

3.1 AESTHETICS AND VISUAL RESOURCES

This section describes the existing visual character of Wildomar and the project site, including existing sources of light and glare as well as existing views of the project site from surrounding vantage points. The impact analysis focuses on potential project impacts on the aesthetics and visual character of the project site and the overall change in character of the project area that would occur with implementation of the proposed project. The discussion in this section is based on site reconnaissance, photo documentation, aerial photographs, and review of existing policy documents, including the City of Wildomar General Plan.

3.1.1 EXISTING SETTING

EXISTING CONDITIONS

On-site vegetation includes non-native groundcover, with a smaller component of native vegetation dominated by California buckwheat, chamise, and Riversidean sage scrub. One drainage feature bisects the project site and meanders from north to south for approximately 1,950 linear feet, prior to exiting the site for 131 linear feet and then reentering the site near the southwest corner of the property where flows enter a 36-inch corrugated metal pipe beneath Prielipp Road along the southern project site boundary. This drainage is unvegetated and exhibits ephemeral flow from headwaters commencing in the foothills located approximately 1.5 miles north of the project site. **Figure 3.1-1** shows pictures of the site, the drainage feature, and the surrounding areas. **Figure 3.3-1**, presented in Section 3.3, Biological and Natural Resources, shows an aerial view and location of the drainage feature.

Views of the Santa Ana Mountains may be seen beyond Interstate 15 to the northwest, west, and south of the project site. Overhead power lines run along Prielipp Road as it borders the project site to the south. A mountain range is also visible to the northeast and east of the project. The following is a brief discussion of the visual character of the project site and the surrounding area.

- North: From Prielipp Road, foreground and middleground views of the project site are dominated by rising elevations and low-lying vegetation. Background views include vistas of distant mountain ranges to the northwest and northeast. Views of single-family residences and undeveloped/open space land can be seen just north of the project. A commercial building is visible directly to the northeast of the project site. Views of the Santa Ana Mountains may be seen beyond Interstate 15 to the northwest. A mountain range is visible farther to the northeast.

- West: From Elizabeth Road, foreground and middleground views of the project site are dominated by gentle rolling hills/elevations and low-lying vegetation. Background views include vistas of the Santa Ana Mountains. Views of open space/undeveloped land adjacent to the west of the project site and the Santa Rosa Apartment Homes across Yamas Drive a little farther west can be seen as well.

- East: From the adjacent parcel to the west (there is currently no road separating this parcel from the project site), foreground and middleground views of the project site are dominated by gentle rolling hills/elevations and low-lying vegetation. Background views include vistas of a mountain range. Views of vacant land/open space and single-family residences can be seen adjacent to and east of the project site.

- South: From the adjacent parcel to the north (there is currently no road separating this parcel from the project site), foreground and middleground views of the project site are dominated by gentle rolling hills/elevations and low-lying vegetation. Background views

include vistas of the Santa Ana Mountains. Views of vacant land/open space and single-family residences can be seen south of the project, across Prielipp Road. The Gables Oak Creek apartment complex can be seen southeast of the project site, across Prielipp Road.

The immediate setting of the site is semi-rural; however, conversion from a landscape of large-lot rural residential to suburban residential development (apartments and subdivisions) is emerging in the vicinity.

Interstate 15 includes several illuminated overhead directional signs. **Table 3.1-1** provides a summary of the visual resources on the project site. Interstate 15 as it travels through western Riverside County is eligible to be designated as a state scenic highway, though it is not currently recognized as such. The City of Wildomar General Plan does not identify any portion of the proposed project area as a designated state or county scenic resource, and the site is not identified as being eligible for such designation.

TABLE 3.1-1
SUMMARY OF VISUAL RESOURCES

Visual Resource	Description
Open space	Open space is a scenic feature present to the north, east, south, and west of the project site.
Vistas of distant mountains	Views from the project site offer vistas of the Santa Ana Mountains spanning from the west, northwest, and southwest. In addition, views from the project site offer vistas of another mountain range to the northeast and east.

The majority of views to the project site are from drivers commuting along Prielipp Road, which runs along the southern boundary of the project site, as well as from the residential land uses in the project vicinity. Other viewer groups include people living in single-family and multi-family residences in all directions and people working in the commercial building located to the northeast of the project site.

Light and Glare

The introduction of light from interior and outdoor uses can be a nuisance to adjacent residential areas and can diminish the view of the clear night sky. Perceived glare is the unwanted and potentially objectionable sensation as observed by people as they look directly into a light source. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated.

Existing light sources in the vicinity of the project site include streetlights, residential lights, commercial lights, and vehicle headlights from motor vehicles on local roadways. No light and glare is currently produced from the site, as it is undeveloped.

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HORIZONS



Northern View of project site from the Corner of Prielipp Road and Elizabeth Lane



Northern View of Project Site and Off-Site Residential and Commercial Uses from Central Area Project Site



Southern View of Project Site and Prielipp Road from Elizabeth Lane



Southern View of Project Site and Elizabeth Lane/Dirt Road from Elizabeth Lane



Western View of Project Site/Drainage Course from the Central Area of the Project Site



Western View of Project Site/Drainage Basin and Prielipp Road from the Southern Area of the Project Site



Eastern View of Project Site and Off-Site Residential Uses and Open Space from the Central Area of the Project Site



Eastern View of Project Site and Off-Site Residential Uses and Open Space from the Central Area of the Project Site

Source: Michael Baker International, Inc. 2015

Figure 3.1-1
Existing Photographs of Site and Vicinity

3.1.2 REGULATORY FRAMEWORK

Nighttime Sky – Title 24 Outdoor Lighting Standards

The California legislature passed a bill in 2001 requiring the California Energy Commission (CEC) to adopt energy efficiency standards for outdoor lighting for both the public and private sectors. In November 2003, the CEC adopted changes to Title 24, Parts 1 and 6, Building Energy Efficiency Standards. These standards became effective on October 1, 2005, and included changes to the requirements for outdoor lighting for residential and nonresidential development. The new standards will likely improve the quality of outdoor lighting and help to reduce the impacts of light pollution, light trespass, and glare. The standards regulate lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Different lighting standards are set by classifying areas by lighting zone. The classification is based on population figures of the 2000 Census. Areas can be designated as LZ1 (dark), LZ2 (rural), or LZ3 (urban).

LOCAL

City of Wildomar Municipal Code and Zoning Ordinance

The City of Wildomar Municipal Code includes standards and regulations pertaining to aesthetics in the city. Chapter 8.64, Light Pollution, provides regulations for outdoor lighting in order to preserve the access to the dark night sky enjoyed by residents of Wildomar and of surrounding communities, reduce light pollution in order to support astronomical activity and protect the viability of the Palomar Observatory, minimize adverse off-site impacts of lighting such as light trespass, an obtrusive light, particularly in residential neighborhoods, conserve energy and resources to the greatest extent possible, and ensure adequate lighting for the safety, security, and well-being of persons engaged in outdoor nighttime activities (Wildomar Municipal Code Section 8.64.010). The project is located in Zone B, approximately 26 miles from the Palomar Observatory.

3.1.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Per Appendix G of the CEQA Guidelines, an aesthetic or visual resource impact is considered significant if implementation of the project would result in any of the following:

1) Have a substantial adverse effect on a scenic vista.

2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

3) Substantially degrade the existing visual character or quality of the site and its surroundings.

4) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

METHODOLOGY

The visual resource analysis is based on field review of the project site and review of topographic conditions, as well as anticipated changes from implementation of the proposed project and other anticipated development in the area.

Interstate 15 (I-15) from Corona south to the San Diego County line has been designated as an eligible state scenic highway. The scenic highways designated in the Elsinore Area Plan are depicted on Figure 9, Scenic Highways, of the Elsinore Area Plan in the adopted City General Plan. This exhibit indicates that there are no roads in the project vicinity designated as scenic highways. As discussed in the Existing Setting subsection above, there are no adopted scenic highways in the project area, so this impact will not be considered further in this Draft EIR.

PROJECT IMPACTS AND MITIGATION MEASURES

Have a Substantial Adverse Effect on a Scenic Vista (Standard of Significance 1)

Impact 3.1.1 The proposed project will have **no impact** on any scenic vista.

While I-15, directly to the west of the project site, is eligible to be designated as a state scenic highway, it has not yet been recognized as such (Caltrans 2015). In addition, there is no other federal, state, or local designation recognizing the project site or any land adjacent to the project site as a scenic resource or vista. The proposed project will result in **no impact** to any scenic vista.

Mitigation Measures

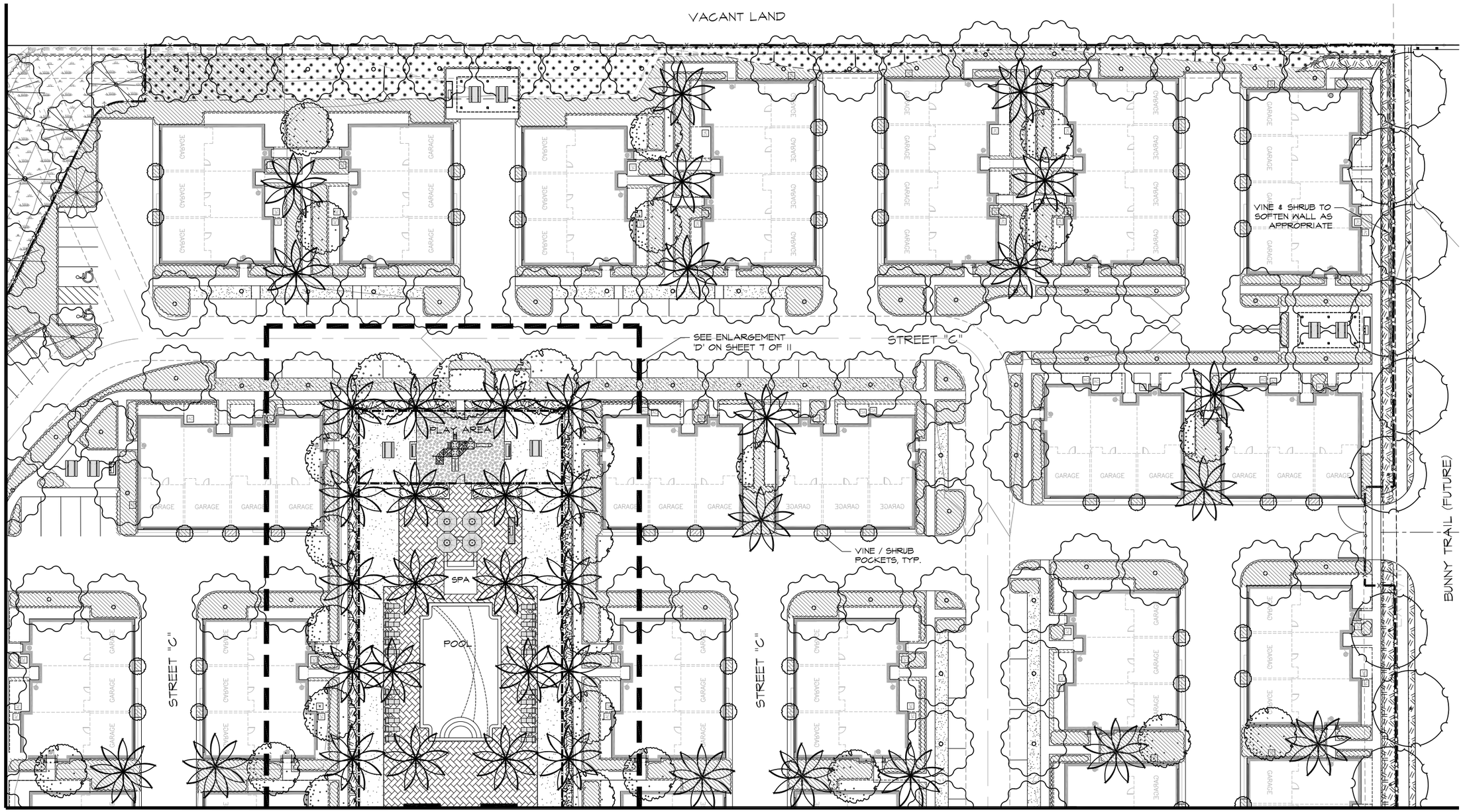
None required.

Substantially Damage Scenic Resources or Visual Character of the Area and Surroundings (Standards of Significance 2 and 3)

Impact 3.1.2 While the proposed project will result in changes to the existing visual character of the project site, these changes will not lead to a significant degradation of the existing visual character of the area. This impact is **less than significant**.

Development of the project site will create short-term aesthetic impacts during project construction, which includes removal of vegetation, baring of the soil during grading, and recontouring the project site. Final construction of the proposed townhomes, senior units, and parking lots will alter the existing visual character of the area by adding buildings, lights, and activity on what is currently a vacant site. Both the construction and the finished buildings will be visible from Prielipp Road, Elizabeth Lane, and Bunny Trail.

Figure 3.1-2 shows the extent of landscaping that will be included with the proposed project, as well as the fill of a portion of the existing drainage on the site. The northern portion of the drainage will be filled to accommodate the project, as shown in **Figure 3.1-2**. The southern portion of the drainage will be widened to accommodate the storm drainage basin that will accept runoff from the project site (see **Figure 3.1-2c**).



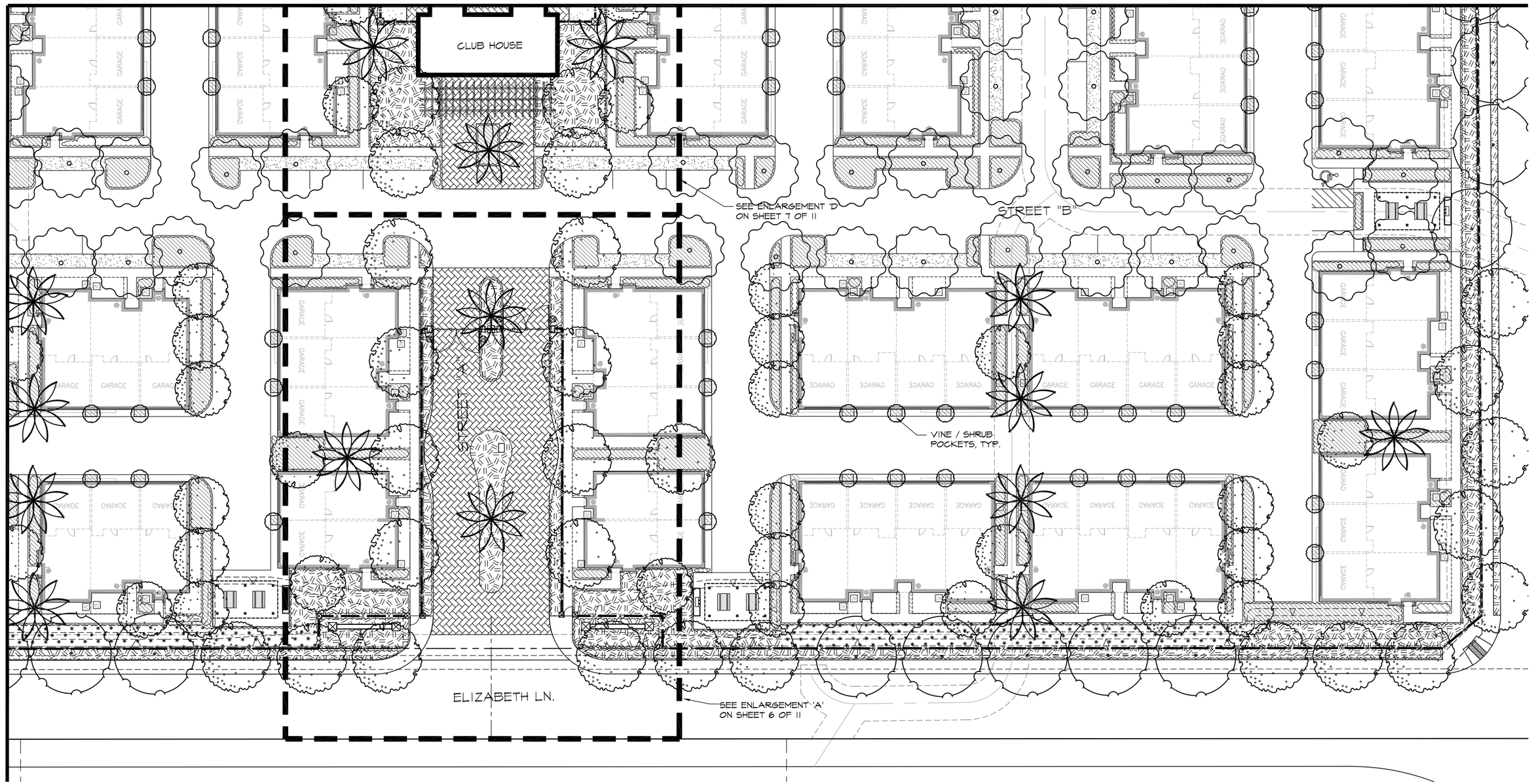
Source: RBF Consulting, a Michael Baker International company

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Figure 3.1-2a
Landscape Plan

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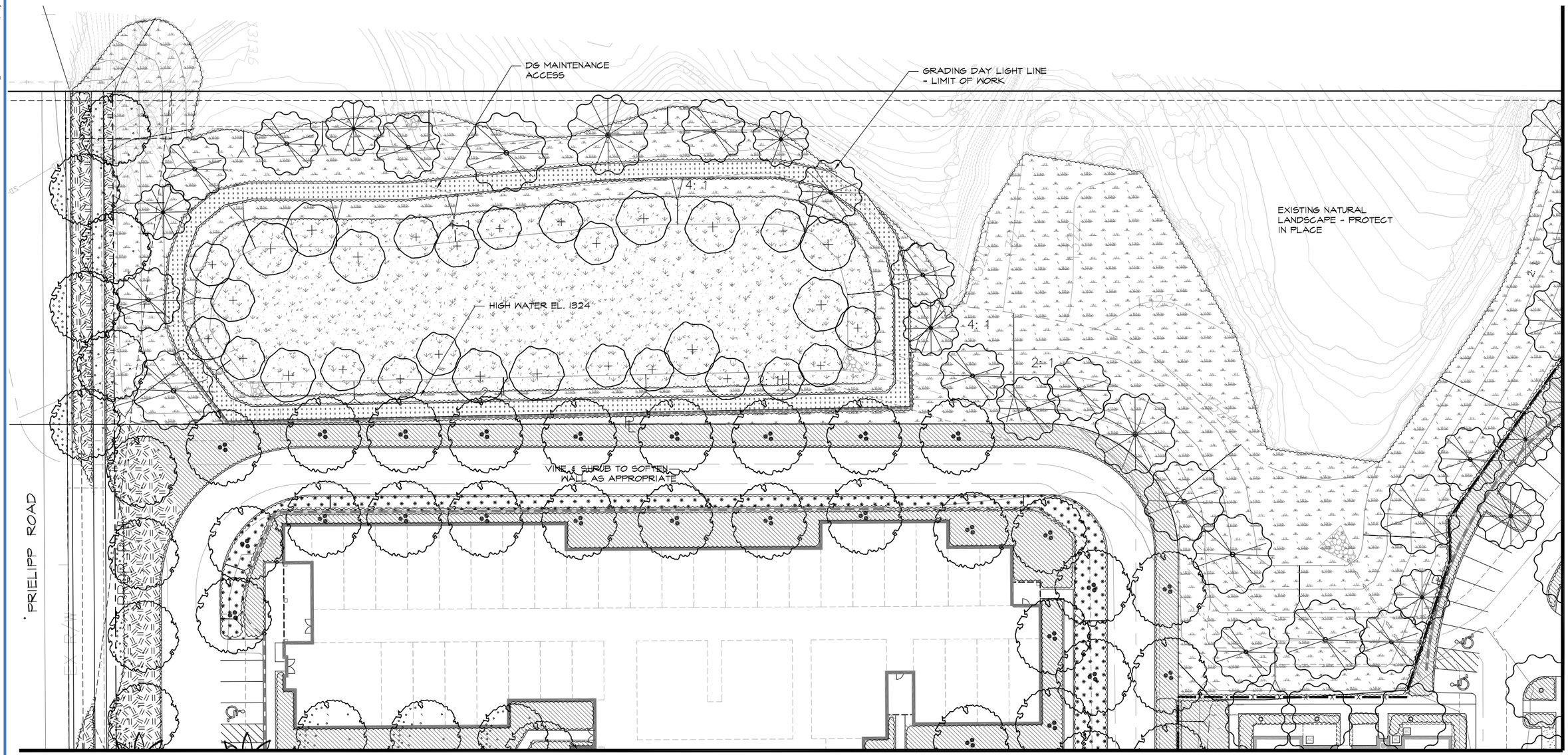


Source: RBF Consulting, a Michael Baker International company

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Figure 3.1-2b
Landscape Plan

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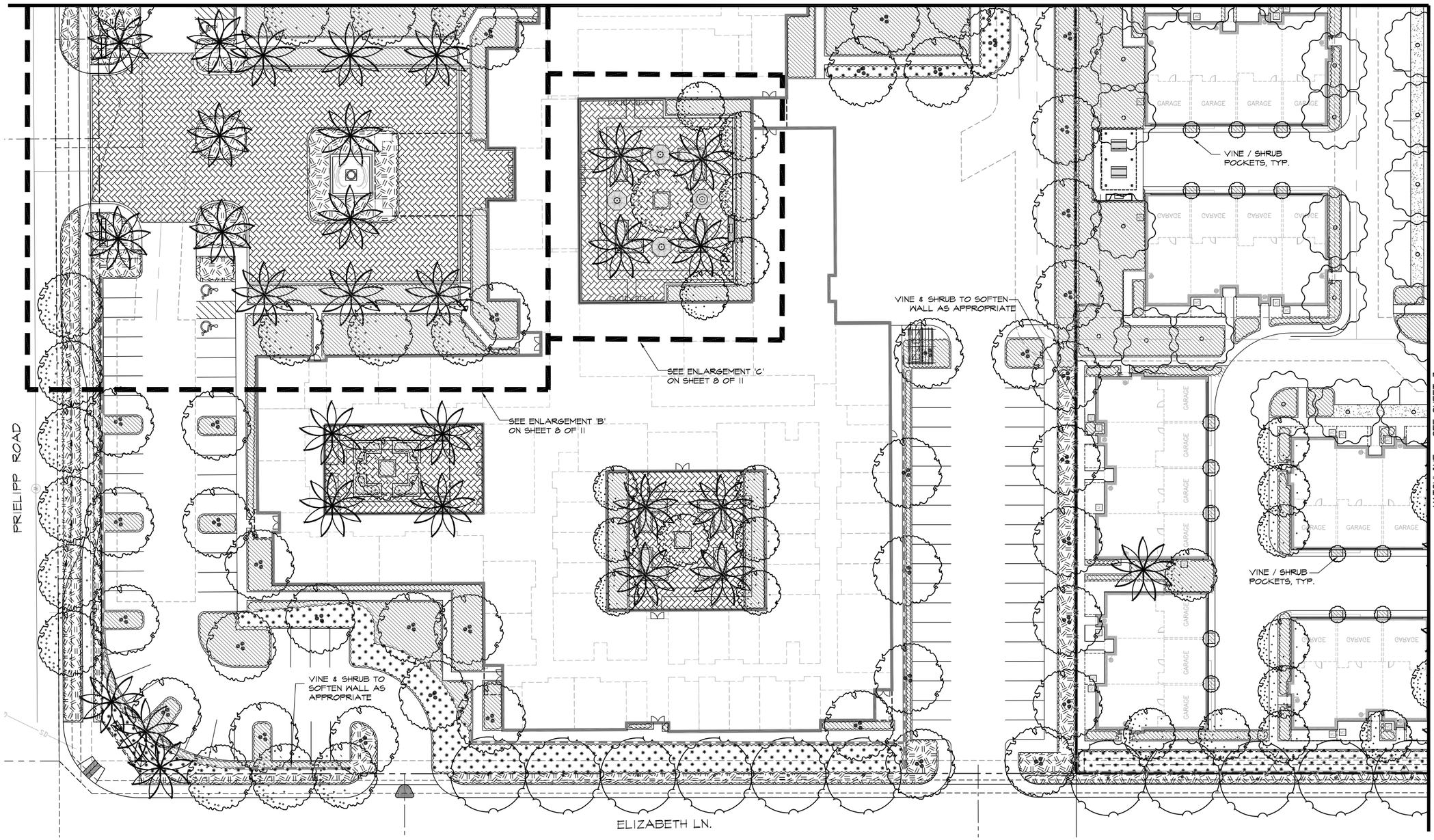


Source: RBF Consulting, a Michael Baker International company

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Figure 3.1-2c
Landscape Plan

HORIZONS



Source: RBF Consulting, a Michael Baker International company

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Figure 3.1-2d
Landscape Plan

The proposed landscaping will comply with the City's landscape ordinance and will also be designed appropriate for the climate in Wildomar. The required landscaping is consistent with other adjacent development.

The structures are similar in size and design to others in the vicinity. The senior living building is similar in scale to the multiple-family buildings south and east of the project and to the other institutional buildings on Prielipp Road to the west. The two-story townhomes are also similar in scale and design to existing residential development to the west and south. Because there are no trees outside of the drainage, rock outcroppings, or historic buildings in the area, the project cannot affect these resources.

Development of the project will convert vacant land to a residential land use, permanently changing the visual character of the site from a rural to an urban environment. The change in land use is consistent with recent development, including apartments to the southeast and west, as well as consistent with the emerging development pattern for the area, which is trending from rural to suburban and mixed-use developments. Impacts to the visual character are considered **less than significant**.

Mitigation Measures

None required.

Create a New Source of Substantial Light or Glare (Standard of Significance 4)

Impact 3.1.3 The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be **less than significant.**

The project site is vacant and currently produces no light or glare. Sources of glare and light near the project site include large-lot rural residential homes, a three-story apartment building across the street to the south, a two-story apartment building approximately a quarter mile to the west, a commercial/storage facility northeast of the project site, and traffic (traffic lights/glare from windshields) along Prielipp Road to the south of the project. The windows of the nearby residential structures create glare during the day. The lighting from these residences and commercial uses, nearby streets, and outdoor parking lots are an existing source of light and glare in the project vicinity at night.

The development of the project would create additional sources of light and glare, both during construction and after project completion. Glare during project construction might occur from sun reflection on construction vehicles. Lighting associated with project construction is anticipated to be from security lighting for the construction site, as construction activity is prohibited after dark. However, these aesthetic impacts are anticipated to be less than significant because they are similar to existing conditions surrounding the project site.

Completion and operation of the project would introduce new light sources in the vicinity during the day and night. The windows of the structures may create glare during the day. The lighting for buildings, nearby streets, and outdoor parking lots would be a potential source of light and glare to residences and commercial uses in the project vicinity at night. In addition, the City has street standards that require the installation of streetlights that will be similar to others in the area.

A source of glare during the nighttime hours is artificial light. Sources of new and increased nighttime lighting and illumination include, but are not limited to, new residential development,

lighting from commercial uses, lights associated with vehicular travel (e.g., car headlights), street lighting, parking lot lights, and security-related lighting.

As discussed above in the Regulatory Framework subsection, light pollution is regulated by Wildomar Municipal Code Chapter 8.64, which provides regulations for outdoor lighting with which all new development must comply, including the proposed project. The project's light fixtures located along the perimeter would be provided with house-side shields to eliminate light pollution onto streets and neighboring properties. In addition, the project proposes landscaped buffers along the Prielipp Road, Elizabeth Lane, and Bunny Trail frontages, which would help block any daytime glare created by sun reflecting off vehicle windshields or building windows.

In addition, Wildomar adheres to Riverside County's Light Pollution Ordinance (No. 655), which restricts nighttime lighting for areas in the vicinity of the Palomar Observatory. It should be noted that when lighting is "allowed" by this ordinance, it must be fully shielded, if feasible, and partially shielded in all other cases. Lighting for on-premises advertising displays must be shielded and focused to minimize spill light into the night sky or adjacent properties. In conformance with Riverside County's Light Pollution Ordinance, all artificial outdoor light fixtures must be installed in conformance with the provisions of the ordinance, the Building Code, the Electrical Code, and lighting requirements specified in the Zoning Ordinance of the County of Riverside. Section 59.105 of Ordinance No. 655 sets forth specific requirements for lamp sources and shielding of light emissions for outdoor light fixtures. Lighting for on-premises advertising displays must be shielded and focused to minimize light spill into the night sky or adjacent properties.

Conformance with Municipal Code Chapter 8.64 is enforced when building permit(s) are applied for. Adherence to the City's light pollution ordinance, which establishes the types of fixtures and size of bulbs for lighting fixtures and requires installation of shielded and full cutoff lighting to prevent light from being emitted above the horizontal plane, ensures impacts related to light and glare would be **less than significant**.

Mitigation Measures

None required.

3.1.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative impact analysis focuses on whether the proposed project's contribution to regional visual resource impacts would result in a cumulatively considerable environmental impact. The project's impact would be cumulatively considerable if, when considered with other existing, approved, proposed, and reasonably foreseeable development in the region, it would result in substantial alteration of the visual character of the region, significant impacts to scenic vistas, or substantial increases in daytime glare and nighttime lighting.

Other regionally existing, approved, proposed, or reasonably foreseeable projects that could be a factor in the proposed project's contribution to any increase in daytime glare or nighttime lighting would include Interstate 15, existing residences in close proximity to the project site, and proposed residential uses and mixed-use developments also in close proximity.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Scenic Resources, Existing Visual Character, and Light and Glare

Impact 3.1.4 Implementation of the proposed project, in combination with the existing adjacent residences and Interstate 15, would result in a less than cumulatively considerable contribution to any scenic resources and/or the alteration of the visual character and light and glare in the region. This impact is considered **less than cumulatively considerable.**

As determined in the discussion of direct project impacts in subsection 3.1.3, potential aesthetic impacts would be less than significant. The project site is not located in a City- or County-designated scenic vista. And with conformance to lighting requirements, including the Wildomar Municipal Code, the project would not adversely affect nighttime views in the area, including those for the Palomar Observatory. Other future projects would be required to comply with the same lighting regulations and to implement necessary mitigation for aesthetic impacts. Therefore, the project would result in **less than cumulatively considerable** impacts.

Mitigation Measures

None required.

REFERENCES

Caltrans (California Department of Transportation). 2015. California Scenic Highway Mapping System, Riverside County. Accessed January 1. http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm.

PCR Services Corporation. 2013. *Biological Resources Assessment and Western Riverside County MSHCP Consistency Analysis: Prielipp Road APN 380-250-023.*

Wildomar, City of. 2008. *City of Wildomar General Plan.*

3.2 Air Quality

This section includes a description of existing air quality conditions, a summary of applicable regulations, a description of existing air quality conditions, and an analysis of potential air quality impacts associated with the proposed project consistent with recommendations provided by the South Coast Air Quality Management District during the public comment period for the Notice of Preparation for the project (see **Appendix 1.0**). Mitigation measures are recommended, as necessary, to reduce significant air quality impacts. This air quality analysis and the associated modeling were conducted by Urban Crossroads in 2015 (see **Appendix 3.2**).

3.2.1 EXISTING SETTING

SOUTH COAST AIR BASIN

South Coast Air Basin Characteristics

The project site is located in the South Coast Air Basin (SCAB), a 6,745-square-mile region that includes portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The SCAB is located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards.

Regional Climate

The regional climate significantly influences the air quality in the SCAB. The annual average temperatures throughout the air basin vary from the low to middle 60s (degrees Fahrenheit (°F)). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate in the air basin can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of the climate in the SCAB. Humidity restricts visibility in the air basin, and the conversion of sulfur dioxide to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast.

More than 90 percent of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately 9 inches in Riverside to 14 inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB, with frequency being higher near the coast.

Due to the air basin's generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the

year, there are approximately 10 hours of possible sunshine, and on the longest day of the year, approximately 14.5 hours of possible sunshine.

The importance of wind to air pollution is considerable. Wind direction and speed determine the horizontal dispersion and transport of air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over Southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low-level cyclonic (counterclockwise) flow centered over Santa Catalina Island that results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections.

In the SCAB, two distinct temperature inversion structures control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing, which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxide and carbon monoxide from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

Wind Patterns and Project Location

The distinctive climate of the project area and the SCAB is determined by its terrain and geographical location. The basin is located in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter. Wind patterns across the south coastal region are characterized by westerly and southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light, although the speed is somewhat greater during the dry summer months than during the rainy winter season.

Existing Air Quality

Existing air quality is measured based on ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) currently in effect are shown in **Table 3.2-1**.

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards presented in **Table 3.2-1**. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and particulate matter (PM_{10} and $PM_{2.5}$) are not equaled or exceeded at any time in any consecutive three-year period, and the federal standards (other than O_3, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not exceeded more than once per year. The O_3 standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

TABLE 3.2-1
STATE AND NATIONAL CRITERIA POLLUTANT STANDARDS

Pollutant	Averaging Time	California Standards	National Standards
Ozone	8 Hour	0.070 ppm (137$\mu g/m^3$)	0.075 ppm
	1 Hour	0.09 ppm (180 $\mu g/m^3$)	—
Carbon Monoxide	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)
Nitrogen Dioxide	1 Hour	0.18 ppm (339 $\mu g/m^3$)	100 ppb
	Annual Arithmetic Mean	0.030 ppm (57 $\mu g/m^3$)	53 ppb (100 $\mu g/m^3$)
Sulfur Dioxide	24 Hour	0.04 ppm (105 $\mu g/m^3$)	N/A
	3 Hour	—	N/A
	1 Hour	0.25 ppm (665 $\mu g/m^3$)	75 ppb
Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 $\mu g/m^3$	N/A
	24 Hour	50 $\mu g/m^3$	150 $\mu g/m^3$
Particulate Matter – Fine ($PM_{2.5}$)	Annual Arithmetic Mean	12 $\mu g/m^3$	15 $\mu g/m^3$
	24 Hour	N/A	35 $\mu g/m^3$
Sulfates	24 Hour	25 $\mu g/m^3$	N/A
Lead	Calendar Quarter	N/A	1.5 $\mu g/m^3$
	30 Day Average	1.5 $\mu g/m^3$)	N/A
Hydrogen Sulfide	1 Hour	0.03 ppm (42 $\mu g/m^3$)	N/A
Vinyl Chloride (chloroethene)	24 Hour	0.01 ppm (26 $\mu g/m^3$)	N/A
Visibility-Reducing Particles	8 Hour (10:00 to 18:00 PST)	—	N/A

Source: Urban Crossroads 2015a
Notes: ppm = parts per million; ppb = parts per billion; $\mu g/m^3$ = micrograms per cubic meter

Regional Air Quality

The SCAQMD monitors levels of various criteria pollutants at 30 monitoring stations throughout the air district. In 2012, the federal and state standards were exceeded on one or more days for O_3, PM_{10}, and $PM_{2.5}$ at most monitoring locations. No areas of the SCAB exceeded federal or state standards for SO_2, CO, or sulfates. See **Table 3.2-2** for attainment designations for the Riverside County portion of the SCAB.

TABLE 3.2-2
ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE RIVERSIDE COUNTY PORTION OF THE SOUTH COAST AIR BASIN

Pollutant	State	Federal
Ozone (O_3)	Nonattainment	Nonattainment
Coarse Particulate Matter (PM_{10})	Nonattainment	Attainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Attainment	Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead	Unclassified/Attainment	Unclassified/Attainment

Source: CARB 2013, 2014

Local Air Quality

The nearest long-term air quality monitoring in relation to the project for O_3, CO, and NO_2 is carried out by the SCAQMD at the Lake Elsinore monitoring station approximately 8 miles northwest of the project site. Data for coarse particulates (PM_{10}) was obtained from the Perris Valley monitoring station located approximately 13.5 miles north of the project site. Data for ultrafine particulates ($PM_{2.5}$) was obtained from the Metropolitan Riverside County 2 monitoring station, located approximately 26.25 miles northwest of the project site. It should be noted that the Perris Valley and Metropolitan Riverside County monitoring stations were utilized in lieu of the Lake Elsinore monitoring station only where data was not available from the Lake Elsinore monitoring station, the nearest monitoring station to the project site. **Table 3.2-3** show the number of days standards were exceeded for the study area from 2011 through 2013. Additionally, data for SO_2 has been omitted, as attainment is regularly met in the SCAB and few monitoring stations measure SO_2 concentrations.

TABLE 3.2-3
PROJECT AREA AIR QUALITY MONITORING SUMMARY 2011–2013

Pollutant	Standard	Year		
		2011	2012	2013
Ozone (O_3) – nonattainment for state and federal standards[1]				
Maximum 1-Hour Concentration (ppm)	—	0.133	0.111	0.102
Maximum 8-Hour Concentration (ppm)	—	0.106	0.089	0.082
Number of Days Exceeding State 1-Hour Standard	>0.09 ppm	19	10	--
Number of Days Exceeding State 8-Hour Standard	>0.07 ppm	45	32	--
Number of Days Exceeding Federal 1-Hour Standard	>0.12 ppm	1	0	0
Number of Days Exceeding Federal 8-Hour Standard	>0.075 ppm	1	17	3
Number of Days Exceeding Health Advisory	≥0.15 ppm	28	0	0
Carbon Monoxide (CO) – attainment for state and federal standards[2]				
Maximum 1-Hour Concentration (ppm)	—	1.7	2.7	0.7
Maximum 8-Hour Concentration (ppm)	—	0.7	0.7	0.4
Number of Days Exceeding Federal/State 8-Hour Standard	>20 ppm	0	0	0
Number of Days Exceeding State 1-Hour Standard	>9.0 ppm	0	0	0
Number of Days Exceeding State 1-Hour Standard	>35 ppm	0	0	0
Nitrogen Dioxide (NO_2) – nonattainment for state standard, attainment for federal standard[1]				
Maximum 1-Hour Concentration (ppm)	—	0.0503	0.048	0.038
Annual Arithmetic Mean Concentration (ppm)	—	0.0096	0.0102	—
Number of Days Exceeding State 1-Hour Standard	>0.18 ppm	0	0	0
Respirable Particulate Matter (PM_{10}) – nonattainment for state and federal standards[2]				
Maximum 24-Hour Concentration (µg/m^3)	—	65	62	70
Annual Arithmetic Mean (µg/m^3)	—	60	26.5	—
Number of Samples	—	3	60	57
Number of Samples Exceeding State Standard	>50 µg/m^3	0	1	–
Number of Samples Exceeding Federal Standard	>150 µg/m^3	65	0	0
Fine Particulate Matter ($PM_{2.5}$) – nonattainment for state and federal standards[3]				
Maximum 24-Hour Concentration (µg/m^3)	—	51.6	30.2	33.4
Annual Arithmetic Mean (µg/m^3)	—	11.8	11.4	11.6
Number of Samples	—	112	104	26
Number of Samples Exceeding Federal 24-Hour Standard	>35µg/m^3	2	2	0

Source: Urban Crossroads 2015a
Notes: µg/m^3 = micrograms per cubic meter; ppm = parts per million
1. Lake Elsinore (SRA 25) monitoring station used unless otherwise noted.
2. Perris Valley (SRA 24) monitoring station used.
3. Metropolitan Riverside County 2 (SRA 23) monitoring station used.

Criteria pollutants are pollutants that are regulated through the development of human health–based and/or environmentally based criteria for setting permissible levels. Examples of sources and effects of the criteria pollutants are identified in **Table 3.2-4**.

TABLE 3.2-4
CRITERIA AIR POLLUTANTS SUMMARY OF COMMON SOURCES AND EFFECTS

Pollutant	Major Man-Made Sources	Human Health & Welfare Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Ozone (O_3)	Formed by a chemical reaction between volatile organic compounds (VOC) and nitrous oxides (NOx) in the presence of sunlight. VOCs are also commonly referred to as reactive organic gases (ROGs). Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles and dyes.
Particulate Matter (PM_{10} & $PM_{2.5}$)	Produced by power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles, and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Sulfur Dioxide (SO_2)	A colorless, nonflammable gas formed when fuel containing sulfur is burned; when gasoline is extracted from oil; or when metal is extracted from ore. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Lead (Pb)	Metallic element emitted from metal refineries, smelters, battery manufacturers, iron and steel producers, use of leaded fuels by racing and aircraft industries.	Anemia, high blood pressure, brain and kidney damage, neurological disorders, cancer, lowered IQ. Affects animals, plants, and aquatic ecosystems.

Source: CAPCOA 2011

TOXIC AIR CONTAMINANTS

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic

based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity, including compounds such as benzene, ethylene dibromide, hexavalent chromium, cadmium, and vinyl chloride. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations as well as from accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage, and death.

To date, the California Air Resources Board (CARB) has designated nearly 200 compounds as toxic air contaminants. Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to a relatively few compounds, one of the most important in Southern California being particulate matter from diesel-fueled engines. In 1998, CARB identified particulate emissions from diesel-fueled engines (diesel PM) as a toxic air contaminant. Previously, the individual chemical compounds in the diesel exhaust were considered TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

In 2008, the SCAQMD updated a study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, accounting for 84 percent of the air toxics risk (SCAQMD 2008).

ODORS

The science of odor as a health concern is still new. Merely identifying the hundreds of gaseous compounds that cause odors poses a big challenge. Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eyes, nose, and throat, which can reduce respiratory volume. Second, some of the gases that cause odors, such as reactive organic gases, can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.

3.2.2 REGULATORY FRAMEWORK

FEDERAL

The US Environmental Protection Agency (EPA) is responsible for setting and enforcing the national ambient air quality standards for the criteria pollutants O_3, CO, nitrous oxides (NO_x), SO_2, PM_{10}, and lead. The EPA has jurisdiction over emissions sources that are under the authority of the federal government, including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The EPA also establishes emission standards for vehicles sold in states

other than California. Automobiles sold in California must meet CARB's stricter emission requirements.

The federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards and the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the Clean Air Act identify specific emission reduction goals for areas not meeting the NAAQS and require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions), as opposed to other sections of the act such as Title II (Aircraft Emissions Standards) and Title III (Vapor Recovery for Small Business Marketers of Petroleum Project), which are not applicable to the proposed project.

Title I provisions were established with the goal of attaining the national ambient air quality standards for the following criteria pollutants: O_3, NO_2, SO_2, PM_{10}, CO, $PM_{2.5}$, and lead. The NAAQS were amended in July 1997 to include an additional standard for O_3 and to adopt a standard for $PM_{2.5}$. **Table 3.2-1** (previously presented) provides the NAAQS in the South Coast Air Basin.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO_x. NO_x is a collective term that includes all forms of nitrogen oxides (NO, NO_2, NO_3), which are emitted as byproducts of the combustion process.

STATE

CARB, which became part of the California EPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal Clean Air Act, and regulating emissions from consumer products and motor vehicles. The California Clean Air Act mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. CARB established the California ambient air quality standards for all pollutants for which the federal government has national ambient air quality standards and in addition, established standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. However, at this time, hydrogen sulfide and vinyl chloride are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

Local air quality management districts, such as the SCAQMD, regulate air emissions from commercial and light industrial facilities. All air pollution control districts have been formally designated as attainment or nonattainment for each CAAQS.

Serious nonattainment areas are required, pursuant to the Clean Air Act, to prepare air quality management plans that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources.
- Development of control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development).
- A district permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions.
- Implementation of reasonably available transportation control measures and assurances of a substantial reduction in growth rate of vehicle trips and miles traveled.
- Significant use of low emissions vehicles by fleet operators.
- Sufficient control strategies to achieve a 5 percent or more annual reduction in emissions or 15 percent or more in a period of three years for reactive organic gases (ROGs), NO_x, CO, and PM_{10}. However, air basins may use an alternative emission reduction strategy that achieves a reduction of less than 5 percent per year under certain circumstances.

AIR QUALITY MANAGEMENT PLANNING

Currently, the national and California ambient air quality standards for O_3, PM_{10}, $PM_{2.5}$, and NO_2 are exceeded in most parts of the South Coast Air Basin. In response, the SCAQMD has adopted a series of air quality management plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. A detailed discussion on the AQMP and project consistency with the AQMP is provided below.

South Air Quality Management District Rules and Regulations

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. The agency's primary responsibility is ensuring that the federal and state ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of the proposed project during construction activities:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement Best Available Control Measures for all sources and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. Examples of PM_{10} suppression techniques are summarized below.

  a. Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.

  b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.

  c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

  d. The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized at all times.

  e. Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

  f. Installation and utilization of a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

  g. Apply water to active portions of the site, including unpaved roads, in sufficient quantity.

- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

3.2.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Per Appendix G of the CEQA Guidelines, air quality impacts are considered significant if implementation of the proposed project would:

1) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

2) Conflict with or obstruct implementation of an applicable air quality plan.

3) Expose sensitive receptors to substantial pollutant concentrations.

4) Create objectionable odors affecting a substantial number of people.

5) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors).

The SCAQMD has developed regional and localized significance thresholds for regulated pollutants, as summarized in **Table 3.2-5**. The SCAQMD's (2009) CEQA Air Quality Significance Thresholds indicate that any projects in the South Coast Air Basin with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

TABLE 3.2-5
MAXIMUM DAILY EMISSIONS THRESHOLDS

Pollutant	Construction	Operational
NO_x	100 lbs/day	55 lbs/day
ROG	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: Urban Crossroads 2015a

Furthermore, based on the SCAQMD's (1993) CEQA Air Quality Handbook, project impacts would be significant if they exceed the following California standards for localized CO concentrations:

- 1-hour CO standard of 20.0 parts per million (ppm)
- 8-hour CO standard of 9.0 ppm

Localized Significance Thresholds

In addition to CO hotspot analysis, the SCAQMD developed localized significance thresholds (LSTs) for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included the LST analysis). LSTs represent the maximum emissions at a project site that are not expected to cause or contribute to an exceedance of the most stringent national or state ambient air quality standard. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres and less daily. Wildomar is located in SCAQMD SRA 25. **Table 3.2-6** shows the localized significance thresholds for the project site with sensitive receptors located within 82 feet (25 meters) of a project site.

TABLE 3.2-6
LOCAL SIGNIFICANCE THRESHOLD (LST) IMPACTS – POUNDS PER DAY

Project	Nitrogen Oxide	Carbon Monoxide	PM_{10}	$PM_{2.5}$
1 Acre (construction/operations)	279.67/NA	1,388.33/NA	9/NA	5.33/NA

Source: Urban Crossroads 2015a

METHODOLOGY

The evaluation of project-related air quality impacts is primarily based on the analysis conducted by Urban Crossroads in 2015 (see **Appendix 3.2**). The resultant GHG emissions of the proposed project were calculated using the California Emissions Estimator Model (CalEEMod), version 2013.2.2, computer program (**Appendix 3.2**). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for use by government agencies, land use planners, and environmental professionals.

IMPACTS AND MITIGATION MEASURES

Air Quality Standard or Air Quality Violation: Short-Term Construction Emissions (Standard of Significance 1)

Impact 3.2.1 Construction-generated emissions would not contribute substantially to an existing or projected air quality violation. This impact is considered **potentially significant**.

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern in the project area include ozone-precursor pollutants (i.e., ROG and NO_x) and PM_{10}. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact.

Construction results in the temporary generation of emissions ensuing from site grading and excavation, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water. Construction-related emissions are expected from site preparation, grading, building construction, paving, architectural coatings, and construction workers commuting.

Construction-Related Regional Air Quality Impacts

The estimated maximum daily construction emissions are summarized in **Table 3.2-7**. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario should construction occur anytime after the respective dates since emission factors for construction decrease as the analysis year increases. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per the CEQA Guidelines. The site-specific construction fleet may vary due to specific project needs at the time of construction. The duration of construction activity was developed based on a 2017 opening year. Associated equipment was estimated based on CalEEMod

defaults. Please refer to specific detailed modeling inputs/outputs contained in **Appendix 3.2**. The emissions projections contained in **Table 3.2-7** account for the anticipated soil export of 34,497 cubic yards of material.

TABLE 3.2-7
CONSTRUCTION-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS – WITHOUT MITIGATION
(POUNDS PER DAY)

Source	Reactive Organic Gases (Ozone Precursor)	Nitrogen Oxide (Ozone Precursor)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Year One Construction	8.08	101.22	64.73	0.11	21.41	12.87
Year Two Construction	7.86	96.92	63.09	0.10	16.34	8.30
Year Three Construction	5.02	36.74	38.97	0.07	5.39	2.93
Year Four Construction	96.33	20.36	15.49	0.02	1.31	1.09
Maximum Daily Emissions	**96.33**	**101.22**	**64.73**	**0.11**	**21.41**	**12.87**
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	**Yes**	**Yes**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2015a

As shown in **Table 3.2-7**, emissions resulting from project construction would exceed applicable thresholds for ROG and NOx emissions. Therefore, construction-related regional air quality impacts are considered potentially significant and construction activities associated with the project are subject to mitigation. With implementation of mitigation measures **MM 3.2.1a** and **MM 3.2.1b**, shown below, construction activity emissions would not exceed the numerical thresholds established by the SCAQMD for criteria pollutants as demonstrated in **Table 3.2-8**.

TABLE 3.2-8
CONSTRUCTION-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS – WITH MITIGATION
(POUNDS PER DAY)

Source	Reactive Organic Gases (Ozone Precursor)	Nitrogen Oxide (Ozone Precursor)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Year One Construction	4.83	79.26	50.38	0.11	8.83	5.42
Year Two Construction	5.45	75.97	49.53	0.10	9.53	4.80
Year Three Construction	5.02	36.74	38.97	0.07	5.39	2.93
Year Four Construction	58.05	20.36	15.49	0.02	1.31	1.09
Maximum Daily Emissions	**58.05**	**79.26**	**50.38**	**0.11**	**9.53**	**5.42**
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2015a

Construction-Related Localized Air Quality Impacts

As previously stated, the SCAQMD has established that impacts to air quality are significant if there is a potential to contribute to or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs), which represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor.

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of the project are above or below state standards. In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. In the case of PM_{10} and $PM_{2.5}$, project emissions are considered significant if they increase ambient concentrations by a measurable amount.

The SCAQMD established localized significance thresholds in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the localized significance thresholds as another indicator of significance in its air quality impact analyses.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted localized significance thresholds that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology.

The SCAQMD issued guidance on applying CalEEMod to localized significance thresholds. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 3.2-9** is used to determine the maximum daily disturbed-acreage for comparison to LSTs.

TABLE 3.2-9
EQUIPMENT-SPECIFIC GRADING RATES

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Graders	1	0.5	8	0.5
	Rubber-Tired Dozers	1	0.5	8	0.5
	Scrapers	2	1.0	8	2.0
				Total Acres Graded per Day	**3.0**
				Applicable LST Mass Rate Look-Up Table	3.0 acres

Source: Urban Crossroads 2015a

For this project, the appropriate source receptor area (SRA) for the localized significance thresholds is the Lake Elsinore area (SRA 25) since this area includes the project site. Localized

significance thresholds apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb less than or equal to 5 acres.

The SCAQMD's methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. The nearest existing sensitive receptor to the development boundaries is located adjacent to the proposed project. However, the methodology explicitly states, "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." As such, LSTs for receptors at 25 meters are utilized in this analysis.

Table 3.2-10 presents the results of localized emissions during construction activity.

TABLE 3.2-10
LOCALIZED SIGNIFICANCE SUMMARY – CONSTRUCTION – WITHOUT MITIGATION (POUNDS PER DAY)

Activity	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions (on-site)	80.72	51.58	12.61	7.17
SCAQMD Localized Threshold	279.67	1,388.33	9	5.33
Significant?	**No**	**No**	**Yes**	**Yes**

Source: Urban Crossroads 2015a

As shown in **Table 3.2-10**, emissions resulting from project construction would exceed applicable LSTs for PM_{10} and $PM_{2.5}$. Therefore, construction-related LST impacts are considered potentially significant and construction activities associated with the project are subject to mitigation. With implementation of mitigation measure **MM 3.2.1b**, shown below, construction activity emissions would not exceed the LSTs established by the SCAQMD as demonstrated in **Table 3.2-11**.

TABLE 3.2-11
LOCALIZED SIGNIFICANCE SUMMARY – CONSTRUCTION – WITH MITIGATION (POUNDS PER DAY)

Activity	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions (on-site)	58.76	37.24	5.77	3.64
SCAQMD Localized Threshold	279.67	1,388.33	9	5.33
Significant?	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2015a

As described, with the imposition of mitigation measures **MM 3.2.1a** and **MM 3.2.1b** construction-related air quality impacts are considered to be **less than significant**.

Mitigation Measures

MM 3.2.1a Only "zero-volatile organic compounds" paints (no more than 150 grams per liter of VOC) and/or high pressure low volume (HPLV) applications consistent with South Coast Air Quality Management District Rule 1113 shall be used.

Timing/Implementation: During Construction

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

MM 3.2.1b All rubber-tired dozers and scrapers during the grading phase of construction shall be California Air Resources Board (CARB) Tier 2 Certified or better.

Timing/Implementation: *During the grading phase of construction*

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

Air Quality Standard or Air Quality Violation: Long-Term Operational Emissions (Standard of Significance 1)

Impact 3.2.2 The proposed project will not result in long-term operational emissions that could violate or substantially contribute to a violation of federal and state standards for ozone and coarse and fine particulate matter. This impact is considered to be **less than significant**.

Operational activities associated with the proposed project will result in emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources: vehicles, combustion emissions associated with natural gas and electricity, fugitive dust related to vehicular travel, landscape maintenance equipment, emissions from consumer products, and architectural coatings.

Vehicles

Project operational (vehicular) impacts are dependent on both overall daily vehicle trip generation and the effect of the project on peak-hour traffic volumes and traffic operations in the vicinity of the project. The project-related operational air quality impact centers primarily on the vehicle trips generated by the project. Trip characteristics available from the traffic impact analysis prepared for the project were utilized in this analysis.

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the project area are located either outside the region (state) or offset through the use of pollution credits (RECLAIM) for generation within the SCAB, criteria pollutant emissions from off-site generation of electricity are generally excluded from the evaluation of significance, and only natural gas use is considered.

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of PM_{10} and $PM_{2.5}$ emissions due to the generation of road dust, break/tire-wear particulates, and road-wear particulates. The emissions estimates for travel on paved roads were calculated using the CalEEMod model.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawn mowers,

shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain project landscaping.

Consumer Products

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

Architectural Coatings

Over time, the buildings that are part of this project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of project maintenance.

Operational-Related Regional Air Quality Impacts

The project-related operational-related regional emissions burdens, along with a comparison of SCAQMD-recommended significance thresholds, are shown in **Table 3.2-12**.

TABLE 3.2-12
OPERATIONAL-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS (MAXIMUM EMISSIONS)
(POUNDS PER DAY)

Source	Reactive Organic Gases (Ozone Precursor)	Nitrogen Oxide (Ozone Precursor)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Summer Emissions						
Area Source Emissions	20.40	0.24	20.90	0.00	0.45	0.45
Energy Source Emissions	0.10	0.86	0.37	0.00	0.07	0.07
Mobile Emissions	4.05	12.79	45.28	0.12	8.36	2.36
Maximum Daily Emissions	**24.54**	**13.89**	**66.55**	**0.13**	**8.88**	**2.87**
Significant Impact Threshold (pounds per day)	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Area Source Emissions	20.40	0.24	20.90	0.00	0.45	0.45
Energy Source Emissions	0.10	0.86	0.37	0.00	0.07	0.07
Mobile Emissions	3.95	13.33	42.24	0.11	8.37	2.36
Maximum Daily Emissions	**24.44**	**14.43**	**63.51**	**0.12**	**8.88**	**2.87**
Significant Impact Threshold (pounds per day)	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2015a

As shown in **Table 3.2-12**, emissions resulting from project operations will not exceed the SCAQMD regional criteria pollutant thresholds for operational activity. As a result, this impact would be considered less than significant.

Operational-Related Localized Air Quality Impacts

The proposed project involves the construction and operation of a new 86-unit senior living facility and 138 townhomes. In addition, the proposed project would include a recreation/leasing building, a swimming pool, and parking lots. According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is needed, as there would be no impact.

For the reasons identified, operations-related air quality impacts are considered to be **less than significant**.

Mitigation Measures

None required.

Regional Air Quality Management Planning (Standard of Significance 2)

Impact 3.2.3 Land use activities associated with the proposed project would not conflict with or obstruct implementation of regional air quality management planning. This impact is **less than significant**.

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the project site is located in the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the air basin is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2012 Air Quality Management Plan. The 2012 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2012 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and the Southern California Association of Governments' (SCAG) latest growth forecasts (SCAQMD 2013). (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans.)

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 or increments based on the years of the project buildout phase.

The violations to which Consistency Criterion No. 1 refer are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As evaluated under Impacts 3.2.1 and 3.2.2, the project would not exceed the construction or operational standards and therefore would not violate air quality standards. Therefore, the impact is less than significant.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. If a project results in a change in a designated land use and corresponding substantial increases in vehicle miles traveled (VMT), the resultant increase in VMT may be unaccounted for in regional emissions inventories contained in the AQMP, which as stated are based on local planning documents and general plans. Substantial increases in VMT that are not accounted for in the emissions inventory of these air quality plans may conflict with these air quality plans and therefore result in a contribution to the region's existing air quality nonattainment status. The proposed project will amend the City of Wildomar General Plan by changing the land use designation from Business Park (BP) to Commercial Retail (CR) on 7.73 net acres (southerly portion of the site) and to High Density Residential (HDR) on 10.68 net acres (northerly portion of the site). As described in Section 3.11, Traffic and Circulation, it is estimated that 1,129 average daily automobile trips would be generated as a result of the project. The existing land use designation on the site would allow the development of office space. According to the Institute of Transportation Engineers Trip Generation manual (2008), office space generates 11.01 trips per 1,000 square feet. Based on the ITE's estimate, if the project were to be developed at a FAR of 0.35 resulting in 304,920 square feet of development, total daily trips generated would be 3,357. Therefore, the proposed project would reduce potential traffic as a result of the change from business park to senior living and residential land uses. The additional homes are consistent with the city's projected population growth and therefore do not exceed the population or job growth projections used by the SCAQMD to develop the Air Quality Management Plan. Therefore, the proposed project would result in no impact to the second criterion.

This impact is **less than significant**.

Mitigation Measures

None required.

Substantial Carbon Monoxide Pollutant Concentrations (Standard of Significance 3)

Impact 3.2.4 The proposed project will not contribute to localized concentrations of carbon monoxide that would exceed applicable ambient air quality standards. This is considered to be a **less than significant** impact.

A CO "hotspot" analysis is needed to determine whether the change in the level of service (LOS) of an intersection as a result of the proposed project would have the potential to result in exceedances of the California or national ambient air quality standards (CAAQS or NAAQS).

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the project vicinity have steadily declined.

Accordingly, with the steadily decreasing carbon monoxide emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for carbon monoxide exceedances in the air basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan update (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, carbon monoxide modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans.

In the 1992 CO Plan, a CO hotspot analysis was conducted for four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The analysis in the 1992 CO Plan did not result in a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the level of service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be LOS E at peak morning traffic and LOS F at peak afternoon traffic. For the proposed project and under cumulative project conditions, the highest number of average daily trips would be 54,000 on Clinton Keith Road between George Avenue and Interstate 15 (Urban Crossroads 2015b). This highest cumulative project-area average daily traffic is lower than the values studied in the 1992 CO Plan.

Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where air does not mix—in order to generate a significant CO impact (Urban Crossroads 2013a). At buildout of the project, the highest number of peak-hour trips would be 5,162 at the Inland Valley Drive/Clinton Keith Road intersection (Urban Crossroads 2015b).

For the reasons described, CO hotspots are not an environmental impact of concern for the proposed project. The proposed project would not produce the volume of peak-hour traffic required to generate a CO hotspot. Localized air quality impacts related to mobile-source emissions would therefore be **less than significant**.

Mitigation Measures

None required.

Toxic Air Contaminants (Standard of Significance 3)

Impact 3.2.5 The proposed project would not result in exposure of sensitive receptors to substantial toxic emissions. This impact is considered **less than significant**.

The potential impact of project-generated air pollutant emissions at sensitive receptors has also been considered. Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child-care centers, and athletic facilities can also be considered sensitive receptors.

Potential sensitive receptors in the project vicinity include existing adjacent land uses. As previously discussed in the LST analysis, for analysis purposes, potential impacts to sensitive receptors were analyzed accounting for a distance of 25 meters from the project boundary as a conservative measure. Results of the LST analysis indicate that the proposed project will not exceed the SCAQMD localized significance thresholds, and a less than significant impact is expected during construction activity. Therefore, sensitive receptors would not be subject to a significant air quality impact during project construction.

The proposed project would not result in a significant CO hotspot as a result of project-related traffic during ongoing operations. Thus, a less than significant impact to sensitive receptors during operational activity is expected.

There are no other potential sources of air toxics in the vicinity of the project. Toxic air contaminant impacts to sensitive receptors are considered to be **less than significant**.

Mitigation Measures

None required.

Exposure of Sensitive Receptors to Odorous Emissions (Standard of Significance 4)

Impact 3.2.6 Development of the proposed project would not result in exposure of sensitive receptors to substantial odorous emissions. This impact is considered to be **less than significant**.

The potential for the project to generate objectionable odors has been considered. Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The project does not contain land uses typically associated with emissions of objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. It should be noted that any construction odor emissions generated would be temporary, short term, and intermittent in nature and would cease on completion of the respective phase of construction activity and are thus 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 SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project construction and operations would be **less than significant**.

Mitigation Measures

None required.

3.2.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for air quality includes the entirety of the SCAB. The SCAB is currently designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ under state standards and for O_3 and $PM_{2.5}$ under federal standards. Cumulative growth in population, vehicle use, and industrial activity could inhibit efforts to improve regional air quality and attain the ambient air quality standards.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Contribution to Nonattainment Criteria Pollutants (Standard of Significance 5)

Impact 3.2.7 Construction of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the South Coast Air Basin, would not significantly contribute to cumulative increases in emissions of criteria air pollutants that could contribute to future concentrations of pollutants for which the region is currently designated nonattainment. This impact would be considered **less than cumulatively considerable.**

The SCAQMD's approach to assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. As discussed earlier, the proposed project would be consistent with the Air Quality Management Plan, which is intended to bring the SCAB into attainment for all criteria pollutants, since the project-specific evaluation of emissions presented in the preceding analysis demonstrates that the project would not result in exceedances of any applicable thresholds which are designed to assist the region in attaining the applicable state and national ambient air quality standards. Furthermore, the project would comply with SCAQMD's Rule 403 (fugitive dust control) during construction, as well as all other adopted AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements would also be imposed on all projects basin-wide, which would include all related projects. As such, project impacts would be **less than cumulatively considerable.**

Mitigation Measures

None required.

REFERENCES

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3.3 Biological and Natural Resources

This section describes the existing biological resources, including special-status species and sensitive habitat known to occur and/or have the potential to occur in the project study area (PSA). The PSA is defined as the on- and off-site areas of the project. In addition, the section includes a summary of the regulations and programs that provide protective measures to special-status species, an analysis of impacts to biological resources that could result from project implementation, and a discussion of mitigation measures necessary to reduce impacts to a less than significant level, where feasible.

Much of the information in this section is based on the report prepared by PCR Services Corporation in 2013 titled Biological Resources Assessment and Western Riverside County MSHCP Consistency Analysis: Prielipp Road APN 380-250-023. This report can be found in **Appendix 3.3.**

An NOP comment letter from the California Department of Fish and Wildlife (CDFW) was received on February 10, 2015. The letter made recommendations on content that the City should include in the DEIR. These comments were taken into consideration during the preparation of this EIR section.

3.3.1 EXISTING SETTING

Several steps were taken to characterize the environmental setting in the project vicinity. First, project-related documentation was reviewed to collect site-specific data regarding habitat suitability for special-status species, as well as the identification of potentially jurisdictional waters. Additional information was obtained from a variety of outside data sources and can be found in the reference list. Lastly, preliminary database searches were performed on the following websites to identify special-status species with the potential to occur in the area:

- US Fish and Wildlife Service (USFWS) Information Planning and Conservation (IPaC) System (2015a)
- USFWS Critical Habitat Portal (2015b)
- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (2015a)
- California Native Plant Society (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (2015)
- Riverside County Integrated Project (RCIP) Conservation Summary Report Generator (2015)

The USFWS IPaC System was queried to identify special-status species within USFWS jurisdiction that have the potential to occur in the project study area. In addition, the USFWS Critical Habitat Portal was queried to identify designated critical habitat within 1 mile of the PSA. A search of the CNDDB provided a list of known occurrences for special-status species within the Murrieta, California, US Geological Survey (USGS) 7.5-minute quadrangle (quad) and all adjacent quads (Temecula, Pechanga, Fallbrook, Bachelor Mtn., Wildomar, Lake Elsinore, Winchester, and Romoland). The CNPS database was queried to identify special-status plant species with the potential to occur in the aforementioned quads. Raw data from the database queries is provided in **Appendix 3.3**. Please see the Listed and Special-Status Plant and Animal Species subsection below for a summary of the database search results and conclusions regarding the potential for each species to be impacted by project-related activities.

REGIONAL SETTING

The PSA is located in the Southern California Mountains and Valleys ecological section of the American Semidesert and Desert ecological province (McNab et al. 2007). This province is characterized by long, hot summers and mild winters with a small amount of precipitation. The landscape consists of plains from below sea level to low mountain ranges with sparse vegetation of dwarf-shrubland, along with scattered occurrences of shrubland and woodland at higher elevations (McNab et al. 2007). In the Southern California Mountains and Valleys section, the terrain consists of narrow ranges and broad fault blocks, alluviated lowlands, and dissected westward-sloping granitic lowlands. Soils are derived from sedimentary and granitic rocks as well as alluvial deposits. The vegetation is characterized by chaparral shrubland, oak woodland, and at higher elevations fir and pine cover types (McNab et al. 2007).

PHYSICAL SETTING

The topography of the site consists of gently rolling hills. The site slopes gently in a northeast to southwest direction, with the elevations ranging from approximately 1,330 feet above mean sea level (amsl) along the southwestern boundary to approximately 1,380 feet amsl along the northern boundary. One drainage feature traverses the PSA in a northeast to southwest direction and meanders on- and off-site along the central to southern end of the western boundary.

Soils mapped in the PSA consist of a mix of well-drained soils and include the following:

- Arlington and Greenfield fine sandy loams, 2 to 8 percent slopes, eroded
- Hanford sandy loam, 2 to 15 percent slopes
- Monserate sandy loam, 8 to 15 percent slopes, eroded
- Monserate sandy loam, shallow, 5 to 15 percent slopes, eroded
- Monserate sandy loam, shallow, 15 to 25 percent slopes, severely eroded
- Placentia fine sandy loam, 5 to 15 percent slopes
- Ramona and Buren sandy loams, 15 to 25 percent slopes, severely eroded
- Ramona and Buren loams, 5 to 15 percent slopes, eroded
- Ramona and Buren loams, 5 to 25 percent slopes, severely eroded
- San Timoteo loam, 8 to 25 percent slopes, eroded (USDA 2015)

BIOLOGICAL SETTING

Based on the habitat accounts in Volume 2 of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) (Riverside County 2003), the PSA is characterized primarily as annual grassland and coastal scrub, with patches of cropland, urban, and valley foothill riparian. PCR remapped the natural communities (land cover types) in 2013, using community descriptions based on Oberbauer (2008) and Holland (1986) codes. Much of the PSA is characterized as disturbed lands. Various scrub communities occur along the drainage that bisects the PSA. These cover types are described below and depicted in **Figure 3.3-1**. A map

showing the impacts to cover types as a result of project-related activities can be found in **Appendix 3.3**.

Buckwheat Scrub (Holland Code 32000)

California buckwheat scrub is an alliance of shrubland plants dominated by California buckwheat (*Eriogonum fasciculatum*). In coastal California, this community is usually one of the first to establish in mechanically disturbed areas. The pioneering California buckwheat community occurs along the northern edge of the PSA. In this area, the buckwheat scrub community is well developed with mature individuals that are closely spaced, with non-native grasses and forbs filling those spaces.

Buckwheat Scrub/Ruderal (Holland Codes: 32000/11000)

Buckwheat scrub/ruderal is a shrubland with an alliance of plants dominated or co-dominated by California buckwheat and primarily non-native ruderal vegetation. The buckwheat scrub/ruderal community is found in one small area in the northeastern portion of the PSA.

Chaparral (Holland Code: 37200)

Chamise (*Adenostoma fasciculatum*) is the most characteristic and widespread chaparral species in California. In chamise chaparral, the shrub accounts for at least half of the cover and the ground cover is sparse to intermittent. Chamise chaparral occurs in the southwestern portion of the PSA. The only shrub found in this community is chamise, and the associated species include understory species of brome grasses (*Bromus* spp.) and tocalote (*Centaurea melitensis*).

Riversidean Sage Scrub (Holland Code: 32700)

Riversidean sage scrub is the driest, most inland expression of the collection of sage scrub or coastal scrub series and ranges throughout Southern California. It typically occurs on steep slopes, severely drained soils, or clays that release soil moisture slowly. Typical stands of this type of sage scrub are fairly open and dominated by California sagebrush (*Artemisia californica*), California buckwheat, and foxtail chess (*Bromus madritensis* ssp. *rubens*). Additional species characteristic of this plant community include deerweed (*Acmispon glaber*), white sage (*Salvia apiana*), and black sage (*S. mellifera*).

The Riversidean sage scrub community in the PSA is primarily dominated by California buckwheat in addition to other species such as California sagebrush, deerweed, white sage, and an understory of ruderal species including California cholla (*Cylindropuntia californica*) and shortpod mustard (*Hirschfeldia incana*). Riversidean sage scrub was observed in the approximate central portion of the PSA only.

Riversidean Sage Scrub/Ruderal (Holland Codes: 32700/11000)

The plant species observed in the Riversidean sage scrub/ruderal areas were comparable to the Riversidean sage scrub areas described above for Riversidean sage scrub (Holland Code: 32700), with the exception that this community is characterized by a higher density of ruderal species and a lower density of native species due to disturbance. The Riversidean sage scrub/ruderal community was observed along the eastern-central boundary of the PSA.

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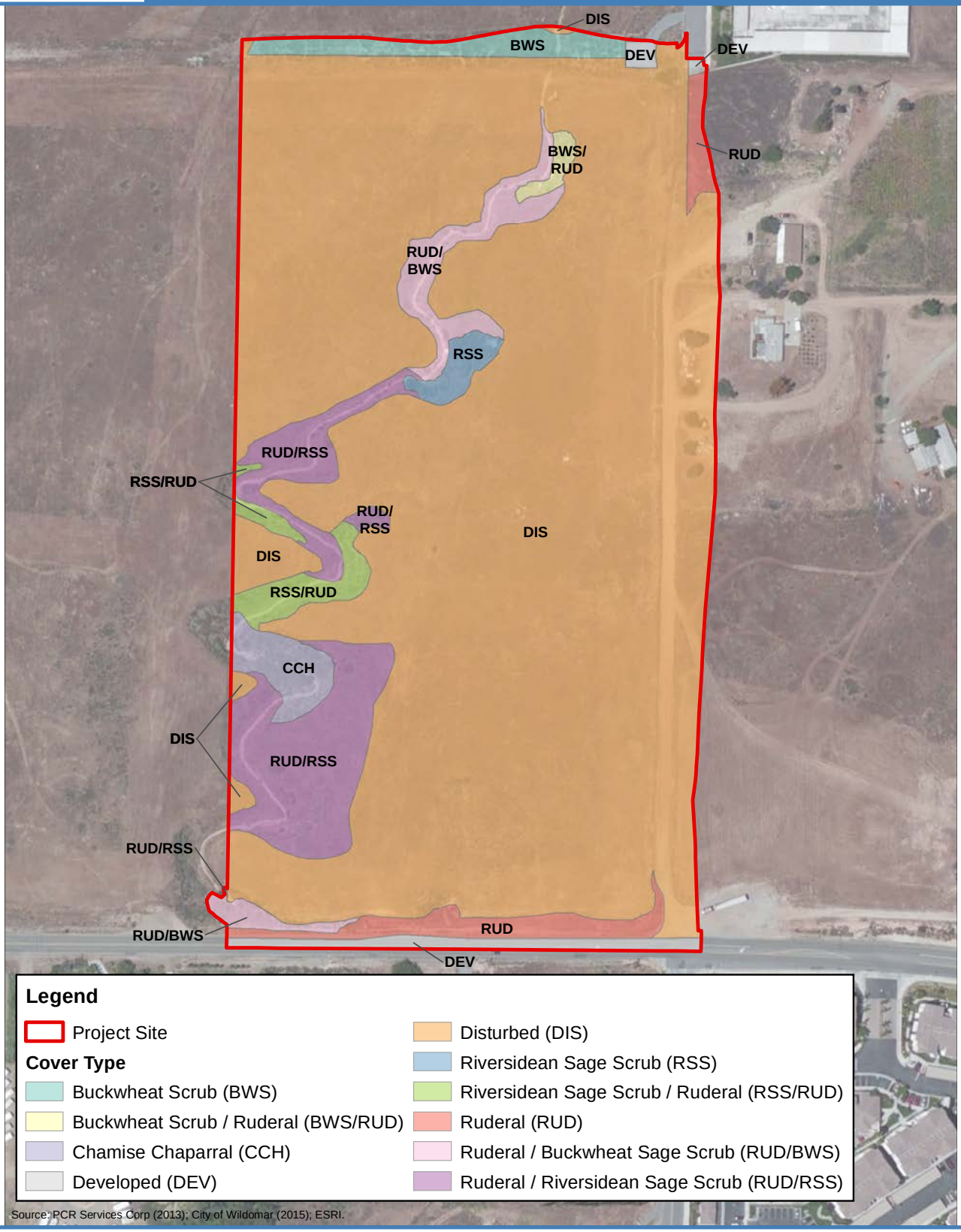


Figure 3.3-1
Land Cover

Ruderal (Holland Code: 11000)

Ruderal vegetation occurs in areas heavily disturbed by human activities, such as roadsides, graded fields, former agricultural areas, or dump sites. Typical plant species observed in this community included many brome grasses, tocalote, telegraph weed (*Heterotheca grandiflora*), shortpod mustard, and prickly Russian thistle (*Salsola tragus*). Ruderal areas occur along the southern boundary parallel to Prielipp Road and in the northeast corner of the PSA

Ruderal/Buckwheat Scrub (Holland Codes: 11000/32000)

The ruderal/buckwheat scrub community was observed to be dominated by the ruderal species described above for ruderal (Holland Code: 11000), with a higher density of California buckwheat. The California buckwheat species are scattered and at a low density (less than approximately 20 percent) in this community. The ruderal/buckwheat scrub occupies two small patches in the PSA, including one patch in the north-central portion and one patch in the southwestern corner.

Ruderal/Riversidean Sage Scrub (Holland Codes: 11000/32700)

The plant species observed in the ruderal/Riversidean sage scrub areas are comparable to the Riversidean sage scrub areas described above for Riversidean sage scrub (Holland Code: 32700), with the exception that this community is dominated by a high density of ruderal species and a lower density of native species due to disturbance. The ruderal/Riversidean sage scrub was observed along the western boundary of the PSA.

Disturbed (Holland Code: 11300)

Disturbed areas consist of regularly maintained areas that lack vegetation. Disturbed areas observed primarily include frequently disced fallow agricultural fields and dirt access roads. These areas occupy the majority of the PSA.

Developed (Holland Code: 12000)

Developed areas are paved or are unpaved, maintained areas that consist of compacted soils with no vegetation. The developed areas observed include a paved access road in the northeastern corner and Prielipp Road along the southern boundary.

JURISDICTIONAL FEATURES

Jurisdictional waters of the State and of the United States have a variety of functions that support plants and wildlife. Wetlands and other water features provide habitat, foraging, cover, and migration and movement corridors for both special-status and common species. In addition to habitat functions, these features provide physical conveyance of surface water flows capable of handling large stormwater events.

One ephemeral drainage bisects the PSA and meanders north to south for approximately 1,950 linear feet. The drainage is unvegetated and exhibits ephemeral flow from headwaters commencing in the foothills located approximately 1.5 miles north of the PSA. The drainage is in the Santa Margarita watershed and ultimately conveys runoff into an unnamed tributary to Murrieta Creek that joins Murrieta Creek approximately 1.6 miles southwest of the PSA. The drainage supports sandy loam soils associated with the Monserate soil series that are overlain by cobbles and gravels.

No wetlands or other special aquatic sites occur within the PSA. Jurisdictional channel widths associated with US Army Corps of Engineers (USACE)/Regional Water Quality Control Board (RWQCB) jurisdictional waters average 2.5 feet based on the ordinary high water mark, while CDFW-regulated streambed widths range from 4 to 6 feet based on the top-of-bank condition.

SENSITIVE HABITATS

Sensitive habitats include areas of special concern to resource agencies, areas protected under the California Environmental Quality Act (CEQA), areas designated as sensitive natural communities by the CDFW, areas outlined in Section 160 of the California Fish and Game Code (FGC), areas regulated under Section 404 of the Clean Water Act (CWA), areas protected under the Porter-Cologne Act, federally designated critical habitat, and areas protected under local regulations and policies.

The USFWS defines critical habitat as a specific area that is essential for the conservation of a federally listed species and that may require special management considerations or protection. There are no designated critical habitat areas within or adjacent to the PSA.

While the site does not support any specific sensitive habitat types beyond the ephemeral drainage, it is within the following fee and survey areas as identified in the MSHCP:

- The Stephens' Kangaroo Rat Mitigation Fee Area (Riverside County Ordinance 663)
- The MSHCP Mitigation Fee Area (Riverside County Ordinance 810.2)
- The Burrowing Owl Survey Area (Figure 6-4 of the MSHCP)

WILDLIFE CORRIDORS

Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Corridors are present in a variety of habitats and link otherwise fragmented acres of undisturbed area. Maintaining the continuity of established wildlife corridors is important to sustain species with specific foraging requirements, preserve a species' distribution potential, and retain diversity among many wildlife populations. Therefore, resource agencies consider wildlife corridors to be a sensitive resource.

Regional movement through the PSA to the surrounding vicinity immediately adjacent to the PSA is restricted in all directions because of the surrounding development and Interstate 15 (I-15). The PSA is situated approximately 0.75 miles from the foothills of the Sedco Hills located to the north, and approximately 0.4 miles northeast of I-15. Because the region is urbanized, the project site is immediately surrounded by commercial development to the northeast, suburban residential development to the southeast, and sparse rural residential development to the south. Vacant land occurs to the immediate east, north, and west, but developed areas and I-15 occur beyond these open areas, restricting potential wildlife movement.

One potential wildlife movement area was identified in the PSA, specifically the drainage that traverses the PSA in a northeast to southwest direction. The drainage appears to connect the Sedco Hills in the north to areas south of I-15. Due to the small size and the low-density vegetation cover, the drainage is not likely to provide a movement corridor for larger mammals that require dense vegetation cover and larger home range areas and dispersal distances.

The PSA is not in any cores or linkages identified by the MSHCP. The closest linkage to the PSA is Proposed Linkage 8 just over 1 mile to the north associated with the Sedco Hills. The closest Core areas are located just over 5 miles to the northwest (Proposed Extension of Existing Core 3, Lake Elsinore Soils), west (Existing Core B, Cleveland National Forest), south (Existing Core F, Santa Rosa Plateau), and east (Proposed Core 2, Antelope Valley). The PSA is also not within any linkages identified by the South Coast Missing Linkages document; the nearest linkage design identified is for the Palomar-San Jacinto-Santa Rosa Connection located approximately 16 miles to the east (South Coast Wildlands 2008). Since the PSA is not identified as a linkage by the MSHCP or South Coast Wildlands, and it does not support habitat that connects two or more habitat patches that would otherwise be fragmented or isolated from one another, the PSA is not considered a wildlife corridor. The project site may provide limited opportunities for wildlife movement, more likely for local wildlife movement as described below.

Movement on a smaller or "local" scale could occur within the PSA for species that are less restricted in movement pathway requirements or are adapted to urban areas, such as raccoon (*Procyon lotor)*, striped skunk (*Mephitis mephitis)*, coyote (*Canis latrans)*, and birds. The project site has been disturbed by prior human activities such as grading. Limited habitat within the project site therefore consists of primarily disturbed areas dominated by non-native species with patches of native vegetation including buckwheat, chamise chaparral, and Riversidean sage scrub. Although the habitat on-site is disturbed, it likely supports some wildlife movement within the PSA for foraging. Although the PSA supports live-in and movement habitat for species on a local scale, it likely provides little to no function to facilitate wildlife movement for wildlife species on a regional scale and is not identified as a regionally important dispersal or seasonal migration corridor.

LISTED AND SPECIAL-STATUS PLANT AND ANIMAL SPECIES

Candidate, sensitive, or special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area or across their native habitat. These species have been identified and assigned a status ranking by governmental agencies such as the CDFW, the USFWS, and private organizations such as the CNPS. The degree to which a species is at risk of extinction is the determining factor in the assignment of a status ranking. Some common threats to a species' or population's persistence include habitat loss, degradation, and fragmentation, as well as human conflict and intrusion. For the purposes of this biological review, special-status species are defined by the following codes:

- Listed, proposed, or candidates for listing under the federal Endangered Species Act (ESA) (50 Code of Federal Regulations [CFR] 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996, candidates)
- Listed or proposed for listing under the California Endangered Species Act (CESA) (FGC 1992 Section 2050 et seq.; 14 California Code of Regulations [CCR] Section 670.1 et seq.)
- Designated as Species of Special Concern by the CDFW
- Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, 5515)
- Species that meet the definition of rare or endangered under CEQA (14 CCR Section 15380) including CNPS List Rank 1b and 2

The results of the USFWS, CDFW, and CNPS database queries identified several special-status species with the potential to be impacted by project-related activities. **Table 3.3-1** provides a summary of all special-status species identified in the database results. All special-status species returned from the database queries are analyzed in **Table 3.3-1**, which provides a description of the habitat requirements for each species and conclusions regarding the potential for each species to occur in the PSA. The CNDDB results within 1 mile of the project are depicted on **Figure 3.3-2**. In addition, the query of the USFWS Critical Habitat Portal revealed that the PSA is not within or adjacent to any designated critical habitat.

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Map ID	Scientific Name	Common Name	Federal Listing	State Listing	Rare Plant Rank
1	*Aimophila ruficeps canescens*	southern California rufous-crowned sparrow	None	None	
2	*Artemisiospiza belli belli*	Bell's sage sparrow	None	None	
3	*Aspidoscelis hyperythra*	orangethroat whiptail	None	None	
4	*Emys marmorata*	western pond turtle	None	None	
5	*Eremophila alpestris actia*	California horned lark	None	None	
6	*Euphydryas editha quino*	quino checkerspot butterfly	Endangered	None	
7	*Lepus californicus bennettii*	San Diego black-tailed jackrabbit	None	None	
8	*Navarretia fossalis*	spreading navarretia	Threatened	None	1B.1
9	*Polioptila californica californica*	coastal California gnatcatcher	Threatened	None	
10	*Spea hammondii*	western spadefoot	None	None	
11	*Streptocephalus woottoni*	Riverside fairy shrimp	Endangered	None	

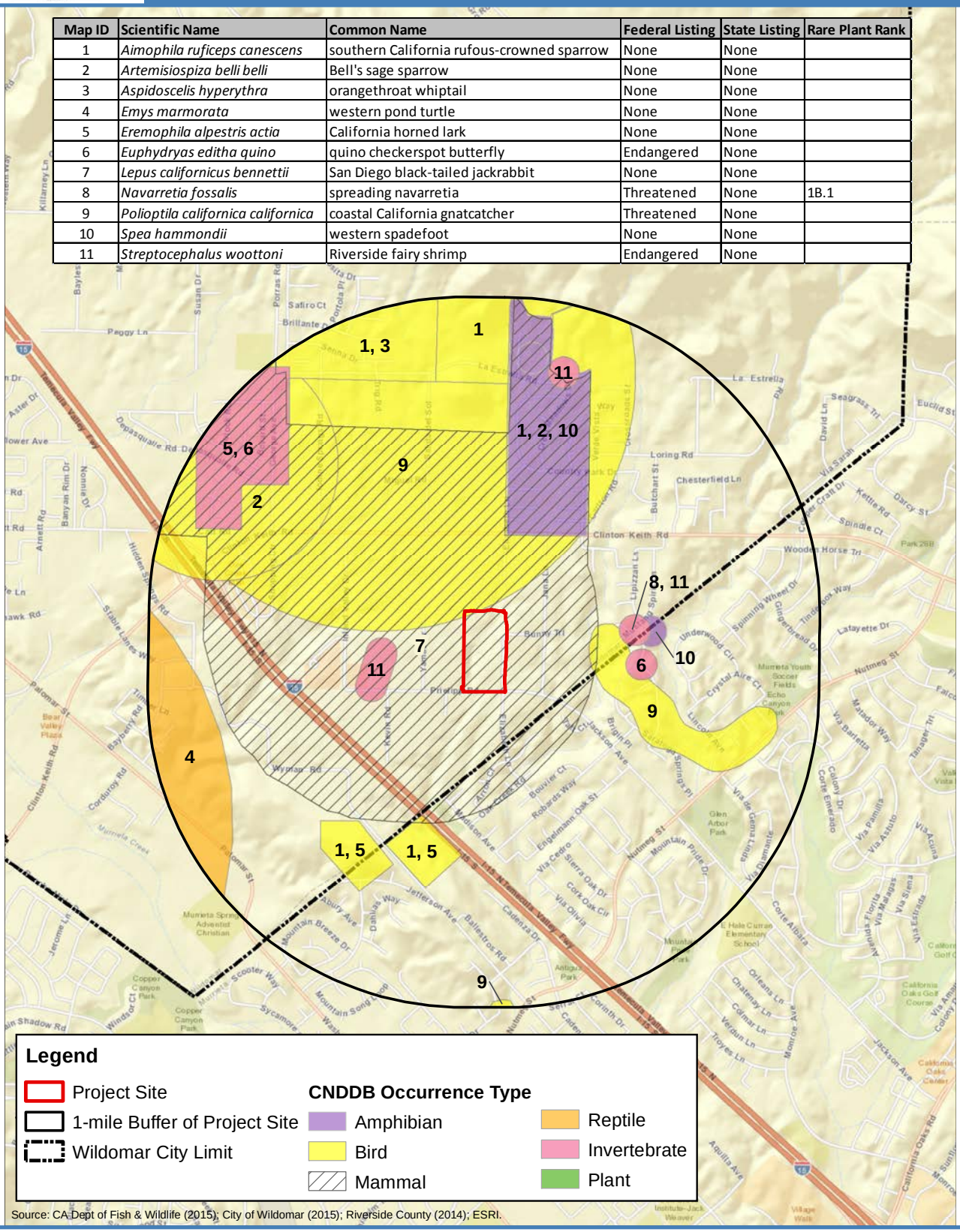


Figure 3.3-2
CNDDB

TABLE 3.3-1
SPECIAL-STATUS SPECIES SUMMARY

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	Covered by the MSHCP?	Included in Impact Analysis?	Rationale/Comments
Plants								
Abronia villosa var. *aurita*	chaparral sand-verbena	—	—	1B.1	Sandy soils in chaparral, coastal scrub and desert dunes. Elev: 246–5,249 feet (75–1,600 m). Blooms: Jan–Sept (CNPS 2015).	No	No	Not observed during focused plant surveys conducted in 2013. In addition, nearest occurrence is over 5 miles away (CDFW 2015c).
Allium munzii	Munz's onion	FE	ST	1B.1	Mesic clay soils in chaparral, cismontane woodland, coastal scrub, pinyon and juniper woodland, as well as valley and foothill grassland. Elev: 981–3,531 feet (299–1,076 m). Blooms: March–May (CNPS 2015).	Yes	No	Suitable soils not present. Soils in PSA are predominantly sandy loam type (USDA 2015).
Ambrosia pumila	San Diego ambrosia	FE	—	1B.1	Sandy loam or clay soils, often in disturbed areas, sometimes alkaline, in chaparral, coastal scrub, vernal pools and valley and foothill grassland. Elev: 66–1,362 feet (20–415 m). Blooms: April–Oct (CNPS 2015).	Yes	No	Not observed during focused plant surveys conducted in 2013. In addition, nearest occurrence is over 7 miles away (CDFW 2015c).
Arctostaphylos rainbowensis	rainbow manzanita	—	—	1B.1	Chaparral. Elev: 675–2,210 feet (206–674 m). Blooms: Dec–March (CNPS 2015).	Yes	No	Suitable habitat not present.
Astragalus pachypus var. *jaegeri*	Jaeger's bush milk-vetch	—	—	1B.1	Sandy or rocky soils in chaparral, cismontane woodland, coastal scrub, valley and foothill grasslands. Elev: 1,197–3,002 feet (365–915 m). Blooms: Dec–June (CNPS 2015).	Yes	No	Not observed during focused plant surveys conducted in 2013. In addition, nearest occurrence is over 8.5 miles away (CDFW 2015c).

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	Covered by the MSHCP?	Included in Impact Analysis?	Rationale/Comments
Atriplex coronata var. *notatior*	San Jacinto Valley crownscale	FE	—	1B.1	Alkaline soils in playas, vernal pools, and mesic valley and foothill grasslands. Elev: 456–1,640 feet (139–500 m). Blooms: April–Aug (CNPS 2015).	Yes	No	Suitable habitat/soils not present.
Atriplex pacifica	South Coast crownscale	—	—	1B.2	Playas, coastal bluff scrub, coastal dunes, and coastal scrub. Elev: 0–459 feet (0–140 m). Blooms: March–Oct (CNPS 2015).	No	No	Suitable habitat not present. PSA is above species elevation range.
Atriplex parishii	Parish's brittlescale	—	—	1B.1	Alkaline soils in playas, vernal pools, and chenopod scrub. Elev: 82–6,233 feet (25–1,900 m). Blooms: June–Oct (CNPS 2015).	Yes	No	Suitable habitat not present.
Atriplex seranana var. *davidsonii*	Davidson's saltscale	—	—	1B.2	Alkaline areas in coastal scrub and coastal bluff scrub. Elev: 33–656 feet (10–200 m). Blooms: April–Oct (CNPS 2015).	Yes	No	Suitable habitat not present. PSA is above species elevation range.
Ayenia compacta	California ayenia	—	—	2B.3	Rocky areas in Mojavean and Sonoran desert scrub. Elevations 492–3,592 feet (150–1,095 m). Blooms: March–April (CNPS 2015).	No	No	Suitable habitat not present.
Berberis nevinii	Nevin's barberry	FE	SE	1B.1	Sandy or gravelly soils in chaparral, cismontane woodland, coastal scrub, and riparian scrub. Elev: 898–2,707 feet (274–825 m). Blooms: March–June (CNPS 2015).	Yes	No	Not observed during focused plant surveys conducted in 2013. In addition, nearest occurrence is over 10.5 miles away (CDFW 2015c).

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Brodiaea filifolia	thread-leaved brodiaea	FT	SE	1B.1	Prefers clay soils in chaparral openings, cismontane woodland, coastal scrub, playas, vernal pools, and valley and foothill grasslands. Elev: 82–3,937 feet (25–1,120 m). Blooms: March–June (CNPS 2015).	Yes	No	Not observed during focused plant surveys conducted in 2013. Suitable soils not present. Soils in PSA are predominantly sandy loam type (USDA 2015).
Brodiaea orcuttii	Orcutt's brodiaea	—	—	1B.1	Mesic, clay and sometimes serpentinite areas in chaparral, cismontane woodland, meadows and seeps, vernal pools, closed-cone coniferous forest, and valley and foothill grasslands. Elev: 98–5,551 feet (30–1,692 m). Blooms: May–July (CNPS 2015).	Yes	No	Suitable soils not present. Soils in PSA are predominantly sandy loam type (USDA 2015).
Brodiaea santarosae	Santa Rosa Basalt brodiaea	—	—	1B.2	Basaltic soils in valley and foothill grassland. Elev: 1,865–3,449 feet (568–1,050 m). Blooms: May–June (CNPS 2015).	No	No	Suitable soils/habitat not present. PSA is below species elevation range.
California macrophylla	round-leaved filaree	—	—	1B.1	Clay soils in cismontane woodland and valley and foothill grasslands. Elev: 49–3,937 feet (15–1,200 m). Blooms: March–May (CNPS 2015).	Yes	No	Suitable soils not present. Soils in PSA are predominantly sandy loam type (USDA 2015).
Calochortus weedii var. *intermedius*	intermediate mariposa lily	—	—	1B.2	Rocky, calcareous substrates in chaparral, coastal scrub, and valley and foothill grassland. Elev: 345–2,805 feet (105–855 m). Blooms: May–July (CNPS 2015).	Yes	No	Suitable soils not present. Soils in PSA are predominantly sandy loam type (USDA 2015).
Ceanothus cyaneus	Lakeside ceanothus	—	—	1B.2	Closed-cone coniferous forests and chaparral. Elev: 770–2,477 feet (235–755 m). Blooms: April–June (CNPS 2015).	No	No	Suitable habitat not present.

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Ceanothus ophiochilus	Vail lake ceanothus	FT	SE	1B.1	Gabbro or pyroxinite-rich outcrops in chaparral. Elev: 1,903–3,494 feet (580–1,065 m). Blooms: Feb–March (CNPS 2015).	Yes	No	Suitable soils/habitat not present. PSA is below species elevation range.
Centromadia pungens ssp. *laevis*	smooth tarplant	—	—	1B.1	Alkaline soils in meadows, seeps, playas, chenopod scrub, riparian woodland, and valley and foothill grassland. Elev: 0–2,100 feet (0–640 m). Blooms: April–Sept (CNPS 2015).	Yes	Yes	Not observed during focused plant surveys conducted in 2013; however, suitable habitat is present, this species is known to colonize disturbed places, and nearby populations occur just over a mile away (CDFW 2015c).
Chaenactis glabriuscula var. *orcuttiana*	Orcutt's pincushion	—	—	1B.1	Sandy coastal bluff scrub and coastal dunes. Elev: 0–328 feet (0–100 m). Blooms: Jan–Aug (CNPS 2015).	No	No	Suitable habitat not present. PSA is above species elevation range.
Chorizanthe parryi var. *parryi*	Parry's spineflower	—	—	1B.1	Sandy or rocky soils in openings in chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Elev: 902–4,003 feet (275–1,220 m). Blooms: April–June (CNPS 2015).	Yes	Yes	Not observed during focused plant surveys conducted in 2013; however, suitable habitat is present, this species is known to colonize disturbed places, and nearby populations occur just over 2 miles away (CDFW 2015c).
Chorizanthe polygonoides var. *longispina*	long-spined spineflower	—	—	1B.2	Prefers clay soils in chaparral, coastal scrub, meadows, seeps, vernal pools, and foothill and valley grassland. Elev: 98–5,020 feet (30–1,530 m). Blooms: April–July (CNPS 2015).	Yes	No	Suitable soils not present. Soils in PSA are predominantly sandy loam type (USDA 2015). Not observed during focused plant surveys conducted in 2013.

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Clarkia delicata	delicate clarkia	—	—	1B.2	Often gabbroic soils in chaparral and cismontane woodland. Elev: 770–3,280 feet (235–1,000 m). Blooms: April–June (CNPS 2015).	No	No	Suitable habitat/soils not present. Gabbroic soil does not occur on-site (CGS 2010).
Clinopodium chandleri	San Miguel savory	—	—	1B.2	Rocky, gabbroic, or metavolcanic soils in chaparral, cismontane woodland, coastal scrub, riparian woodland, and valley and foothill grassland. Elev: 393–3,527 feet (120–1,075 m). Blooms: March–July (CNPS 2015).	Yes	No	Suitable soils not present (CGS 2010).
Cryptantha wigginsii	Wiggins' cryptantha	—	—	1B.2	Often clay soils in coastal scrub. Elev: 66–902 feet (20–275 m). Blooms: Feb–June (CNPS 2015).	No	No	Suitable habitat not present. PSA is above species elevation range.
Dodecahema leptoceras	slender-horned spineflower	FE	SE	1B.1	Sandy soils in chaparral, cismontane woodland, and alluvial fan coastal scrub. Elev: 656–2,493 feet (200–760 m). Blooms: April–June (CNPS 2015).	Yes	No	Not observed during focused plant surveys conducted in 2013. In addition, nearest extant occurrence is over 15 miles away (CDFW 2015c).
Dudleya multicaulis	many-stemmed dudleya	—	—	1B.2	Often on clay soil in chaparral, coastal scrub, and valley and foothill grassland. Elev: 49–2,592 feet (15–790 m). Blooms: April–July (CNPS 2015).	Yes	No	Not observed during focused plant surveys conducted in 2013. In addition, nearest occurrence is over 12 miles away (CDFW 2015c). Suitable soils not present. Soils in PSA are predominantly sandy loam type (USDA 2015).

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Dudleya viscida	sticky dudleya	—	—	1B.2	Rocky areas in coastal bluff scrub, chaparral, cismontane woodland, and coastal scrub. Elev: 33–1,805 feet (10–550 m). Blooms: May–June (CNPS 2015).	Yes	No	Not observed during focused plant surveys conducted in 2013. In addition, nearest extant occurrence is over 10 miles away (CDFW 2015c).
Eryngium aristulatum var. *parishii*	San Diego button-celery	FE	SE	1B.1	Mesic soils in coastal scrub, valley and foothill grassland, and vernal pools. Elev: 66–2,046 feet (20–624 m). Blooms: April–June (CNPS 2015).	Yes	No	Suitable soils not present. Soils in PSA are well drained and not considered mesic (USDA 2015).
Geothallus tuberosus	Campbell's liverwort	—	—	1B.1	On soil in vernal pools and mesic coastal scrub. Elev: 33–1,969 feet (10–600 m) (CNPS 2015).	No	No	Suitable soils/habitat not present.
Hesperocyparis forbesii	Tecate cypress	—	—	1B.1	Clay, gabbroic, or metavolcanic soils in chaparral and closed-cone coniferous forest. Elev: 262–4,921 feet (80–1,500 m) (CNPS 2015).	No	No	Suitable habitat/soils not present. Gabbroic/ metavolcanic soil does not occur on-site (CGS 2010). Soils in PSA are predominantly sandy loam type (USDA 2015).
Horkelia cuneata var. *puberula*	mesa horkelia	—	—	1B.1	Sandy or gravelly soils in maritime chaparral, cismontane woodland, and coastal scrub. Elev: 230–2,657 feet (70–810 m). Blooms: Feb–Sept (CNPS 2015).	No	No	**S**uitable habitat not present. In addition, nearest extant occurrence is over 12 miles away (CDFW 2015c).
Horkelia truncata	Ramona horkelia	—	—	1B.3	Clay and/or gabbroic soils in chaparral and cismontane woodland. Elev: 1,312–4,265 feet (400–1,300 m). Blooms: May–June (CNPS 2015).	No	No	Suitable habitat/soils not present. Gabbroic soil does not occur on-site (CGS 2010). Soils in PSA are predominantly sandy loam type (USDA 2015).

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Juncus luciensis	Santa Lucia dwarf rush	—	—	1B.2	Chaparral, Great Basin scrub, lower montane coniferous forest, meadows, seeps, and vernal pools. Elev: 984–6,693 feet (300–2,040 m). Blooms: April–July (CNPS 2015).	No	No	Suitable habitat not present.
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	—	—	1B.1	Coastal salt marshes and swamps, playas, and vernal pools. Elev: 3–4,003 feet (1–1,220 m). Blooms: Feb–June (CNPS 2015).	Yes	No	Suitable habitat not present.
Lepechinia cardiophylla	heart-leaved pitcher sage	—	—	1B.1	Closed-cone coniferous forests, chaparral, and cismontane woodland. Elev: 1,706–4,495 feet (520–1,370 m). Blooms: April–July (CNPS 2015).	Yes	No	Suitable habitat not present. PSA is below species elevation range.
Lilium parryi	lemon lily	—	—	1B.2	Mesic areas in meadows, seeps, riparian forest, lower and upper montane coniferous forests. Elev: 4,003–9.006 feet (1,220–2,745 m). Blooms: July–Aug (CNPS 2015).	Yes	No	Suitable habitat not present. PSA is below species elevation range.
Limnanthes alba ssp. *parishii*	Parish's meadowfoam	—	SE	1B.2	Vernally mesic areas in lower montane coniferous forest, meadows and seeps, and vernal pools. Elev: 1,969–6,562 feet (600–2,000 m). Blooms: April–June (CNPS 2015).	Yes	No	Suitable habitat not present. PSA is below species elevation range.
Mielichhoferia shevockii	Shevock's copper moss	—	—	1B.2	On metamorphic rock, rock, and in mesic areas in cismontane woodland. Elev: 2,460–4,593 feet (750–1,400 m) (CNPS 2015).	No	No	Suitable habitat not present. PSA is below species elevation range.
Monardella hypoleuca ssp. *intermedia*	intermediate monardella	—	—	1B.3	Usually understory in chaparral, cismontane woodland, and sometimes lower montane coniferous forest. Elev: 1,312–4,101 feet (400–1,250 m). Blooms: April–Sept (CNPS 2015).	No	No	Suitable habitat not present. In addition, nearest occurrence is over 5 miles away (CDFW 2015c).

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Monardella hypoleuca ssp. *lanata*	felt-leaved monardella	—	—	1B.2	Chaparral and cismontane woodland. Elev: 984–5,167 feet (300–1,575 m). Blooms: June–Aug (CNPS 2015).	No	No	Suitable habitat not present. In addition, no occurrences in the vicinity of the PSA (CDFW 2015c).
Monardella macrantha ssp. *hallii*	Hall's monardella	—	—	1B.3	Chaparral, cismontane woodland, lower montane coniferous forest, broadleafed upland forest, valley and foothill grassland. Elev: 2,395–7,201 feet (730–2,195 m). Blooms: June–Oct (CNPS 2015).	Yes	No	Suitable habitat not present. PSA is below species elevation range.
Navarretia fossalis	spreading navarretia	FT	—	1B.1	Assorted shallow freshwater marshes and swamps, and chenopod scrub, playas, and vernal pools. Elev: 98–2,149 feet (30–655 m). Blooms: April–June (CNPS 2015).	No	No	Suitable habitat not present.
Navarretia prostrata	prostrate vernal pool navarretia	—	—	1B.1	Mesic areas in coastal scrub, meadows and seeps, vernal pools, and alkaline valley and foothill grasslands. Elev: 49–3,970 feet (15–1,210 m). Blooms: April–July (CNPS 2015).	No	No	Suitable soils/habitat not present. Soils in PSA are well drained and not considered mesic (USDA 2015).
Nolina cismontana	chaparral nolina	—	—	1B.2	Sandstone or gabbro soils in chaparral and coastal scrub. Elev: 459–4,183 feet (140–1,275 m). Blooms: March–July (CNPS 2015).	No	No	Suitable soils not present. Gabbroic/ sandstone soil does not occur on-site (CGS 2010).
Orcuttia californica	California Orcutt grass	FE	SE	1B.1	Vernal pools. Elev: 49–2,165 feet (15–660 m). Blooms: April–Aug (CNPS 2015).	Yes	No	Suitable habitat not present.
Packera ganderi	Gander's ragwort	—	—	1B.2	Often found in newly burned areas or on gabbroic soils in chaparral. Elev: 1,312–3,937 feet (400–1,200 m). Blooms: April–June (CNPS 2015).	No	No	Suitable soils/habitat not present.

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Pseudognaphalium leucocephalum	white rabbit-tobacco	—	—	2B.2	Sandy, gravelly soils in chaparral, cismontane woodland, coastal scrub, and riparian woodland. Elev: 0–6,930 feet (0–2,112 m). Blooms: July–Dec (CNPS 2015).	No	No	Not observed during focused plant surveys conducted in 2013. Disturbed nature of the PSA likely precludes the presence of this species.
Scutellaria bolanderi ssp. *austromontana*	southern mountains skullcap	—	—	1B.2	Mesic soils in chaparral, cismontane woodland, and lower montane coniferous forest. Elev: 1,403–6,600 feet (427–2,012 m). Blooms: June–Aug (CNPS 2015).	No	No	Suitable habitat not present. PSA is below species elevation range.
Sibaropsis hammittii	Hammitt's clay-cress	—	—	1B.2	Clay soils in chaparral openings, and valley and foothill grassland. Elev: 2,362–3,494 feet (720–1,065 m). Blooms: March–April (CNPS 2015).	Yes	No	Suitable habitat not present. PSA is below species elevation range.
Sphaerocarpos drewei	bottle liverwort	—	—	1B.1	Soil openings in chaparral and coastal scrub. Elev: 297–1,980 feet (91–604 m) (CNPS 2015).	No	No	Not observed during focused plant surveys conducted in 2013. Disturbed nature of the PSA likely precludes the presence of this species.
Symphyotrichum defoliatum	San Bernadino aster	—	—	1B.2	Near ditches, streams, and springs in coastal scrub, cismontane woodland, lower montane coniferous forest, marshes, meadows, seeps, swamps, and vernally mesic valley and foothill grasslands. Elev: 7–6,693 feet (2–2,040 m). Blooms: July–Nov (CNPS 2015).	No	No	Suitable habitat not present. Drainage in PSA is ephemeral and likely not mesic enough to support this species.

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Tetrococcus dioicus	Parry's tetrococcus	—	—	1B.2	Chaparral and coastal scrub. Elev: 541–3,281 feet (165–1,000 m). Blooms: April–May (CNPS 2015).	No	No	Not observed during focused plant surveys conducted in 2013. In addition, nearest occurrence is over 11 miles away (CDFW 2015c).
Tortula californica	California screw-moss	—	—	1B.2	Sandy soils in chenopod scrub, valley and foothill grassland. Elev: 33–4,790 feet (10–1,460 m) (CNPS 2015).	No	No	Suitable habitat not present.
Invertebrates								
Branchinecta lynchi	vernal pool fairy shrimp	FT	—		Found only in vernal pools and vernal pool-like habitats (USFWS 2005).	Yes	No	Suitable habitat not present.
Branchinecta sandiegonensis	San Diego fairy shrimp	FE	—		Small, shallow vernal pools. Occasionally occur in ditches and roadruts with suitable conditions. Have never been found in permanent water bodies (USFWS 1998).	No	No	Suitable habitat not present.
Euphydryas editha quino	quino checkerspot butterfly	FE	—		Restricted to Riverside and San Diego counties. Habitat is patchy scrub or small tree landscapes with openings of several meters between woody plants, or a landscape of open swales alternating with dense patches of shrubs, habitats often collectively termed "scrublands." Selectively lay eggs and feed on host plants—mostly Scrophulariacea or Plantaginaceae families (USFWS 2003).	Yes	No	**S**uitable habitat not present. Host plants are not present (PCR 2013).

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Streptocephalus woottoni	Riverside fairy shrimp	FE	—		Restricted to vernal pools and non-vegetated ephemeral pools deeper than 12 inches. Inland areas of Riverside, Orange, and San Diego counties. Coastal areas of San Diego County and Northwestern Baja California (USFWS 2008).	Yes	No	Suitable habitat not present.
Fish								
Gila orcuttii	arroyo chub	—	SSC		Native to Los Angeles, San Gabriel, San Luis Rey, Santa Ana, and Santa Margarita rivers, as well as Malibu and San Juan creeks. Extirpated from much of the native range, but introduced to streams along the coast and the Mojave River system, where they have eliminated the Mohave tui chub (UC Davis 2015).	Yes	No	Suitable habitat not present. On-site drainage is ephemeral.
Amphibians								
Anaxyrus californicus	arroyo toad	FE	SSC		Breeding habitat = slow moving streams with shallow pools, nearby sandbars, and adjacent stream terraces. Often breed in shallow, sandy pools bordered by sand/gravel flood terraces. Inhabit upland habitats when not breeding, such as sycamore-cottonwood woodlands, oak woodlands, coastal sage scrub, chaparral, and grassland (USFWS 2009a).	Yes	No	Suitable habitat not present. On-site drainage is ephemeral.

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Rana draytonii	California red-legged frog	FT	SSC		Ponds/streams in humid forests, woodlands, grasslands, coastal scrub, and streamsides with plant cover in lowlands or foothills. Breeding habitat = permanent or ephemeral water sources; lakes, ponds, reservoirs, slow streams, marshes, bogs, and swamps. Ephemeral wetland habitats require animal burrows or other moist refuges for estivation when the wetlands are dry. From sea level to 5,000 feet (1,525 m) (Nafis 2015).	Yes	No	Suitable habitat not present. On-site drainage is ephemeral. In addition, the PSA does not overlap with the CDFW Range Map (2008 update) for this species (CDFW 2015b).
Spea hammondii	western spadefoot	—	SSC		Prefers open areas with sandy or gravelly soils, in a variety of habitats including mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains. Rainpools which do not contain bullfrogs, fish, or crayfish are necessary for breeding (Nafis 2015).	Yes	No	Suitable breeding pool habitat not present.
Taricha torosa	Coast Range newt	—	SSC		Found in wet forests, oak forests, chaparral, and rolling grasslands. In Southern California, drier chaparral, oak woodland, and grassland are used (Nafis 2015).	Yes	No	Suitable habitat not present. On-site drainage is ephemeral. In addition, the PSA does not overlap with the CDFW Range Map (1998 update) for this species (CDFW 2015b).

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Reptiles								
Anniella pulchra pulchra	silvery legless lizard	—	SSC		Occurs in sparsely vegetated areas of beach dunes, chaparral, pine-oak woodland, desert scrub, sandy washes, and stream terraces (Nafis 2015).	No	No	Suitable habitat may be present; however, the nearest occurrence is over 35 miles away (CDFW 2015c).
Aspidoscelis hyperythra	orange-throated whiptail	—	SSC		Inhabits low-elevation coastal scrub, chamise-redshank chaparral, mixed chaparral, and valley-foothill hardwood habitats. Prefers washes and other sandy areas with patches of brush and rocks (CDFW 2015b).	Yes	Yes	Not observed during reconnaissance-level surveys conducted in 2012 and 2013; however, suitable habitat is present.
Crotalus ruber	red-diamond rattlesnake	—	SSC		Inhabits chaparral, woodland, and arid desert habitats in rocky areas and dense vegetation (Nafis 2015).	Yes	Yes	Not observed during reconnaissance-level surveys conducted in 2012 and 2013; however, suitable habitat is present.
Emys marmorata	western pond turtle	—	SSC		Found in ponds, lakes, rivers, streams, creeks, marshes, and irrigation ditches, with abundant vegetation, and either rocky or muddy bottoms, in woodland, forest, and grassland. In streams, prefers pools to shallower areas. Logs, rocks, cattail mats, and exposed banks are required for basking (Nafis 2015).	Yes	No	Suitable habitat not present. On-site drainage is ephemeral and could not support this species.
Phrynosoma blainvillii	coast horned lizard	—	SSC		Occurs in valley-foothill hardwood, conifer, pine-cypress, juniper, annual grassland and riparian habitats. Inhabits open country, especially sandy areas, washes, floodplains, and wind-blown deposits (CDFW 2015b).	Yes	Yes	Not observed during reconnaissance-level surveys conducted in 2012 and 2013; however, suitable habitat is present.

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Plestiodon skiltonianus interparietalis	Coronado Island skink	—	SSC		Grasslands, woodlands, pine forests, chaparral, especially in open sunny areas such as clearings and the edges of creeks and rivers. Prefers rocky areas near streams with lots of vegetation. Also found in areas away from water. Range restricted to San Diego area (Nafis 2015).	No	No	Outside species range (Nafis 2015).
Salvadora hexalepis virgultea	coast patch-nosed snake	—	SSC		Inhabits semi-arid brushy areas and chaparral in canyons, rocky hillsides, and plains at elevations from below sea level to around 7,000 feet (2,134 m) (Nafis 2015).	No	No	Suitable habitat not present.
Thamnophis hammondii	two-striped garter snake	—	SSC		Found in wet forests, oak forests, chaparral, and rolling grasslands. In Southern California, drier chaparral, oak woodland, and grassland are used (Nafis 2015).	No	No	Suitable habitat not present.
Birds								
Agelaius tricolor	tricolored blackbird	—	SSC		Nests in wetlands or in dense vegetation near open water. Dominant nesting substrates: cattails, bulrushes, blackberry, agricultural silage. Nesting substrate must either be flooded, spinous, or in some way defended against predators (Hamilton 2004).	Yes	No	Suitable habitat not present.
Ammodramus savannarum	grasshopper sparrow	—	SSC		Frequents dense, dry, or well-drained grassland, especially native grassland with a mix of grasses and forbs for foraging and nesting. Uses scattered shrubs for singing perches. In Southern California, breeds on hillside, mesa, and mountains up to 5,000 feet (1,500 m) (CDFW 2015b).	Yes	No	Suitable habitat not present.

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Aquila chrysaetos	golden eagle	—	FP		Uncommon resident and migrant throughout California, except center of Central Valley. Habitat typically rolling foothills, mountain areas, sage-juniper flats, desert (CDFW 2015b).	Yes	No	Suitable nesting habitat not present.
Asio flammeus	short-eared owl	—	SSC		Found in open, treeless areas with elevated sites for perches, and dense vegetation for roosting and nesting. Associated with perennial grasslands, prairies, dunes, meadows, irrigated lands, and saline and fresh emergent wetlands (CDFW 2015b).	No	No	Suitable habitat not present.
Asio otus	long-eared owl	—	SSC		Riparian habitat required; also uses live oak thickets and other dense stands of trees. Found in dense conifer stands at high elevations (CDFW 2015b).	No	No	Suitable habitat not present.
Athene cunicularia	burrowing owl	—	SSC		Nesting habitat includes open areas with mammal burrows, including rolling hills, grasslands, fallow fields, sparsely vegetated desert scrub, vacant lots and human disturbed lands. Soils must be friable for burrows (Bates 2006).	Yes	Yes	Not observed during focused surveys conducted in 2013; however, suitable habitat is present.
Buteo swainsoni	Swainson's hawk	—	ST		Nests in stands with few trees in riparian areas, juniper-sage flats, and oak savannah in the Central Valley. Forages in adjacent grasslands, agricultural fields, and pastures (CDFW 2015b).	Yes	No	Suitable nesting habitat not present.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	Covered by the MSHCP?	Included in Impact Analysis?	Rationale/Comments
Campylorhynchus brunneicapillus sandiegensis	coastal cactus wren	—	SSC		Frequents desert succulent shrub, Joshua tree, and desert wash habitats. Found in arid parts of westward-draining slopes of Southern California. Nests in cholla or other large, branching cactus, in yucca, or in stiff-twigged, thorny shrubs or small trees (CDFW 2015b).	Yes	No	Suitable habitat not present.
Charadrius alexandrinus nivosus	western snowy plover	FT	SSC		Breeds on barren to sparsely vegetated flats and along shores of alkaline and saline lakes, reservoirs, ponds, etc. (Shuford and Gardali 2008).	No	No	Suitable habitat not present.
Charadrius montanus	mountain plover	—	SSC		Frequents open plains with low, herbaceous or scattered shrub vegetation below 3,200 feet (1,000 m) (CDFW 2015b).	Yes	No	Suitable habitat not present. Does not nest in California (CDFW 2015b).
Chlidonius niger	black tern	—	SSC		Uses fresh emergent wetlands, lakes, ponds, moist grasslands, and agricultural fields for breeding. Can use coastal wetlands and offshore habitats during migration (CDFW 2015b).	No	No	Suitable habitat not present.
Circus cyaneus	northern harrier	—	SSC		Nests on the ground in patches of dense, tall vegetation in undisturbed areas. Breeds and forages in variety of open habitats such as marshes, wet meadows, weedy borders of lakes, rivers and steams, grasslands, pastures, croplands, sagebrush flats and desert sinks (Shuford and Gardali 2008).	Yes	No	Suitable nesting habitat not present. May use the PSA for foraging.
Cistothorus palustris clarkae	Clark's marsh wren	—	SSC		Restricted to freshwater and brackish marshes dominated by bulrushes or cattail (Shuford and Gardali 2008).	No	No	Suitable habitat not present.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	Covered by the MSHCP?	Included in Impact Analysis?	Rationale/Comments
Coccyzus americanus occidentalis	western yellow-billed cuckoo	FCT	SE		Valley foothill and desert riparian habitats. Inhabits extensive deciduous riparian thickets or forests with dense, low-level or understory foliage, abutting slow-moving watercourses, backwaters, or seeps. Willow almost always present (CDFW 2015b).	Yes	No	Suitable habitat not present.
Contopus cooperi	olive-sided flycatcher	—	SSC		Preferred habitat is forest and woodland, with adjacent meadows, lakes, or open terrain for foraging (CDFW 2015b).	No	No	Suitable habitat not present.
Dendroica petechia brewsteri	yellow warbler	—	SSC		Riparian vegetation along streams and in wet meadows. Willow cover and Oregon ash important predictors of abundance in Northern California (CDFW 2015b).	Yes	No	Suitable habitat not present.
Elanus leucurus	white-tailed kite	—	FP		Occurs in herbaceous and open stages of valley lowland habitats, usually near agricultural land. Forages in undisturbed, open grasslands, meadows, farmlands, and emergent wetlands (CDFW 2015b).	Yes	No	Suitable nesting habitat not present. May use the PSA for foraging.
Empidonax traillii	willow flycatcher	—	SE		Obligate riparian breeder. Nests in willow or alder habitats associated with moist meadows, perennial streams, and smaller spring-fed or boggy areas (Craig and Williams 1998).	No	No	Suitable habitat not present.
Empidonax traillii extimus	southwestern willow flycatcher	FE	SE		Dense riparian forest and scrub habitats associated with rivers, swamps, wetlands, lakes, and reservoirs (USFWS 2002b).	Yes	No	Suitable habitat not present.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	Covered by the MSHCP?	Included in Impact Analysis?	Rationale/Comments
Falco peregrinus anatum	American peregrine falcon	FD	FP		Breeds mostly in woodland, forest, and coastal habitats, near wetlands, lakes, rivers, or other water on high cliffs, banks, dunes, or mounds. Will nest in human-made structures, tree or snag cavities, or old nests of other raptors (CDFW 2015b).	Yes	No	Suitable habitat not present.
Gelochelidon nilotica	gull-billed tern	—	SSC		In California, nests only at the Salton Sea, on sandy flats. Forages over shallow flats, mudflats, grasslands, and croplands (CDFW 2015b).	No	No	Suitable habitat not present. Outside species range.
Haliaeetus leucocephalus	bald eagle	FD	SE		Nests in large, old-growth, or dominant live tree with open branchwork, especially ponderosa pine. Requires large bodies of water or rivers with abundant fish, and adjacent snags (CDFW 2015b).	Yes	No	Suitable habitat not present.
Icteria virens	yellow-breasted chat	—	SSC		Nests in early-successional riparian habitats with a well-developed shrub layer and an open canopy. Restricted to narrow border of streams, creeks, sloughs, and rivers. Often nests in dense thicket plants such as blackberry and willow (Shuford and Gardali 2008).	Yes	No	Suitable habitat not present.
Ixobrychus exilis	least bittern	—	SSC		Colorado River in dense emergent wetlands near freshwater and in desert riparian (saltcedar scrub). Likely nests only in emergent wetlands. Rare in deserts and coastal lowlands (CDFW 2015b).	No	No	Suitable habitat not present.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	Covered by the MSHCP?	Included in Impact Analysis?	Rationale/Comments
Lanius ludovicianus	loggerhead shrike	—	SSC		Breeds in shrublands or open woodlands with a fair amount of grass cover and areas of bare ground. Requires tall shrubs, trees, fences, or power lines for hunting perches; open areas for hunting; and large shrubs or trees for nests. Also needs impaling sites for prey manipulation (Shuford and Gardali 2008).	Yes	Yes	Not observed during reconnaissance-level surveys conducted in 2012 and 2013; however, suitable nesting and foraging habitat is present.
Passerculus sandwichensis beldingi	Belding's savannah sparrow	—	SE		Coastal salt marshes. Associated with dense pickleweed, paricularly *Salicornia virginica*, for nesting (Zembal and Hoffman 2010).	No	No	Suitable habitat not present.
Pooecetes gramineus affinis	Oregon vesper sparrow	—	SSC		Obligate grassland species. Open ground with little vegetation or short grass and low annuals, including stubble fields, meadows and road edges (Shuford and Gardali 2008).	No	No	Suitable habitat not present.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	Covered by the MSHCP?	Included in Impact Analysis?	Rationale/Comments
Polioptila californica californica	coastal California gnatcatcher	FT	SSC		Scrub-dominated plant communities, strongly associated with sage scrub. Distribution ranges from southern Ventura County down through Los Angeles, Orange, Riverside, San Bernardino, and San Diego counties (USFWS 2010).	Yes	Yes	Not observed during reconnaissance-level surveys conducted in 2012 and 2013; however, suitable nesting and foraging habitat is present. In addition, an occurrence was reported on the Prielipp property in the CNDDB in 2001, and one individual of this species was incidentally observed by PCR during a survey conducted in August 2013 on a project site less than 1,000 feet northwest of the property.
Strix occidentalis occidentalis	California spotted owl	—	SSC		Forests and woodlands with large mature trees and snags containing a high basal area, dense canopy (>70%) cover, multiple canopy layers, and downed woody debris (CDFW 2015b).	Yes	No	Suitable habitat not present.
Vireo bellii pusillus	least Bell's vireo	FE	SE		Obligate riparian breeders, preferring structurally diverse riparian woodlands with a dense understory. Community structures typically utilized include cottonwood-willow woodlands, oak woodlands, and mule fat scrub (Kus 2002).	Yes	No	Suitable habitat not present.
Xanthocephalus xanthocephalus	yellow-headed blackbird	—	SSC		Nest in marshes with tall, emergent vegetation (e.g., tules and cattails) adjacent to deepwater (Shuford and Gardali 2008).	No	No	Suitable habitat not present.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	Covered by the MSHCP?	Included in Impact Analysis?	Rationale/Comments
Mammals								
Antrozous pallidus	pallid bat	—	SSC		Day roosts are in caves, crevices, mines, and occasionally in hollow trees and buildings (CDFW 2015b).	No	No	Suitable habitat not present.
Chaetodipus californicus femoralis	Dulzura pocket mouse	—	SSC		Variety of habitats including chaparral, grassland, and coastal sage scrub in San Diego County. Attracted to grass-chaparral edges (CDFW 2015b).	No	No	Suitable habitat not present. Outside species range.
Chaetodipus fallax fallax	northwestern San Diego pocket mouse	—	SSC		Sandy herbaceous areas in coastal scrub, chaparral, sagebrush, desert scrub and washes, and annual grassland. Usually found in areas with moderate canopy coverage of arid shrubland or pinyon-juniper habitats on or near rocky slopes and sandy areas (CDFW 2015b).	Yes	Yes	Suitable habitat present.
Dipodomys merriami parvus	San Bernardino kangaroo rat	FE	SSC		Typically found in Riversidean alluvial fan sage scrub on alluvial floodplains and adjacent upland habitat (USFWS 2009b).	Yes	No	Outside species range (USFWS 2009b).
Dipodomys stephensi	Stephens' kangaroo rat	FE	ST		Often found in transition areas between grassland and coastal sage scrub habitat where perennial vegetation is covering less than 50% of the ground, including disturbed areas. Deep, friable soil is needed for burrowing. Plants commonly associated with suitable habitat are chamise, buckwheat, brome grass, and filaree (RCA 2004).	Yes	Yes	Suitable habitat present. Commonly found in disturbed areas.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	Covered by the MSHCP?	Included in Impact Analysis?	Rationale/Comments
Eumops perotis californicus	western mastiff bat	—	SSC		Occurs in open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, annual and perennial grasslands, palm oases, chaparral, desert scrub, and urban. Crevices in cliff faces, high buildings, trees, and tunnels are required for roosting (CDFW 2015b).	No	No	Suitable roosting habitat not present.
Lasiurus xanthinus	western yellow bat	—	SSC		Associated with palm trees in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats below 2,000 feet (600 m) (CDFW 2015b).	No	No	Suitable habitat not present.
Lepus californicus bennetti	San Diego black-tailed jackrabbit	—	SSC		Herbaceous and desert-shrub areas and open, early stages of forest and chaparral habitats (CDFW 2015b).	Yes	Yes	This species was observed during reconnaissance-level surveys conducted in 2012 and 2013.
Neotoma lepida intermedia	San Diego desert woodrat	—	SSC		Inhabits areas with dense vegetation in habitats such as sage scrub and chaparral, when rocky crevices are present. Most abundant in rocky areas with Joshua trees (CDFW 2015b).	Yes	No	Suitable habitat not present. Vegetation in PSA is sparse.
Nyctinomops femorosaccus	pocketed free-tailed bat	—	SSC		Associated with creosote scrub or chaparral, and large rock features such as boulder jumbles or rocky canyons (Bolster 1998).	No	No	Suitable habitat not present.
Onychomys torridus ramona	southern grasshopper mouse	—	SSC		Common in California in arid desert habitats of the Mojave Desert and southern Central Valley including alkaline desert scrub and desert scrub. Lower population densities in succulent shrub, wash, and riparian areas (CDFW 2015b).	No	No	Suitable habitat not present.

Scientific Name	Common Name	Federal Status	State Status	CNPS Rare Plant Rank	General Habitat Characteristics	Covered by the MSHCP?	Included in Impact Analysis?	Rationale/Comments
Perognathus longimembris brevinasus	Los Angeles pocket mouse	—	SSC		Low elevation grasslands, alluvial sage scrub, and coastal sage scrub (Bolster 1998).	Yes	Yes	Suitable habitat present.
Perognathus longimembris internationalis	Jacumba pocket mouse	—	SSC		Desert riparian, desert scrub, desert wash, coastal scrub, and sagebrush (CDFW 2015b).	No	No	Suitable habitat may be present; however, there are no nearby occurrences. Closest record is almost 14 miles away (CDFW 2015c).
Taxidea taxus	American badger	—	SSC		Open shrub, forest, and herbaceous habitats with friable soils. Associated with treeless regions, prairies, park lands, and cold desert areas. Range includes most of California, except the North Coast (CDFW 2015b).	No	No	Suitable habitat may be present; however, there are no nearby occurrences. Closest record is from the west side of the Santa Ana Mountains (CDFW 2015c).

Key	
Federal & State Status	**CNPS Rare Plant Rank**
(FE) Federal Endangered	*Rareness Ranks*
(FT) Federal Threatened	(1A) Presumed Extinct in California
(FC) Federal Candidate	(1B) Rare, Threatened, or Endangered in California and Elsewhere
(FD) Federally Delisted	(2B) Rare, Threatened, or Endangered in California, But More Common Elsewhere
(SE) State Endangered	*Threat Ranks*
(ST) State Threatened	(0.1) Seriously threatened in California
(SSC) State Species of Special Concern	(0.2) Fairly threatened in California
(FP) Fully Protected	(0.3) Not very threatened in California

Special-Status Plant Species

Based on database search results, available habitat, and species range, two special-status plant species have the potential to occur in the PSA. Focused rare plant surveys conducted by PCR in 2013 came back negative for special-status plants; however, both species described below are being considered in the impact analysis due to the presence of nearby populations and their ability to recruit in disturbed areas. Each special-status plant species considered in the impact analysis is described below based on the data obtained from the CNPS (2015) Inventory of Rare, Threatened, and Endangered Plants of California.

Smooth Tarplant (*Centromadia pungens* ssp. *laevis*)

Smooth tarplant is an annual herb endemic to California. It has a CNPS rare plant rank of 1B.1 and no federal or state listing. This species blooms from April to September and can be found at elevations ranging from sea level to 3,000 feet (640 meters) amsl. Smooth tarplant is associated with alkaline soils and is found in a variety of habitats, including chenopod scrub, meadows and seeps, playas, riparian woodland, and valley and foothill grassland. This species is threatened by agriculture, road maintenance, discing, urbanization, and flood control projects.

Smooth tarplant is known from numerous occurrences in the vicinity of the PSA, the nearest of which is just over 1 mile west along Murrieta Creek (CDFW 2015c). Although this species was not observed during focused rare plant surveys conducted in 2013, it is known to be a pioneering species capable of colonizing disturbed areas. The presence of suitable habitat and of numerous nearby occurrences results in the potential for this species to be impacted by project-related activities. Smooth tarplant is a covered species under the MSHCP.

Parry's Spineflower (*Chorizanthe parryi* var. *parryi*)

Parry's spineflower is an annual herb endemic to California. It has a CNPS rare plant rank of 1B.1 and no federal or state listing. This species blooms from April to June and can be found at elevations ranging from 908 to 4,026 feet (275–1,220 meters) amsl. Parry's spineflower is associated with sandy or rocky soils and is found in a variety of habitats, including chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland. This species is threatened by altered flood regimes, development, mining, non-native plants, and vehicles

Parry's spineflower is known from numerous occurrences in the vicinity of the PSA, several of which are just over 2 miles from the PSA (CDFW 2015c). Although this species was not observed during focused rare plant surveys conducted in 2013, it is known to be a pioneering species capable of colonizing disturbed areas. The presence of suitable habitat and of numerous nearby occurrences results in the potential for this species to be impacted by project-related activities. Parry's spineflower is a covered species under the MSHCP.

Special-Status Wildlife Species

Based on database search results, ten special-status wildlife species have the potential to occur in the PSA. Each species considered in the impact analysis is described below based on the data obtained from the CDFW's (2015b) California Wildlife Habitat Relationships System Life History Accounts and Range Maps as well as other published data sources, as cited.

Orange-Throated Whiptail (*Aspidoscelis hyperythra*)

The orange-throated whiptail is a California species of special concern and a common resident of Orange, Riverside, and San Diego counties west of the crest of the Peninsular Ranges, as well as in southwestern San Bernardino County. It is typically associated with low-elevation coastal scrub, chamise-redshank chaparral, mixed chaparral, and valley-foothill hardwood habitats. This species is found at elevations ranging from near sea level to 3,410 feet (1,040 meters) amsl. Preferred habitat is characterized by washes and other sandy areas with patches of brush and rocks.

Orange-throated whiptail is known from numerous occurrences in the vicinity of the PSA, one of which is less than a mile north (CDFW 2015c). The scrub communities in the PSA provide suitable habitat for this species. Although this species was not observed during reconnaissance-level surveys conducted by PCR in 2012 and 2013, the presence of suitable habitat and of nearby occurrences results in the potential for this species to be impacted by project-related activities. This species is covered under the MSHCP.

Red-Diamond Rattlesnake (*Crotalus ruber*)

The red-diamond rattlesnake is a California species of special concern found along coastal San Diego County, to the eastern slopes of the mountains and north through western Riverside County. It is typically associated with chaparral, woodland, and arid desert habitats at elevations ranging from sea level to 3,000 feet (900 meters) amsl. Preferred habitat is characterized by rocky areas and dense vegetation.

Red-diamond rattlesnakes are known from several occurrences in the vicinity of the PSA, the nearest of which is approximately 3 miles north of the PSA in the Sedco Hills (CDFW 2015c). The scrub communities in the PSA provide suitable habitat for this species. Although this species was not observed during reconnaissance-level surveys conducted by PCR in 2012 and 2013, the presence of suitable habitat and of nearby occurrences results in the potential for this species to be impacted by project-related activities. This species is covered under the MSHCP.

Coast Horned Lizard (*Phrynosoma blainvillii*)

The coast horned lizard is a California species of special concern. Typical vegetative associations include valley-foothill hardwood, conifer, and riparian habitat as well as pine-cypress, juniper, and annual grassland. The current known distribution is in the Sierra Nevada foothills from Butte County south to Kern County and throughout the Central and Southern California coast. This species is typically found below 2,000 feet (606 meters) amsl in the north and 3,000 feet amsl in the south; however, the range may extend up to 4,000 feet (1,212 meters) amsl in the Sierra Nevada foothills and 6,000 feet (1,818 meters) amsl in the Southern California mountain ranges.

Coast horned lizard is known from numerous occurrences in the vicinity of the PSA, several of which are less than a mile from the PSA (CDFW 2015c). The scrub communities in the PSA provide suitable habitat for this species. Although this species was not observed during reconnaissance-level surveys conducted by PCR in 2012 and 2013, the presence of suitable habitat and of nearby occurrences results in the potential for this species to be impacted by project-related activities. This species is covered under the MSHCP.

Burrowing Owl (*Athene cunicularia*)

The burrowing owl is a California species of special concern and is federally protected under the Migratory Bird and Treaty Act and as a bird of prey under the Raptor Recovery Act. Burrowing owls prefer nesting in mammal burrows in open areas of dry, open rolling hills, grasslands, fallow fields, sparsely vegetated desert scrub with gullies, washes, and arroyos, and along the edges of human-disturbed lands. This species can also be found inhabiting golf courses, airports, cemeteries, vacant lots, and road embankments with friable soils for nesting. The elevation range for this species extends from 200 feet (60 meters) below mean sea level to 12,000 feet (3,636 meters) amsl at the Dana Plateau in Yosemite (Bates 2006).

Focused surveys for this species were conducted by PCR in April, May, June, and August of 2013 (**Appendix 3.3**). No burrowing owls or their sign were observed during these surveys; however, the presence of suitable habitat, including burrows, results in the potential for owls to become established on-site. In addition, there are several occurrences of burrowing owls in the vicinity of the PSA, the nearest of which is less than 4 miles south of the PSA along Murrieta Creek (CDFW 2015c). The presence of suitable habitat and of nearby occurrences results in the potential for this species to be impacted by project-related activities should they become established on-site in the future. This species is covered under the MSHCP; however, the MSHCP requires additional surveys for burrowing owl prior to the start of project-related activities.

Coastal California Gnatcatcher (*Polioptila californica californica*)

The coastal California gnatcatcher is a non-migratory California species of special concern and is federally listed as threatened. Coastal California gnatcatchers are strongly associated with sage scrub habitats. This species is distributed from Ventura County to Baja California and limited to lower elevations (below 1,640 feet amsl) south and west of the Transverse and Peninsular ranges (Mock 2004).

Coastal California gnatcatcher is known from numerous occurrences in the vicinity of the PSA, a few of which are adjacent to the PSA, two recorded in 2001 (CDFW 2015c) and one recorded by PCR in 2013 (**Appendix 3.3**). The scrub communities in the PSA provide suitable habitat for this species. Although no coastal California gnatcatchers were observed on-site during reconnaissance-level surveys, the presence of occurrences adjacent to the PSA and the presence of suitable habitat result in the potential for this species to be impacted by project-related activities. This species is covered under the MSHCP.

Loggerhead Shrike (*Lanius ludovicianus*)

The loggerhead shrike is a California species of special concern. This species can be either a yearlong resident or a winter visitor in California. Loggerhead shrikes frequent open habitats in lowlands and foothills throughout California. The highest densities of this species occur in open-canopied valley foothill hardwood, valley foothill hardwood-conifer, valley foothill riparian, pinyon-juniper, juniper, desert riparian, and Joshua tree habitats. Suitable habitat is open with sparse trees or shrubs or other suitable perches and low or sparse herbaceous cover. Nests are built in shrubs or trees with dense foliage.

Loggerhead shrike is known from scattered occurrences in the vicinity of the PSA, the nearest of which is approximately 5 miles away near Lake Elsinore (CDFW 2015c). The scrub communities in the PSA provide suitable habitat for this species. Although this species was not observed during reconnaissance-level surveys conducted by PCR in 2012 and 2013, the presence of suitable

habitat and of nearby occurrences results in the potential for this species to be impacted by project-related activities. This species is covered under the MSHCP.

Northwestern San Diego Pocket Mouse (*Chaetodipus fallax fallax*)

The northwestern San Diego pocket mouse is a California species of special concern and a common resident of herbaceous areas, often in association with rocks or coarse gravel. This species is typically associated with coastal scrub, chamise-redshank chaparral, mixed chaparral, sagebrush, desert wash, desert scrub, desert succulent shrub, pinyon-juniper, and annual grassland habitats. This species is distributed throughout San Diego County and in parts of Riverside and San Bernardino counties. It can be found at elevations ranging from sea level to 4,500 feet (1,350 meters) amsl.

Northwestern San Diego pocket mouse is known from several occurrences in the vicinity of the PSA, the nearest of which is less than 3 miles east of the PSA (CDFW 2015c). The scrub communities within the PSA provide suitable habitat for northwestern San Diego pocket mouse. Although this species was not observed during reconnaissance-level surveys conducted by PCR in 2012 and 2013, the presence of suitable habitat and of nearby occurrences results in the potential for this species to be impacted by project-related activities. This species is covered under the MSHCP.

Los Angeles Pocket Mouse (*Perognathus longimembris brevinasus*)

The Los Angeles pocket mouse is a California species of special concern that occurs sparingly in the San Bernardino, San Jacinto, and Temecula valleys. This species is associated with lower elevation grassland, alluvial sage scrub, and coastal sage scrub habitats ranging in elevation from 548 to 2,650 feet (167 to 808 meters) amsl (Bolster 1998).

Los Angeles pocket mouse is known from scattered occurrences in the vicinity of the PSA, the nearest of which is over 6 miles southeast of the PSA in the Temecula Valley (CDFW 2015c). The scrub communities within the PSA provide suitable habitat for Los Angeles pocket mouse. Although this species was not observed during reconnaissance-level surveys conducted by PCR in 2012 and 2013, the presence of suitable habitat and nearby occurrences results in the potential for this species to be impacted by project-related activities. This species is covered under the MSHCP.

San Diego Black-Tailed Jackrabbit (*Lepus californicus bennettii*)

The San Diego black-tailed jackrabbit is a California species of special concern. It occurs in open habitats, including grassland, desert scrub, Riversidean sage scrub, chaparral, Great Basin sagebrush, and juniper and oak woodlands. This species is typically not found in dense brush or high grass. San Diego black-tailed jackrabbits use shrubs for cover and will sometimes use large burrows to escape predators (Riverside County 2003).

San Diego black-tailed jackrabbit is known from numerous occurrences in the vicinity of the PSA, including an occurrence from 1998 that overlaps with the PSA (CDFW 2015c). In addition, this species was observed during reconnaissance-level surveys in 2012 and 2013 (**Appendix 3.3**), resulting in the potential for this species to be impacted by project-related activities. This species is covered under the MSHCP.

Stephens' Kangaroo Rat (*Dipodomys stephensi*)

Stephens' kangaroo rat is federally listed as endangered and state listed as threatened. This species ranges from the city of Riverside in Riverside County to the vicinity of Vista in San Diego County. Stephens' kangaroo rat is typically associated with areas characterized by sparse perennial vegetation with firm soil in grassland, coastal scrub, sagebrush, and disturbed habitats. This species is often found in transition areas between grassland and coastal sage scrub where perennial vegetation cover is less than 50 percent (RCHCA 2003). Preferred plant associates include buckwheat, chamise, brome grass, and filaree. This species usually nests in pocket gopher burrows; however, they have been known to excavate their own burrows in suitable conditions.

Stephens' kangaroo rat is known from several occurrences in the vicinity of the PSA, the nearest of which are just over 1 mile away from the PSA (CDFW 2015c). The scrub communities within the PSA provide suitable habitat for this species. Although this species was not observed during reconnaissance-level surveys conducted by PCR in 2012 and 2013, the presence of suitable habitat and nearby occurrences results in the potential for Stephens' kangaroo rat to be impacted by project-related activities. This species is covered under the MSHCP; furthermore, the project is in the Stephens' Kangaroo Rat Mitigation Fee Area (Riverside County Ordinance 663).

3.3.2 REGULATORY FRAMEWORK

This section identifies environmental review and consultation requirements, as well as permits and approvals that must be obtained from local, state, and federal agencies prior to implementation of the project.

FEDERAL

Endangered Species Act

The Endangered Species Act of 1973 (ESA), as amended, provides protective measures for federally listed threatened and endangered species, including their habitats, from unlawful take (16 United States Code [USC] Sections 1531–1544). The ESA defines "take" to mean "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Title 50, Part 222, of the Code of Federal Regulations (50 CFR Section 222) further defines "harm" to include "an act which actually kills or injures fish or wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures fish or wildlife by significantly impairing essential behavioral patterns including feeding, spawning, rearing, migrating, feeding, or sheltering."

ESA Section 7(a)(1) requires federal agencies to utilize their authority to further the conservation of listed species. ESA Section 7(a)(2) requires consultation with the USFWS or the National Marine Fisheries Service (NMFS) if a federal agency undertakes, funds, permits, or authorizes (termed the federal nexus) any action that may affect endangered or threatened species, or designated critical habitat. For projects that may result in the incidental "take" of threatened or endangered species, or critical habitat, and that lack a federal nexus, a Section 10(a)(1)(b) incidental take permit can be obtained from the USFWS and/or the NMFS.

Clean Water Act

The basis of the Clean Water Act (CWA) was established in 1948; however, it was referred to as the Federal Water Pollution Control Act. The act was reorganized and expanded in 1972 (33 USC Section 1251), and at that time the Clean Water Act became the act's commonly used name.

The basis of the CWA is the regulation of pollutant discharges into waters of the United States, as well as the establishment of surface water quality standards.

Section 404

CWA Section 404 (33 USC Section 1344) established the program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Under this regulation, certain activities proposed within waters of the United States require the obtainment of a permit prior to initiation. These activities include, but are not limited to, placement of fill for the purposes of development, water resource projects (e.g., dams and levees), infrastructure development (e.g., highways and bridges), and mining operations.

The primary objective of this program is to ensure that the discharge of dredged or fill material is not permitted if a practicable alternative to the proposed activities exists that results in less impact to waters of the United States or the proposed activity would result in significant adverse impacts to these waters. To comply with these objectives, a permittee must document the measures taken to avoid and minimize impacts to waters of the United States and provide compensatory mitigation for any unavoidable impacts.

The US Environmental Protection Agency (EPA) and the USFWS are assigned roles and responsibilities in the administration of this program; however, the USACE is the lead agency in the administration of day-to-day activities, including issuance of permits. The agencies will typically assert jurisdiction over the following waters: (1) traditional navigable waters (TNW); (2) wetlands adjacent to TNWs; (3) relatively permanent waters (RPW) that are non-navigable tributaries to TNWs and have relatively permanent flow or seasonally continuous flow (typically three months); and (4) wetlands that directly about RPWs. Case-by-case investigations are usually conducted by the agencies to ascertain their jurisdiction over waters that are non-navigable tributaries and do not contain relatively permanent or seasonal flow, wetlands adjacent to the aforementioned features, and wetlands adjacent to but not directly abutting RPWs (USACE 2007). Jurisdiction is not generally asserted over swales or erosional features (e.g., gullies or small washes characterized by low-volume/short-duration flow events) or ditches constructed wholly within and draining only uplands that do not have relatively permanent flows.

The extent of jurisdiction within waters of the United States that lack adjacent wetlands is determined by the ordinary high water mark, which is defined in 33 CFR Section 328.3(e) as the "line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas." Wetlands are further defined under 33 CFR Section 328.3 and 40 CFR Section 230.3 as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" and typically include "swamps, marshes, bogs, and similar areas." The *Corps of Engineers Wetland Delineation Manual* (1987 Manual) sets forth a standardized methodology for delineating the extent of wetlands under federal jurisdiction (USACE 1987).

The 1987 Manual outlines three parameters that all wetlands, under normal circumstances, must contain positive indicators for to be considered jurisdictional. These parameters include (1) wetland hydrology, (2) hydrophytic vegetation, and (3) hydric soils (USACE 1987). In 2006, the USACE issued a series of regional supplements to address regional differences that are important to the functioning and identification of wetlands. The supplements present "wetland indicators,

delineation guidance, and other information" that is specific to the region. The USACE requires that wetland delineations submitted after June 5, 2007, be conducted in accordance with both the 1987 Manual and the applicable supplement.

Section 401

Under CWA Section 401 (33 USC Section 1341), federal agencies are not authorized to issue a permit and/or license for any activity that may result in discharges to waters of the United States, unless a state or tribe where the discharge originates either grants or waives CWA Section 401 certification. CWA Section 401 provides states or tribes with the ability to grant, grant with conditions, deny, or waive certification. Granting certification, with or without conditions, allows the federal permit/license to be issued and remain consistent with any conditions set forth in the CWA Section 401 certification. Denial of the certification prohibits the issuance of the federal license or permit, and waiver allows the permit/license to be issued without state or tribal comment. Decisions made by states or tribes are based on the proposed project's compliance with EPA water quality standards as well as applicable effluent limitations guidelines, new source performance standards, toxic pollutant restrictions, and any other appropriate requirements of state or tribal law. In California, the State Water Resources Control Board is the primary regulatory authority for CWA Section 401 requirements (additional details below).

Migratory Bird Treaty Act

Migratory birds are protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC Sections 703–711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Section 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR Section 21). The majority of birds found in the project vicinity would be protected under the MBTA.

Bald and Golden Eagle Protection Act

The bald eagle and golden eagle are federally protected under the Bald and Golden Eagle Protection Act (16 USC Sections 668–668c). Under the act, it is illegal to take, possess, sell, purchase, barter, offer to sell or purchase or barter, transport, export, or import at any time or in any manner a bald or golden eagle, alive or dead; or any part, nest or egg of these eagles unless authorized by the Secretary of the Interior. Violations are subject to fines and/or imprisonment for up to one year. Active nest sites are also protected from disturbance during the breeding season.

Executive Order 13112 – Invasive Species

This executive order directs all federal agencies to refrain from authorizing, funding, or carrying out actions or projects that may spread invasive species. The order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species. As part of the proposed action, the USFWS and the USACE would issue permits and therefore would be responsible for ensuring that the proposed action complies with Executive Order 13112 and does not contribute to the spread of invasive species.

Fish and Wildlife Coordination Act of 1958 (16 USC 661 et seq.)

The Fish and Wildlife Coordination Act requires that whenever any body of water is proposed or authorized to be impounded, diverted, or otherwise controlled or modified, the lead federal agency must consult with the USFWS, the state agency responsible for fish and wildlife management, and the National Marine Fisheries Service. Section 662(b) of the act requires the lead federal agency to consider the recommendations of the USFWS and other agencies. The recommendations may include proposed measures to mitigate or compensate for potential damages to wildlife and fisheries associated with a modification of a waterway.

Executive Order 11990 Protection of Wetlands (42 FR 26961, May 25, 1977)

Executive Order 11990 requires federal agencies to provide leadership and take action to minimize destruction, loss, or degradation of wetlands and to preserve and enhance the natural qualities of these lands. Federal agencies are required to avoid undertaking or providing support for new construction located in wetlands unless (1) no practicable alternative exists and (2) all practical measures have been taken to minimize harm to wetlands.

STATE

California Endangered Species Act

Under the California Endangered Species Act (CESA), the CDFW has the responsibility for maintaining a list of endangered and threatened species (FGC Section 2070). The CDFW also maintains a list of "candidate species," which are species formally noticed as being under review for potential addition to the list of endangered or threatened species, and a list of "species of special concern," which serve as a species "watch lists."

Pursuant to the requirements of the CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present and determine whether the proposed project will have a potentially significant impact on such species. In addition, the CDFW encourages informal consultation on any proposed project that may impact a candidate species.

Project-related impacts to species on the CESA endangered or threatened list would be considered significant. State-listed species are fully protected under the mandates of the CESA. Take of protected species incidental to otherwise lawful management activities may be authorized under FGC Section 206.591. Authorization from the CDFW would be in the form of an incidental take permit.

California Fish and Game Code

Streambed Alteration Agreement (FGC Sections 1600–1607)

State and local public agencies are subject to FGC Section 1602, which governs construction activities that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated as waters of the State by the CDFW. Under FGC Section 1602, a discretionary Streambed Alteration Agreement must be issued by the CDFW to the project proponent prior to the initiation of construction activities on lands under CDFW jurisdiction. As a general rule, this requirement applies to any work undertaken within the 100-year floodplain of a stream or river containing fish or wildlife resources.

Native Plant Protection Act

The Native Plant Protection Act (FGC Sections 1900–1913) prohibits the taking, possessing, or sale within the state of any plants with a state designation of rare, threatened, or endangered (as defined by the CDFW). An exception in the act allows landowners, under specified circumstances, to take listed plant species, provided that the owners first notify the CDFW and give that state agency at least 10 days to retrieve the plants before they are plowed under or otherwise destroyed (FGC Section 1913). Project impacts to these species are not considered significant unless the species are known to have a high potential to occur within the area of disturbance associated with construction of the proposed project.

Birds of Prey

Under FGC Section 3503.5, it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

"Fully Protected" Species

California statutes also afford "fully protected" status to a number of specifically identified birds, mammals, reptiles, and amphibians. These species cannot be "taken," even with an incidental take permit. FGC Section 3505 makes it unlawful to take "any aigrette or egret, osprey, bird of paradise, goura, numidi, or any part of such a bird. FGC Section 3511 protects from take the following fully protected birds: (a) American peregrine falcon (*Falco peregrinus anatum*); (b) brown pelican (*Pelecanus occidentalis*); (c) California black rail (*Laterallus jamaicensis coturniculus*); (d) California clapper rail (*Rallus longirostris obsoletus*); (e) California condor (*Gymnogyps californianus*); (f) California least tern (*Sterna albifrons browni*); (g) golden eagle; (h) greater sandhill crane (*Grus canadensis tabida*); (i) light-footed clapper rail (*Rallus longirostris levipes*); (j) southern bald eagle (*Haliaeetus leucocephalus leucocephalus*); (k) trumpeter swan (*Cygnus buccinator*); (l) white-tailed kite (*Elanus leucurus*); and (m) Yuma clapper rail (*Rallus longirostris yumanensis*).

FGC Section 4700 identifies the following fully protected mammals that cannot be taken: (a) Morro Bay kangaroo rat (*Dipodomys heermanni morroensis*); (b) bighorn sheep (*Ovis canadensis*), except Nelson bighorn sheep (subspecies *Ovis canadensis nelsoni*); (c) Northern elephant seal (*Mirounga angustirostris*); (d) Guadalupe fur seal (*Arctocephalus townsendi*); (e) ring-tailed cat (genus *Bassariscus*); (f) Pacific right whale (*Eubalaena sieboldi*); (g) salt-marsh harvest mouse (*Reithrodontomys raviventris*); (h) southern sea otter (*Enhydra lutris nereis*); and (i) wolverine (*Gulo gulo*).

FGC Section 5050 protects from take the following fully protected reptiles and amphibians: (a) blunt-nosed leopard lizard (*Crotaphytus wislizenii silus*); (b) San Francisco garter snake (*Thamnophis sirtalis tetrataenia*); (c) Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*); (d) limestone salamander (*Hydromantes brunus*); and (e) black toad (*Bufo boreas exsul*).

FGC Section 5515 identifies certain fully protected fish that cannot lawfully be taken, even with an incidental take permit. The following species are protected in this fashion: (a) Colorado River squawfish (*Ptychocheilus lucius*); (b) thicktail chub (*Gila crassicauda*); (c) Mohave chub (*Gila mohavensis*); (d) Lost River sucker (*Catostomus luxatus*); (e) Modoc sucker (*Catostomus microps*); (f) shortnose sucker (*Chasmistes brevirostris*); (g) humpback sucker (*Xyrauchen*

texanus); (h) Owens River pupfish (*Cyprinoden radiosus*); (i) unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*); and (j) rough sculpin (*Cottus asperrimus*).

California Wetlands and Other Waters Policies

The California Resources Agency and its various departments do not authorize or approve projects that fill or otherwise harm or destroy coastal, estuarine, or inland wetlands. Exceptions may be granted if all of the following conditions are met:

- The project is water-dependent.
- No other feasible alternative is available.
- The public trust is not adversely affected.
- Adequate compensation is proposed as part of the project.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act of 1966 (California Water Code Section 13000 et seq.; CCR Title 23, Chapter 3, Subchapter 15) is the primary state regulation that addresses water quality. The requirements of the act are implemented at the state level by the State Water Resources Control Board and at the local level by the Regional Water Quality Control Board (RWQCB). The RWQCB carries out planning, permitting, and enforcement activities related to water quality in California. The act provides for waste discharge requirements and a permitting system for discharges to land or water. Certification is required by the RWQCB for activities that can affect water quality.

Clean Water Act, Section 401 Water Quality Certification

CWA Section 401 (33 USC Section 1341) requires that any applicant for a federal license or permit which may result in a pollutant discharge to waters of the United States obtain a certification that the discharge will comply with EPA water quality standards. The state or tribal agency responsible for issuance of the Section 401 certification may also require compliance with additional effluent limitations and water quality standards set forth in state/tribal laws. In California, the RWQCB is the primary regulatory authority for CWA Section 401 requirements.

The San Diego RWQCB is responsible for enforcing water quality criteria and protecting water resources in the PSA. In addition, both Regional Water Quality Control Boards are responsible for controlling discharges to surface waters of the state by issuing waste discharge requirements (WDR) or commonly by issuing conditional waivers to WDRs. The RWQCB requires that a project proponent obtain a CWA Section 401 water quality certification for CWA Section 404 permits issued by the USACE. A request for water quality certification (including WDRs) by the RWQCB and an application for a General Permit for Storm Water Discharges Associated with Construction Activities are prepared and submitted following completion of the CEQA environmental document and submittal of the wetland delineation to the USACE.

Delegated Permit Authority

California has been delegated permit authority for the National Pollutant Discharge Elimination System (NPDES) permit program, including stormwater permits for all areas except tribal lands. Issuance of CWA Section 404 dredge and fill permits remains the responsibility of the USACE;

however, the state actively uses its CWA Section 401 certification authority to ensure CWA Section 404 permits are in compliance with state water quality standards.

State Definition of Covered Waters

Under California law, waters of the State means "any surface water or groundwater, including saline waters, within the boundaries of the state." Therefore, water quality laws apply to both surface water and groundwater. After the US Supreme Court decision in *Solid Waste Agency of Northern Cook County v. US Army Corps of Engineers*, the Office of Chief Counsel of the State Water Resources Control Board released a legal memorandum confirming the State's jurisdiction over isolated wetlands. The memorandum stated that under the California Porter-Cologne Water Quality Control Act (Porter-Cologne), discharges to wetlands and other waters of the State are subject to state regulation, and this includes isolated wetlands. In general, the Board regulates discharges to isolated waters in much the same way as it does for waters of the United States, using Porter-Cologne rather than Clean Water Act authority.

NONGOVERNMENTAL AGENCY

California Native Plant Society

The California Native Plant Society is a nongovernmental agency that classifies native plant species according to current population distribution and threat level in regard to extinction. These data are utilized by the CNPS to create/maintain a list of native California plants that have low numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the CNPS (2015) Inventory of Rare, Threatened, and Endangered Plants of California. Potential impacts to populations of CNPS-listed plants receive consideration under CEQA review.

The following identifies the definitions of the CNPS listings:

List 1A: Plants believed to be extinct

List 1B: Plants that are rare, threatened, or endangered in California and elsewhere

List 2: Plants that are rare, threatened, or endangered in California, but are more numerous elsewhere

All of the plant species on List 1 and 2 meet the requirements of the Native Plant Protection Act Section 1901, Chapter 10, or FGC Section 2062 and Section 2067 and are eligible for state listing. Plants appearing on List 1 or 2 are considered to meet the criteria of CEQA Section 15380, and effects on these species are considered "significant." Classifications of plants on List 3 (plants about which more information is needed) and/or List 4 (plants of limited distribution), as defined by the CNPS, are not currently protected under state or federal law. Therefore, no detailed descriptions were provided or impact analysis was performed on species with these classifications.

LOCAL

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County MSHCP is a comprehensive, multijurisdictional habitat conservation plan focusing on conservation of species and their associated habitats in western Riverside

County. This plan is one of several large, multijurisdictional habitat-planning efforts in Southern California with the overall goal of maintaining biological and ecological diversity in a rapidly urbanizing region. The MSHCP will allow Riverside County and its cities to better control local land-use decisions and maintain a strong economic climate in the region while addressing the requirements of the state and federal Endangered Species Acts. The MSHCP serves as a habitat conservation plan pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act (16 USC 1531 et seq.), as well as a natural community conservation plan (NCCP) under the NCCP Act of 2001 (Fish and Game Code Section 2800 et seq.). The MSHCP allows the participating jurisdictions to authorize take of plant and wildlife species identified within the plan area. The USFWS and the CDFW have authority to regulate the take of threatened, endangered, and rare species. Under the MSHCP, the wildlife agencies have granted take authorization for otherwise lawful actions, such as public and private development that may incidentally take or harm individual species or their habitat outside of the MSHCP conservation area, in exchange for the assembly and management of a coordinated MSHCP conservation area. The MSHCP is a criteria-based plan and does not rely on a hardline preserve map. Instead, within the MSHCP Plan Area, the MSHCP reserve will be assembled over time from a smaller subset of the Plan Area referred to as the Criteria Area. The Criteria Area consists of Criteria Cells (Cells) or Cell Groupings, and flexible guidelines (criteria) for the assembly of conservation within the Cells or Cell Groupings. Cells and Cell Groupings also may be included within larger units known as Cores, Linkages, or Non-Contiguous Habitat Blocks.

City of Wildomar

General Plan

The General Plan includes the following policies to address effects of prospective development on biological resources. The policies directly or indirectly address the direct mortality of individuals of listed, proposed, or candidate species or loss of habitat occupied by such species.

Open Space Policy 5.1: Substantially alter floodways or implement other channelization only as a "last resort," and limit the alteration to: (a) that necessary for the protection of public health and safety only after all other options are exhausted; (b) essential public service projects where or other feasible construction method or alternative project location exists; or (c) projects where primary function is improvement of fish and wildlife habitat.

Open Space Policy 5.2: If substantial modification to a floodway is proposed, design it to reduce adverse environmental effects to the maximum extent feasible, considering the following factors: (a) stream scour; (b) erosion protection and sedimentation; (c) wildlife habitat and linkages; (d) groundwater recharge capability; (e) adjacent property; (f) design (a natural effect, examples could include soft riparian bottoms and gentle bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with native plants to the maximum extent possible). A site-specific hydrologic study may be required.

Open Space Policy 5.3: Based upon site-specific study, all development shall be set back from the floodway boundary a distance adequate to address the following issues:

a. Public safety;

b. Erosion;

c. Riparian or wetland buffer;

d. Wildlife movement corridor or linkage; and

e. Slopes.

Open Space Policy 5.5: Development shall preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Incentives shall be utilized to the maximum extent possible.

Open Space Policy 5.6: Identify and, to the maximum extent feasible, conserve remaining upland habitat adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with those wetland and riparian areas.

Open Space Policy 5.7: Where land is prohibited from development due to its retention as natural floodways, floodplains and water courses, incentives should be available to the owner of such the land including density transfer and other mechanisms as may be adopted. These incentives will be provided for the purpose of encouraging the preservation of natural watercourses without creating undue hardship on the owner of properties following these policies.

Open Space Policy 6.1: During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.

Open Space Policy 6.2: Preserve buffer zones around wetlands where feasible and biologically appropriate.

Open Space Policy 8.1: Cooperate with federal and state agencies to achieve the sustainable conservation of forest land as a means of providing open space and protecting natural resources and habitat lands included in the MSHCPs.

Open Space Policy 9.3: Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.

Open Space Policy 17.1: Enforce the provisions of applicable MSHCPs, if adopted, when conducting review of development applications.

Open Space Policy 17.2: Enforce the provisions of applicable MSHCPs, if adopted, when developing transportation or infrastructure projects that have been designated as covered activities in the applicable MSHCPs.

Open Space Policy 17.3: Enforce the provisions of applicable MSHCPs, if adopted, when conducting review of possible general plan amendments and/or zoning changes.

Open Space Policy 18.1: Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCPs, if adopted.

Open Space Policy 18.2: Provide incentives to landowners that will encourage the protection of significant resources in the County beyond the preservation and/or conservation required to mitigate project impacts.

3.3.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance:

1) 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 CDFW or the USFWS.

2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or the USFWS.

3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

4) 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.

5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

6) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

7) Reduce the number or restrict the range of an endangered, rare, or threatened plant or animal species or biotic community, thereby causing the species or community to drop below self-sustaining levels.

METHODOLOGY

The impact assessment below discusses impacts from implementation of project activities. The impact assessment was based on the project description (Section 2.0), the report produced by PCR (see **Appendix 3.3-A**), information described in the environmental setting, and the standards of significance described above. In addition, the impact analysis is organized by the significance criteria noted above: special-status plant and wildlife species, sensitive vegetation communities, federally protected wetlands, wildlife movement corridors, and compliance with local plans and policies or existing habitat conservation plans. Each impact category includes a description of the specific potential impacts as well as avoidance, minimization, and mitigation measures that can potentially reduce and mitigate potentially significant impacts, where necessary. The reader is referred to Section 2.0, Project Description, for specific details on the project.

PROJECT IMPACTS AND MITIGATION MEASURES

Impacts to Candidate, Sensitive, or Special-Status Species (Standards of Significance 1 and 7)

Impact 3.3.1 Implementation of project-related activities could result in substantial adverse effects, either directly or through habitat modifications, to special-status species, which would be considered a **potentially significant** impact.

Suitable habitat for Parry's spineflower, smooth tarplant, orange-throated whiptail, red-diamond rattlesnake, coast horned lizard, burrowing owl, loggerhead shrike, coastal California gnatcatcher, northwestern San Diego pocket mouse, Los Angeles pocket mouse, Stephen's kangaroo rat, and San Diego black-tailed jackrabbit exists within the PSA. All of these species are covered under the MSHCP. The MSHCP and the Stephen's Kangaroo Rat Habitat Conservation Plan have been analyzed under CEQA. Project compliance with these plans fully mitigates impacts for these covered species. Furthermore, with the project's consistency with the MSHCP, with coverage afforded by the MSHCP, and the mitigation measures specified herein, direct, indirect, and cumulative impacts to biological resources will be **less than significant**.

To ensure compliance with the requirements of the MSHCP, additional surveys are required for burrowing owl. Therefore, mitigation measures **MM 3.3.1a** and **MM 3.3.1b** are required to ensure MSHCP compliance.

The PSA may also provide nesting and/or foraging habitat for migratory birds not identified in **Table 3.3-1**. All native breeding birds (except game birds during the hunting season), regardless of their listing status, are protected under the MBTA. Vegetation clearing in undisturbed portions of the PSA, during the nesting season, could result in direct impacts to nesting birds should they be present. Furthermore, noise and other human activity may result in nest abandonment if nesting birds are present within 200 feet of a work site. Due to the presence of suitable habitat for these species, implementation of project-related activities may result in adverse impacts should they be present in areas proposed for disturbance. In order to reduce potential impacts to a **less than significant** level, mitigation measure **MM 3.3.1c** is required.

Mitigation Measures

MM 3.3.1a Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl within the project site, where suitable habitat is present, will be conducted for all covered activities through the life of the building permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 500 feet (150 meters) of the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Departments*

MM 3.3.1b If burrowing owls are found to be present on-site, the project applicant shall develop a conservation strategy in cooperation with the CDFW, the USFWS, and the Regional Conservation Authority in accordance with the CDFW's (2012) *Staff Report on Burrowing Owl Mitigation*.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Departments*

MM 3.3.1c If clearing and/or construction activities will occur during the migratory bird nesting season (February 15 through August 15), preconstruction surveys to identify active migratory bird nests shall be conducted by a qualified biologist within 3 days prior to construction initiation. Preconstruction surveys must be performed by a qualified biologist for the purpose of determining the presence/absence of active nest sites within the proposed impact area and a 200-foot setback. If no active nests are found, no further mitigation is required. If construction is delayed or suspended for more than 14 days after the survey, the area shall be resurveyed.

If active nest sites are identified within 200 feet of project activities, the City shall impose an exclusionary setback for all active nest sites prior to commencement of any project-related activities to avoid maintenance- or access-related disturbances to nesting migratory birds A setback constitutes an area where project-related activities (i.e., vegetation removal and earth moving) shall not occur, and shall be imposed within 100 feet of any active nest sites until the nest is deemed inactive by a qualified biologist. Activities permitted within the setback and the size (i.e., 100 feet) of setbacks may be adjusted through consultation with the CDFW.

Timing/Implementation: *Prior to construction*

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Department*

Impacts to Sensitive Biological Communities, Riparian Habitat, or Federally Protected Waters (Standards of Significance 2 and 3)

Impact 3.3.2 Implementation of the proposed project could result in impacts to sensitive biological communities, riparian habitat, and/or federally protected wetlands, which would be a **potentially significant** impact.

Sensitive habitats include those that are of special concern to resource agencies and those that are protected under the MSHCP, CEQA, Fish and Game Code Section 1600, and Clean Water Act Section 404. No sensitive biological communities are present in the PSA. The PSA supports predominantly non-native and limited native plant communities that are not considered sensitive pursuant to the CDFW, the USFWS, or the MSHCP.

The PSA includes an ephemeral drainage that is considered a jurisdictional streambed pursuant to FGC Section 1602, as regulated by the CDFW. Permanent or temporary impacts are proposed to the entire portion of the drainage in the PSA (see Figure 13 in **Appendix 3.3**). Implementation

of mitigation measure **MM 3.3.2** would reduce impacts to CDFW jurisdictional features to a **less than significant** level by complying with FGC Section 1602, including applying for a permit and compensatory mitigation**.**

No federally protected wetlands occur within the PSA; however, the ephemeral drainage is considered waters of the United States and activities resulting in fill to this feature are regulated by the USACE through Clean Water Act Section 404 and by the RWQCB through Clean Water Act Section 401. Both permanent and temporary impacts are proposed to the entire portion of drainage in the PSA. Implementation of mitigation measure **MM 3.3.2** would reduce impacts to waters of the United States to a **less than significant** level by complying with Sections 404 and 401 of the Clean Water Act, including obtaining authorization and implementing required mitigation from the USACE and the RWQCB, respectively.

Mitigation Measures

MM 3.3.2 Prior to the issuance of any grading permits, the project applicant shall obtain a Clean Water Act Section 404 permit from the US Army Corps of Engineers, a Clean Water Act Section 401 permit from the Regional Water Quality Control Board, and a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the California Department of Fish and Wildlife for impacts to jurisdictional features. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies:

1. Off-site replacement and/or restoration of USACE/RWQCB jurisdictional waters of the United States/waters of the State within the Santa Margarita watershed at a ratio no less than 1:1 or within an adjacent watershed within Riverside County at a ratio no less than 2:1 for permanent impacts and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank.

2. Off-site replacement and/or replacement of CDFW jurisdictional streambed and associated riparian habitat within the Santa Margarita watershed at a ratio no less than 1:1 or within an adjacent watershed within Riverside County at a ratio no less than 2:1 for permanent impacts and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank.

Purchase of mitigation credits through an agency-approved mitigation bank or in-lieu fee program shall occur prior to any impacts to jurisdictional drainages. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat pursuant to a Habitat Mitigation and Monitoring Plan. The plan shall be prepared prior to any impacts to jurisdictional features and shall provide details as to the

implementation of the mitigation, maintenance, and future monitoring. The goal of the mitigation shall be to preserve, create, restore, and/or enhance similar habitat with equal or greater function and value than the impacted habitat.

Timing/Implementation: *Prior to project vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Departments*

Impacts to the Movement of Native Resident or Migratory Fish or Wildlife Species or within Established Migratory Corridor (Standard of Significance 4)

Impact 3.3.3 Implementation of the proposed project could interfere with the movement of native resident or migratory fish or wildlife species. This is considered a **less than significant** impact.

The PSA supports potential live-in and movement habitat for species on a local scale, but it likely provides little to no function to facilitate wildlife movement on a regional scale, and is not identified as a regionally important dispersal or migration corridor. Thus, interference with wildlife movement will be minimal, and this impact will be **less than significant**.

Mitigation Measures

None required.

Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance (Standard of Significance 5)

Impact 3.3.4 Implementation of the proposed project would not conflict with any local policies or ordinances protecting biological resources. There would be **no impact**.

Upon city incorporation, the City of Wildomar adopted County Ordinance 559, as amended, regulating the removal of trees. The ordinance regulates tree removal above the 5,000-foot elevation. The project site is not above 5,000 feet in elevation. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, including the City of Wildomar General Plan. As such, **no impact** is anticipated.

Mitigation Measures

None required.

Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan (Standard of Significance 6)

Impact 3.3.5 Implementation of the proposed project could conflict with the provisions of the Western Riverside County MSHCP. This would be considered a **potentially significant** impact.

The MSHCP protects and preserves certain habitats and species in the region. The MSHCP delineates particular areas of concern through the identification of specific areas known as Criteria Cells. Areas identified as Criteria Cells typically contain certain restrictions on development and land alterations. The PSA is not within a Criteria Cell or any other special conservation area. The project site is, however, still subject to be reviewed for consistency with Section 6.1.2–Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool, Section 6.1.3–Protection of Narrow Endemic Plan Species, Section 6.3.2–Additional Survey Needs and Procedures, and Section 6.1.4–Guidelines Pertaining to the Urban/Wildlands Interface of the MSHCP. A discussion of the proposed project's consistency with these MSHCP sections follows. A full analysis of the proposed project's consistency with the MSHCP can be found in **Appendix 3.3**.

Consistency with MSHCP Section 6.1.2: Section 6.1.2 addresses preservation of riparian, riverine, vernal pool, and fairy shrimp habitats. No vernal pool features or other fairy shrimp habitats occur on-site, and thus, no impacts to these features will occur as a result of project implementation. There are, however, riverine habitats on-site which will be permanently and temporarily impacted as a result of project-related activities. A Determination of Biological Equivalent or Superior Preservation (DBESP; **Appendix 3.3**) has been prepared. The DBESP outlines the impacts and proposed compensatory mitigation for impacts to riverine areas. The DBESP will ensure that the project is consistent with Section 6.1.2.

Consistency with MSHCP Section 6.1.3: Section 6.1.3 sets forth survey requirements for certain narrow endemic plants. The project site is not located within the Narrow Endemic Plant Species Survey Area and therefore would be consistent with Section 6.1.3.

Consistency with MSHCP Section 6.1.4: Section 6.1.4 addresses the need for certain projects to incorporate measures to address urban/wildland interfaces in or near the MSHCP conservation area. The project site is not located within or adjacent to any MSHCP conservation areas that would require the need for implementation of the Urban/Wildland Interface Guidelines; therefore, the project is consistent with Section 6.1.4.

Consistency with MSHCP Section 6.3.2: Section 6.3.2 sets forth the survey requirements for various plant and animal surveys. The project is not located within a Criteria Area Species Survey Area; however, the project is located in an additional survey area for burrowing owl. Focused surveys for burrowing owl were conducted in 2013 in accordance with the Burrowing Owl Survey Instructions for the Western Riverside MSHCP Area (**Appendix 3.3**). Suitable burrowing owl habitats consisting of open expanses of sparsely vegetated areas on gentle rolling or level terrain were found on-site. In addition, burrows capable of being used for nesting or roosting by burrowing owls were found on-site. No burrowing owls or their sign were documented during the focused surveys; however, burrowing owls have the potential to become established in the future due to the presence of suitable habitat. As a result, implementation of the proposed project could result in impacts to this species. However, implementation of mitigation measures **MM 3.3.1a** and **MM 3.3.1b** would ensure through preconstruction survey and avoidance that impacts to burrowing owls will be mitigated to a less than significant level with mitigation incorporated. As such, the project is consistent with Section 6.3.2.

A final component of the MSHCP is Mitigation Fee Areas, which are land areas that occur within the MSHCP and require a fee for development activities to occur. These fees are utilized to fund the minimization to certain endemic species. The proposed project is located within the MSHCP Mitigation Fee Area (Riverside County Ordinance 810.2) and the Stephens' Kangaroo Rat Mitigation Fee Area (Riverside County Ordinance 663). A standard condition for the proposed project includes the payment of these fees to comply with the overlying habitat conservation plan (the MSHCP).

As demonstrated in the analysis by PCR (2013) (see **Appendix 3.3**), the proposed project is consistent with the MSHCP. With adherence to the standard conditions and requirements, any impacts will be less than significant with mitigation incorporated. In addition, implementation of mitigation measures **MM 3.3.1a** and **MM 3.3.1b** included above will result in the project having **less than significant** with regard to the MSHCP.

Standard Conditions and Requirements

The project applicant is required to submit fees to the City in accordance with the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the MSHCP Mitigation Fee and the Stephens' Kangaroo Rat Mitigation Fee.

Prior to the issuance of any grading permits, the DBESP analysis prepared by the project applicant will need to be submitted to and approved by the RCA, the CDFW, and the USFWS. The DBESP outlines the impacts and proposed compensatory mitigation for impacts to riverine areas.

Mitigation Measures

Implement mitigation measures **MM 3.3.1a** and **MM 3.3.1b**.

3.3.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting includes the project site as well as the still-undeveloped areas surrounding the project site where the impacts of urbanization and threats to biological diversity and sensitive biological resources are considered most serious. The impacts on biological resources are primarily the result of urbanization of the area, habitat fragmentation, water pollution, and conversion of natural land to residential, commercial, and recreational use.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Biological Resources

Impact 3.3.6 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the immediate area of the proposed project, will result in the conversion of habitat and impact biological resources. This impact is considered **less than cumulatively considerable**.

The City, along with other jurisdictions in western Riverside County, participates in the MSHCP. The MSHCP is designed to protect over 150 species and conserve over 500,000 acres in western Riverside County. Project compliance with the MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan fully mitigates for impacts on covered species and ensures that large segments of natural communities in western Riverside County will be preserved.

Adherence to the standards and conditions, and implementation of mitigation measures **MM 3.3.1a** and **MM 3.3.1b,** ensure the project will be compliant with the MSHCP. In addition, implementation of mitigation measure **MM 3.3.1c** ensures that impacts to nesting birds are minimized. Finally, implementation of mitigation measure **MM 3.3.2** will ensure that impacts to jurisdictional features are minimized. Though the development of the proposed project will

continue the urbanization of the area, participation in and implementation of the MSHCP will effectively reduce the project's impacts to a **less than cumulatively considerable** level.

Mitigation Measures

Implement mitigation measures **MM 3.3.1a, MM 3.3.1b**, **MM 3.3.1c,** and **MM 3.3.2**.

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3.4 Climate Change and Greenhouse Gases

This section includes a description of the proposed project's contribution of greenhouse gas (GHG) emissions and the associated effects of climate change. The reader is referred to Section 3.2, Air Quality, for a discussion of project impacts associated with air quality. This section is based on the analysis conducted by Urban Crossroads in 2015 (see **Appendix 3.4**).

3.4.1 EXISTING SETTING

EXISTING CLIMATE SETTING

Since the early 1990s, scientific consensus holds that the world's population is releasing GHGs faster than the earth's natural systems can absorb them. These gases are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities and natural sources. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as "the greenhouse effect," human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to a warming of the earth and has the potential to severely impact the earth's climate system.

While often used interchangeably, there is a difference between the terms *climate change* and *global warming.* According to the National Academy of Sciences, climate change refers to any significant, measurable change of climate lasting for an extended period of time that can be caused by both natural factors and human activities. Global warming, on the other hand, is an average increase in the temperature of the atmosphere caused by increased GHG emissions. The use of the term *climate change* is becoming more prevalent because it encompasses all changes to the climate, not just temperature.

To fully understand global climate change, it is important to recognize the naturally occurring greenhouse effect and to define the GHGs that contribute to this phenomenon. Various gases in the earth's atmosphere, classified as atmospheric GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are CO_2, CH_4, N_2O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6).

Table 3.4-1 provides descriptions of the primary GHGs attributed to global climate change, including a description of their physical properties, primary sources, and contribution to the greenhouse effect.

TABLE 3.4-1
GREENHOUSE GASES

Greenhouse Gas	Description
Carbon Dioxide (CO_2)	Carbon dioxide is a colorless, odorless gas. CO_2 is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere.[1]
Methane (CH_4)	Methane is a colorless, odorless gas. It is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (intestinal fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of CH_4 to the atmosphere. Natural sources of CH_4 include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. The atmospheric lifetime of CH_4 is about 12 years.[2]
Nitrous Oxide (N_2O)	Nitrous oxide is a clear, colorless gas with a slightly sweet odor. Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. Nitrous oxide is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years.[3]

Sources: [1] EPA 2011a, [2] EPA 2011b, [3] EPA 2010

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. Methane traps over 21 times more heat per molecule than CO_2, and N_2O absorbs 310 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO_2e), which weigh each gas by its global warming potential (GWP). Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted. **Table 3.4-2** shows the GWPs for different greenhouse gases for a 100-year time horizon.

TABLE 3.4-2
GLOBAL WARMING POTENTIAL FOR GREENHOUSE GASES

Greenhouse Gas	Global Warming Potential
Carbon Dioxide (CO_2)	1
Methane (CH_4)	21
Nitrous Oxide (N_2O)	310

Source: California Climate Action Registry 2009

As the name implies, global climate change is a global problem. Greenhouse gases are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California is a significant emitter of CO_2e in the world and produced 452 million gross metric tons of CO_2e in 2010 (CARB 2013). Consumption of fossil

fuels in the transportation sector was the single largest source of California's GHG emissions in 2010, accounting for 38.3 percent of total GHG emissions in the state (CARB 2013). This category was followed by the electric power sector (including both in-state and out-of-state sources) (20.7 percent) and the industrial sector (19.0 percent) (CARB 2013).

EFFECTS OF GLOBAL CLIMATE CHANGE

California can draw on substantial scientific research conducted by experts at various universities and research institutions. With more than a decade of concerted research, scientists have established that the early signs of climate change are already evident in the state—as shown, for example, in increased average temperatures, changes in temperature extremes, reduced snowpack in the Sierra Nevada, sea level rise, and ecological shifts.

Many of these changes are accelerating locally, across the country, and around the globe. As a result of emissions already released into the atmosphere, California will face intensifying climate change in coming decades (CNRA 2009). Generally, research indicates that California should expect overall hotter and drier conditions, with a continued reduction in winter snow (with concurrent increases in winter rains), as well as increased average temperatures and accelerating sea-level rise. In addition to changes in average temperatures, sea level, and precipitation patterns, the intensity of extreme weather events is also changing (CNRA 2009).

Climate change temperature projections identified in the 2009 California Climate Adaptation Strategy suggest the following:

- Average temperature increase is expected to be more pronounced in the summer than in the winter season.
- Inland areas are likely to experience more pronounced warming than coastal regions.
- Heat waves are expected to increase in frequency, with individual heat waves also showing a tendency toward becoming longer and extending over a larger area, thus more likely to encompass multiple population centers in California at the same time.
- As GHGs remain in the atmosphere for decades, temperature changes over the next 30 to 40 years are already largely determined by past emissions. By 2050, temperatures are projected to increase by an additional 1.8 to 5.4 degrees Fahrenheit (°F) (an increase one to three times as large as that which occurred over the entire twentieth century).
- By 2100, the models project temperature increases between 3.6 and 9°F. (CNRA 2009)

According to the 2009 California Climate Adaptation Strategy, the impacts of climate change in California have the potential to include, but are not limited to, the areas discussed in **Table 3.4-3**.

TABLE 3.4-3
POTENTIAL STATEWIDE IMPACTS FROM CLIMATE CHANGE

Potential Statewide Impact	Description
Public Health	Climate change is expected to lead to an increase in ambient (i.e., outdoor) average air temperature, with greater increases expected in summer. Larger temperature increases are anticipated in inland communities as compared to the California coast. The potential health impacts from sustained and significantly higher than average temperatures include heat stroke, heat exhaustion, and the exacerbation of existing medical conditions such as cardiovascular and respiratory diseases, diabetes, nervous system disorders, emphysema, and epilepsy. Numerous studies have indicated that there are generally more deaths during periods of sustained higher temperatures. The elderly, infants, and socially isolated people with pre-existing illnesses who lack access to air conditioning or cooling spaces are among the most at risk during heat waves.
Floods and Droughts	The impacts of flooding may include population displacement, severe psychosocial stress with resulting mental health impacts, exacerbation of pre-existing chronic conditions, and infectious disease. Additionally, impacts can range from a loss of personal belongings, and the emotional ramifications from such loss, to direct injury and/or mortality. Drinking water contamination outbreaks in the United States are associated with extreme precipitation events. Runoff from rainfall is also associated with coastal contamination that can lead to contamination of shellfish and contribute to food-borne illness. Floodwaters may contain household, industrial, and agricultural chemicals, as well as sewage and animal waste. Flooding and heavy rainfall events can wash pathogens and chemicals from contaminated soils, farms, and streets into drinking water supplies. Flooding may also overload storm and wastewater systems, or flood septic systems, also leading to possible contamination of drinking water systems. Drought impacts develop more slowly over time. Risks to public health that Californians may face from drought include impacts on water supply and quality, food production (both agricultural and commercial fisheries), and risks of waterborne illness. As surface water supplies are reduced as a result of drought conditions, the amount of groundwater pumping is expected to increase to make up for the water shortfall. The increase in groundwater pumping has the potential to lower the water tables and cause land subsidence. Communities that utilize well water will be adversely affected by drops in water tables or through changes in water quality. Groundwater supplies have higher levels of total dissolved solids compared to surface waters. This introduces a set of effects for consumers, such as repair and maintenance costs associated with mineral deposits in water heaters and other plumbing fixtures, and on public water system infrastructure designed for lower salinity surface water supplies. Drought may also lead to increased concentration of contaminants in drinking water supplies.
Water Resources	The state's water supply system already faces challenges to provide water for California's growing population. Climate change is expected to exacerbate these challenges through increased temperatures and possible changes in precipitation patterns. The trends of the last century, especially increases in hydrologic variability, will likely intensify in this century. The state can expect to experience more frequent and larger floods and deeper droughts. Rising sea level will threaten the Delta water conveyance system and increase salinity in near-coastal groundwater supplies.
Forests and Landscapes	Global climate change has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, wildfire occurrence statewide could increase from 57% to 169% by 2085. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the state.

Source: CNRA 2009

3.4.2 REGULATORY FRAMEWORK

The adoption of recent legislation has provided a clear mandate that climate change must be included in an environmental review for a project subject to the California Environmental Quality Act (CEQA). Several GHG emission–related laws and regulations are discussed below.

STATE REGULATIONS

California has adopted various administrative initiatives and also enacted a variety of legislation relating to climate change, much of which sets aggressive goals for GHG emissions reductions within the state. However, none of this legislation provides definitive direction regarding the treatment of climate change in environmental review documents prepared under CEQA. In particular, the CEQA Guidelines do not require or suggest specific methodologies for performing an assessment or specific thresholds of significance and do not specify GHG reduction mitigation measures. Instead, the guidelines allow lead agencies to choose methodologies and make significance determinations based on substantial evidence, as discussed in further detail below. In addition, no state agency has promulgated binding regulations for analyzing GHG emissions, determining their significance, or mitigating significant effects in CEQA documents. Thus, lead agencies exercise their discretion in determining how to analyze GHGs.

The discussion below provides a brief overview of the primary legislation relating to climate change that may affect the emissions associated with the proposed project. It begins with an overview of the primary regulatory acts that have driven GHG regulation and analysis in California.

Executive Order S-3-05 (Statewide GHG Targets)

California Executive Order S-03-05 (2005) mandates a reduction of GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. Although the 2020 target has been incorporated into legislation (AB 32), the 2050 target remains only a goal of the Executive Order.

Executive Order B-30-15

California Executive Order B-30-15 (2015) mandates a reduction of GHG emissions of 40 percent below 1990 levels by 2030.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

The California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32) (Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599) instructs the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. The act directed CARB to set a greenhouse gas emissions limit based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020 (1990 levels have been estimated to equate to 15 percent below 2005 emission levels). Based on CARB's calculations of emissions levels, California must reduce GHG emissions by approximately 15 percent below 2005 levels to achieve this goal.

AB 32 Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business as usual"). The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and Climate Action Team early actions and additional GHG reduction measures by both entities, identifies additional measures to be pursued as regulations, and outlines the role of a cap-and-trade program. Additional development of these measures and adoption of the appropriate regulations occurred through the end of year 2013. The key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent.
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions.
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets.
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, heavy-duty truck measures, and the Low Carbon Fuel Standard.
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation. (CARB 2008)

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relies on emissions projections updated in light of current economic forecasts that account for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This reduced the projected 2020 emissions from 596 million metric tons (MMT) CO_2e to 545 $MMTCO_2e$. The reduction in projected 2020 emissions means that the revised business-as-usual (BAU) reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent. CARB also provided a lower 2020 inventory forecast that took credit for certain State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from BAU needed to achieve the goals of AB 32 is approximately 16 percent.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looks beyond 2020 toward the 2050 goal established in Executive Order S-3-05, though not yet adopted as state law, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal." The Scoping Plan update does not establish or propose any specific post-2020 goals,

but identifies such goals adopted by other governments or recommended by various scientific and policy organizations.

Assembly Bill 1493 and Advanced Clean Cars Program

AB 1493 ("the Pavley Standard," 2005) (Health and Safety Code Sections 42823 and 43018.5) aimed to reduce GHG emissions from noncommercial passenger vehicles and light-duty trucks of model years 2009–2016. The bill also required the California Climate Action Registry to develop and adopt protocols for the reporting and certification of GHG emissions reductions from mobile sources for use by CARB in granting emissions reduction credits. The bill authorized CARB to grant emissions reduction credits for reductions in GHG emissions prior to the date of enforcement of regulations, using model year 2000 as the baseline for reduction.

In 2012, CARB approved the Advanced Clean Cars Program, a new emissions-control program for model years 2017–2025. The program combines the control of smog, soot, and GHG emissions with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

Low Carbon Fuel Standard

Executive Order S-01-07 (2007) requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by CARB. CARB identified the Low Carbon Fuel Standard (LCFS) as a discrete early action item under AB 32. The regulation took effect in 2010 and is codified at Title 17, California Code of Regulations, Sections 95480–95490. The LCFS will reduce greenhouse gas emissions by reducing the carbon intensity of transportation fuels used in California by at least 10 percent by 2020. Carbon intensity is a measure of the GHG emissions associated with the various production, distribution, and use steps in the "life cycle" of a transportation fuel.

Renewables Portfolio Standard (Senate Bill 1078, Senate Bill 107, and Senate Bill X1-2)

Established in 2002 under Senate Bill (SB) 1078, and accelerated in 2006 under SB 107 and again in 2011 under SBX1-2, California's Renewables Portfolio Standard (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020. The 33 percent standard is consistent with the RPS goal established in the Scoping Plan. As an interim measure, the RPS requires 25 percent of retail sales to be sourced from renewable energy by 2016.

Senate Bill 375

SB 375 (codified in the Government Code and the Public Resources Code[1]) took effect in 2008 and provides a new planning process to coordinate land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32. SB 375 includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 also requires metropolitan planning organizations (MPOs) to incorporate a Sustainable Communities Strategy (SCS) in their Regional Transportation Plans that will achieve GHG emissions reduction targets by reducing vehicle miles traveled from light-duty

[1] Senate Bill 375 is codified at Government Code Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588, 14522.1, 14522.2, and 65080.01 as well as Public Resources Code Sections 21061.3 and 21159.28 and Chapter 4.2.

vehicles through the development of more compact, complete, and efficient communities. If the SCS cannot meet greenhouse gas reduction targets, the MPO must prepare an Alternative Planning Strategy identifying the additional regional land uses and transportation investments needed to attain the targets. The MPO with jurisdiction in the project area is the Southern California Association of Governments (SCAG).

On September 23, 2010, CARB adopted regional targets for the reduction of GHGs applying to the years 2020 and 2035 (CARB 2011a). For the area under SCAG jurisdiction, CARB established placeholder regional targets for reduction of greenhouse gas emissions of 8 percent for 2020 and 13 percent for 2035 (CARB 2010). CARB's executive officer approved the final targets on February 15, 2011 (CARB 2011b).

SCAG's Sustainable Communities Strategy is included in the SCAG 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2012). The document was adopted by SCAG in April 2012. The RTP/SCS goals and policies that reduce vehicle miles traveled (VMT) focus on transportation and land use planning which include building infill projects, locating residents closer to where they work and play, and designing communities so there is access to high quality transit service. The RTP/SCS adopts land use patterns at the jurisdictional level. The RTP/SCS also includes an appendix listing examples of measures that could reduce impacts from planning, development, and transportation. It notes, however, that the example measures are "not intended to serve as any kind of checklist to be used on a project-specific basis." Since every project and project setting is different, project-specific analysis is needed to identify applicable and feasible mitigation. The GHG example measures include the following:

GHG1: SCAG member cities and the county governments may adopt and implement Climate Actions Plans (CAPS, also known as Plans for the Reduction of Greenhouse Gas Emissions as described in CEQA Guidelines Section 15183.5 Tiering and Streamlining the Analysis of Greenhouse Gas Emissions).

GHG2: Project sponsors may require Best Available Control Technology (BACT) during construction and operation of projects, including:

a) Solicit bids that include use of energy- and fuel-efficient fleets;

b) Solicit preference construction bids that use BACT, particularly those seeking to deploy zero- and/or near zero emission technologies;

c) Employ use of alternative-fueled vehicles;

d) Use lighting systems that are energy efficient, such as LED technology;

e) Use CEQA Guidelines Appendix F, Energy Conservation, to create an energy conservation plan;

f) Streamline permitting process to infill, redevelopment, and energy-efficient projects;

g) Use an adopted emissions calculator to estimate construction-related emissions;

h) Use the minimum feasible amount of GHG-emitting construction materials that is feasible;

i) Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;

j) Use lighter-colored pavement where feasible;

k) Recycle construction debris to the maximum extent feasible; and

l) Plant shade trees in or near construction projects where feasible.

GHG3: Local jurisdictions can and may establish a coordinated, creative public outreach activities, including publicizing the importance of reducing GHG emissions and steps community members may take to reduce their individual impacts.

GHG4: Pedestrian and Bicycle Promotion: Local jurisdictions may work with local community groups and business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation.

GHG5: Waste Reduction: Local jurisdictions can and should organize workshops on waste reduction activities for the home or business, such as backyard composting, or office paper recycling, and may schedule recycling drop-off events and neighborhood chipping/mulching days.

GHG6: Water Conservation: Local jurisdictions may organize support and/or sponsor workshops on water conservation activities, such as selecting and planting drought-tolerant, native plants in landscaping, and installing advanced irrigation systems.

GHG7: Energy Efficiency: Local jurisdictions may organize workshops on steps to increase energy efficiency in the home or business, such as weatherizing the home or building envelope, installing smart lighting systems, and how to conduct a self-audit for energy use and efficiency.

GHG8: Schools Programs: Local jurisdictions may develop and implement a program to present information to schoolchildren about climate change and ways to reduce GHG emissions, and may support school-based programs for GHG reduction, such as school-based trip reduction and the importance of recycling.

This law also extends the minimum time period for the regional housing needs allocation cycle from 5 years to 8 years for local governments located within an MPO meeting certain requirements. City or county land use policies (including general plans) are not required to be consistent with the regional transportation plan (and associated SCS or Alternative Planning Strategy). However, new CEQA provisions would incentivize (through streamlining and other provisions) qualified projects that are consistent with an approved SCS or Alternative Planning Strategy, categorized as "transit priority" projects.

California Building Energy Efficiency Standards

Energy conservation standards for new residential and nonresidential buildings were originally adopted by the California Energy Resources Conservation and Development Commission in June 1977 and most recently revised in 2008 (Title 24, Part 6, of the California Code of Regulations). In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

In 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Title 24, Part 11) was adopted as part of the California Building Standards Code (Title 24, California Code of Regulations).

Part 11 establishes voluntary standards 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. Current mandatory standards include:

- Twenty (20) percent mandatory reduction in indoor water use, with voluntary goal standards for 30, 35, and 40 percent reductions.
- Separate water meters for nonresidential buildings' indoor and outdoor water use, with a requirement for moisture-sensing irrigation systems for larger landscape projects.
- Diversion of 50 percent of construction waste from landfills, increasing voluntarily to 65 and 75 percent for new homes and 80 percent for commercial projects.
- Wastewater reduction measures including the requirement that each building reduce the generation of wastewater through the installation of water conservation fixtures or by using non-potable water systems.
- Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies.
- Low-pollutant-emitting interior finish materials such as paints, carpet, vinyl flooring, and particleboard.

The California Energy Commission recently adopted changes to the 2013 Building Energy Efficiency Standards contained in the California Code of Regulations, Title 24, Part 6 (also known as the California Energy Code) and associated administrative regulations in Part 1 (collectively referred to here as the standards). The amended standards took effect in the summer of 2014. The 2013 Building Energy Efficiency Standards are 25 percent more efficient than previous standards for residential construction and 30 percent better for nonresidential construction. The standards offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

California Green Building Standards

In January 2010, the California Building Standards Commission adopted the statewide mandatory Green Building Standards Code (CALGreen [California Code of Regulations, Title 24, Part 11]). CALGreen applies to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure. CALGreen requires energy conservation measures for new buildings and structures. The City of Wildomar adopted the CALGreen standards by ordinance (Ordinance 11-01).

LOCAL

South Coast Air Quality Management District

To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, South Coast Air Management District (SCAQMD) staff is convening an

ongoing GHG CEQA Significance Threshold Working Group. Members of the working group include government agencies implementing CEQA and representatives from various stakeholder groups that provide input to SCAQMD staff on developing the significance thresholds. On October 8, 2008, the SCAQMD released the Draft AQMD Staff CEQA GHG Significance Thresholds. These thresholds have not been finalized and continue to be developed through the working group.

On September 28, 2010, SCAQMD Working Group Meeting #15 considered use of the 6.6 metric tons per service population metric as a threshold for plan-level analysis, though it has not adopted any thresholds for the land use sector to date. Thus, it is only a concept that has been discussed at the staff level and is not a SCAQMD recommendation at this time. Furthermore, SCAQMD's staff concept (as indicated in the September 28, 2010, working group presentation) is that the service population metric is only employed for significance determination after considering whether a CEQA plan or project is consistent with a climate action plan.

As of SCAQMD staff's meeting on September 28, 2010, the draft tiered threshold provides the following guidance:

Tier 1: Is the project exempt from CEQA? If yes, the project is not significant and no further analysis is required.

Tier 2: Is the project consistent with an approved regional climate action plan? If yes, the project is not significant and no further analysis is required.

Tier 3: Would the project result in emissions below the screening level criteria? If yes, the project is not significant and no further analysis is required.

- Propose 10,000 metric tons (MT) per year CO_2e per year industrial project threshold for use by all lead agencies.
- Propose 3,000 MT per year CO_2e for all residential and commercial land use types.
- Threshold value by land use type acceptable if used consistently.
- Residential: 3,500 MT per year CO_2e
- Commercial: 1,400 MT per year CO_2e
- Mixed use: 3,000 MT per year CO_2e
- Both options based on review of the Office of Planning Research (OPR) database (711 CEQA projects) using the 90 percent capture rate approach

Tier 4: Would the project comply with certain performance-based standards? If yes, the project is not significant and no further analysis is required.

- Option #1: Percent Emission Reduction Target
- No recommendation at this time.
- Option #2: Early Implementation of Applicable AB 32 Scoping Plan Measures
- Incorporated in Option #3.
- Option #3: SCAQMD Efficiency Target
- 2020 Targets – 4.8 MT per year CO_2e per service population for project-level threshold (land use employment only)
- 2035 Targets – 3.0 MT per year CO_2e per service population for project-level threshold

The SCAQMD has not announced when staff is expecting to present a finalized version of these thresholds to the Governing Board. The SCAQMD has also adopted Rules 2700, 2701, and 2702 that address GHG reductions; however, these rules are currently applicable only to boilers and process heaters, forestry, and manure management projects.

Western Riverside Council of Governments Climate Action Plan

Many strategies for monitoring and addressing climate change have emerged at the international, national, and state levels. To support AB 32, California has been developing policy and passing legislation that seeks to control emissions of gases that contribute to climate change. These have included regulatory approaches such as mandatory reporting for significant sources of GHG emissions and caps on emission levels, as well as market-based mechanisms, such as cap and trade. Voluntary local actions are also increasing, such as conducting emissions inventories, implementing practices to reduce emissions, and purchasing offsets and renewable energy certificates. Wildomar is a member agency of the Western Riverside Council of Governments (WRCOG), which coordinated a subregional CAP process on behalf of its member agencies.

The WRCOG's (2014) Subregional CAP establishes a community-wide emissions reduction target of 15 percent below 2010, following guidance from CARB and the Governor's Office of Planning and Research. CARB and the California Attorney General have determined this approach to be consistent with the statewide AB 32 goal of reducing emissions to 1990 levels. The Subregional CAP does not establish a reduction target for 2035 or future years; however, the CAP identifies a reduction goal of 49 percent below baseline emissions levels to set the WRCOG subregion on a trajectory to meet targets identified in SB 375 and Executive Order S-3-05, recognizing that information, methodologies, and data availability may change between now and 2035. Progress toward achieving the 2020 emissions reduction target will be monitored over time through preparation of an annual memorandum documenting program implementation and performance. Following each annual report, WRCOG and the participating jurisdictions may adjust or otherwise modify the strategies to achieve the reductions needed to reach the target. Such adjustments could include more prescriptive measures, reallocation of funding to more successful programs, and modifications to the 2020 BAU emissions projection and reduction target based on revised population, housing, and employment growth estimates. Additionally, there will be a comprehensive inventory update prior to 2020 to track overall progress toward meeting the GHG reduction target.

To meet emissions reduction targets, the CAP considers existing programs and policies in the subregion that achieve GHG emissions reductions in addition to new GHG reduction measures. Several measures apply to participating jurisdictions uniformly, because they respond to adoption of a state law (e.g., the Low Carbon Fuel Standard) or result from programs administered at the discretion of a utility serving multiple jurisdictions (e.g., utility rebates). For other, more discretionary measures, participating jurisdictions, including the City of Wildomar, have voluntarily committed to a participation level that could be implemented in their communities.

3.4.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Per Appendix G of the CEQA Guidelines, impacts related to climate change are considered significant if implementation of the proposed project would:

1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

2) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

In order to assess the significance of a proposed project's environmental impacts, it is necessary to identify quantitative or qualitative thresholds which, if exceeded, would constitute a finding of significance. While project-related GHG emissions can be estimated, the direct impacts of such emissions on climate change and global warming cannot be determined on the basis of available science. There is no evidence at this time which would indicate that the emissions from a project the size of the proposed project would directly affect global climate change. The SCAQMD and other air quality agencies concur that greenhouse gases and climate change should be evaluated as a potentially significant cumulative rather than project-specific impact.

AB 32 states, in part, that "global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." Because global warming is the result of GHG emissions and GHGs are emitted by innumerable sources worldwide, global climate change is considered to be a significant cumulative impact. GHG emissions from the project would contribute to cumulative GHG emissions in California and to the potential adverse environmental impacts of climate change.

Based on the information set forth above, for the purposes of this analysis, implementation of the proposed project may have a significant adverse impact on GHG emissions if it would exceed the SCAQMD's interim threshold of 3,000 metric tons of CO_2e per year and/or is shown to be inconsistent with the WRCOG Subregional CAP.

METHODOLOGY

The evaluation of project-related GHG impacts is partially based on the analysis conducted by Urban Crossroads in 2015 (see **Appendix 3.4**). The proposed project's resultant GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod), version 2013.2.2, computer program. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals.

IMPACTS AND MITIGATION MEASURES

Generate Greenhouse Gas Emissions That May Have a Significant Impact on the Environment (Standard of Significance 1)

Impact 3.4.1 Implementation of the proposed project will result in greenhouse gas emissions that would not contribute to significant impacts on the environment. This is considered a **less than cumulatively considerable** impact.

Construction GHG Emissions

The proposed project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the proposed project is depicted in **Table 3.4-4.**

TABLE 3.4-4
CONSTRUCTION-RELATED GREENHOUSE GAS EMISSIONS – METRIC TONS PER YEAR

Construction	CO_2e
Total Construction	2,022

Source: Urban Crossroads 2015a

As shown, project construction would result in the generation of approximately 2,022 metric tons of CO_2e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease. In accordance with the SCAQMD guidance, projected GHGs from construction have been quantified and amortized over the life of the project (30 years). The amortized construction emissions are added to the annual average operational emissions.

Operational GHG Emissions

As shown in **Table 3.4-5**, the unmitigated long-term operations of the proposed project would produce 2,318 metric tons of CO_2e annually.

TABLE 3.4-5
UNMITIGATED PROJECT GREENHOUSE GAS EMISSIONS – PROJECT OPERATION (METRIC TONS PER YEAR)

Emissions Source	CO_2e
Construction Amortized over 30 Years	68
Area Source	65
Energy	471
Mobile	1,544
Waste	73
Water	97
Total	**2,318**
SCAQMD Significance Threshold ($MTCO_2e$ Annually)	3,000
Significant?	**No**

Source: Urban Crossroads 2015a

As shown in **Table 3.4-5**, the proposed project would not surpass the project threshold of 3,000 metric tons of CO_2e annually. As a result, this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

Conflict with Applicable Plan Adopted to Reduce GHG Emissions (Standard of Significance 2)

Impact 3.4.2 Implementation of the proposed project could conflict with an applicable plan adopted for the purpose of reducing the emissions of greenhouse gases. This impact is **less than cumulatively considerable.**

Consistency with WRCOG Subregional CAP

Wildomar is a member agency of WRCOG, which coordinated a subregional CAP process on behalf of its member agencies. The WRCOG's (2014) Subregional CAP establishes a community-wide emissions reduction target of 15 percent below 2010, following guidance from CARB and the Governor's Office of Planning and Research. CARB and the California Attorney General have determined this approach to be consistent with the statewide AB 32 goal of reducing emissions to 1990 levels by the year 2020. Progress toward achieving the 2020 emissions reduction target will be monitored over time through preparation of an annual memorandum documenting program implementation and performance. Following each annual report, WRCOG and the participating jurisdictions may adjust or otherwise modify the strategies to achieve the reductions needed to reach the target. Such adjustments could include more prescriptive measures, reallocation of funding to more successful programs, and modifications to the 2020 BAU emissions projection and reduction target based on revised population, housing, and employment growth estimates. Additionally, there will be a comprehensive inventory update prior to 2020 to track overall progress toward meeting the GHG reduction target.

To meet emissions reduction targets, the CAP considers existing programs and policies in the subregion that achieve GHG emissions reductions in addition to new GHG reduction measures. Several measures apply to participating jurisdictions in western Riverside County uniformly, because they respond to adoption of a state law (e.g., the Low Carbon Fuel Standard) or result from programs administered at the discretion of a utility serving multiple jurisdictions (e.g., utility rebates). For other more discretionary measures, participating jurisdictions, including the City of Wildomar, have voluntarily committed to a participation level that could be implemented in their communities. For example, the City has agreed to increase the amount of bike lanes in the city by 10 percent compared with existing conditions (CAP Measure T-1), increase bicycle parking (CAP Measure T-2), increase fixed-route bus service by 5 percent compared with existing conditions (CAP Measure T-5), synchronize traffic signals (CAP Measure T-7), increase the jobs/housing ratio in the city by 5 percent (CAP Measure T-9), and provide residential green bins for the collection and transport of organic waste for compost (CAP Measure SW-1).

No aspect of the proposed project would conflict with or inhibit the City of Wildomar's commitment to its GHG-reducing measures under the WRCOG Subregional CAP.

Consistency with AB 32

As previously described, AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020. CARB identified reduction measures to achieve this goal as set forth in the CARB Scoping Plan. Thus, projects that are consistent with the reduction measures of the CARB Scoping Plan are also consistent with AB 32.

The proposed project would generate GHG emissions from a variety of sources such as vehicles. GHGs could also be indirectly generated by incremental electricity consumption and waste generation from the proposed project.

Table 3.4-6 presents the 39 Recommended Actions (qualitative measures) identified by CARB in its Climate Change Proposed Scoping Plan. Of the 39 Recommended Actions identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to transportation, electricity and natural gas use, green building design, and industrial uses. Consistency of the proposed project with these recommended actions is evaluated by each source-type measure below. **Table 3.4-6** identifies which CARB-Recommended Actions apply to the project and of those, whether the project is consistent therewith.

TABLE 3.4-6
RECOMMENDED ACTIONS FOR CLIMATE CHANGE PROPOSED SCOPING PLAN

ID#	Sector	Strategy Name	Applicable to Project?	Will Project Conflict with Implementation?
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	Yes	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	Yes	No
T-3	Transportation	Regional Transportation-Related GHG Targets	Yes	No
T-4	Transportation	Vehicle Efficiency Measures	Yes	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-Movement Efficiency Measures	No	No
T-7	Transportation	Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	No	No
T-8	Transportation	Medium- and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High-Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy Efficiency Programs, More Stringent Building and Appliance Standards	Yes	No
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000 GWh	No	No
E-3	Electricity and Natural Gas	Renewables Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	No	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	Yes	No
W-1	Water	Water Use Efficiency	Yes	No
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	Yes	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No

ID#	Sector	Strategy Name	Applicable to Project?	Will Project Conflict with Implementation?
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	No	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF_6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action; adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

A detailed discussion of the applicability of each measure and whether the project conflicts with its implementation follows.

Transportation

CARB's Scoping Plan identifies nine transportation-related Recommended Actions. Action T-1 concerns improvements to light-duty vehicle technology for the purposes of reducing GHG emissions. This action focuses on legislating improved controls for vehicle manufacturers and would not generally be considered applicable to the proposed project. Vehicles traveling to the proposed project would be subject to the Pavley standards, as applicable, and would be consistent with and not conflict with this Recommended Action.

Action T-2 concerns implementation of a low carbon fuel standard. To reduce the carbon intensity of transportation fuels, CARB has developed a Low Carbon Fuel Standard (LCFS), which

is estimated to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The LCFS incorporates compliance mechanisms that provide flexibility to fuel providers in how they meet the requirements to reduce GHG emissions. While implementation of such a standard is not within the purview of a development project, a land use such as the proposed project would result in the consumption of fuels by the residents it serves. Projects such as the proposed project would be required to participate with the use of low carbon fuels as they are made available through the purchase of fuels. Therefore, the proposed project would not conflict with measures concerning the use of low carbon fuels.

Action T-3 addresses regional transportation targets for reducing GHG emissions. SB 375 requires CARB to develop, in consultation with metropolitan planning organizations, passenger vehicle GHG emissions reduction targets for 2020 and 2035. It sets forth a collaborative process to establish these targets, including the appointment by CARB of a Regional Targets Advisory Committee to recommend factors to be considered, and methodologies for setting GHG emissions reduction targets. SB 375 also provides incentives—relief from certain CEQA requirements for development projects that are consistent with regional plans that achieve the targets. For the SCAG region in which the project is located, the targets are set at 8 percent below 2005 per capita emissions levels by 2020 and 13 percent below 2005 per capita emissions levels by 2035.

On April 4, 2012, the SCAG Regional Council adopted the 2012-–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The RTP/SCS is meant to provide individual jurisdictions with growth strategies that, when taken together, achieve the regional GHG emissions reduction targets. Specifically, the SCS distributes growth forecast data to transportation analysis zones for the purpose of modeling performance (Urban Crossroads 2015b). The growth and land use assumptions for the SCS are to be adopted at the jurisdiction level (Urban Crossroads 2015b). For Wildomar, the SCS's Growth Forecast assumes 10,000 households and 3,400 jobs in 2008, and anticipates 13,000 households and 5,900 jobs in 2020, and 16,800 households and 9,300 jobs in 2035 (Urban Crossroads 2015b). Accordingly, the project fits within this growth allocation (Urban Crossroads 2015b). Furthermore, the proposed project is not regionally significant per CEQA Guidelines Section 15206 and as such would not conflict with the SCAG RTP/SCS and associated SB 375 targets, since those targets were established and are applicable on a regional level.

Action T-4 is concerned with vehicle efficiency measures. The California Department of Resources Recycling and Recovery (CalRecycle) with various partners continues to conduct a public awareness campaign to promote sustainable tire practices. CARB is pursuing a regulation to ensure that tires are properly inflated when vehicles are serviced. In addition, the California Energy Commission (CEC), in consultation with CalRecycle, is developing an efficient tire program focusing first on data gathering and outreach, then on potential adoption of minimum fuel-efficient tire standards, and lastly on the development of consumer information requirements for replacing tires. CARB is also pursuing ways to reduce engine load via lower friction oil and reducing the need for air conditioner use. CARB is actively engaged in the regulatory development process for the tire inflation component of this measure. While implementation of such a standard is not within the purview of a development project, a land use such as that proposed would generate vehicle miles traveled (VMT) and be subject to any applicable adopted standards and would therefore not conflict with the Recommended Action.

Action T-5 addresses electrification of ships at ports and is not applicable to the proposed project. Therefore, the proposed project would not conflict with this measure.

Action T-6 also primarily addresses port operations and is not applicable to the proposed project. Therefore, the proposed project would not conflict with this measure.

Action T-7 requires existing trucks/trailers to be retrofitted with the best available technology and/or CARB-approved technology. Implementation of such a standard is not within the purview of the proposed project. Therefore, the proposed project would not conflict with this measure.

Action T-8 focuses on hybridization of medium- and heavy-duty vehicles. The implementation approach to Action T-8 is to adopt a regulation and/or incentive program that reduces GHG emissions by encouraging hybrid technology as applied to vocational applications that have significant urban, stop-and-go driving, idling, and power take-off operations in their duty cycle. Such applications include parcel delivery trucks and vans. Implementation of such a standard is not within the purview of the proposed project. Therefore, the proposed project would not conflict with this measure.

Action T-9 concerns implementation of a high-speed rail (HSR) system. A high-speed rail system is part of the statewide strategy to provide more mobility choice and reduce GHG emissions. This measure supports implementation of plans to construct and operate an HSR system between Northern and Southern California. As planned, the HSR is a 700-mile-long rail system capable of speeds in excess of 200 miles per hour on dedicated, fully grade-separated tracks with state-of-the-art safety, signaling, and automated rail control systems. The system would serve the major metropolitan centers of California in 2030 and is projected to displace between 86 and 117 million riders from other travel modes in 2030. The proposed project would not conflict with implementation of a high-speed rail system.

Electricity and Natural Gas

Action E-1, together with Action GB-1 (Green Buildings), aims to reduce electricity demand by increased efficiency of utility energy programs and adoption of more stringent building and appliance standards. Elements of this action include encouraging construction of zero net energy buildings and implementation of passive solar design. In addition to employing on-site electricity generation, a zero net energy building must either replace natural gas with renewable energy for space and water heating or compensate for natural gas use by generating surplus electricity for sale on the state's electricity grid. The proposed project is required to comply with the most recent Title 24 Energy Efficiency Standards and applicable green building standards. Therefore, the proposed project would not conflict with this measure.

Action E-2 encourages an increase in the use of combined heat and power use, or cogeneration, facilities. California has supported combined heat and power for many years, but market and other barriers continue to keep combined heat and power from reaching its full market potential. Increasing the deployment of efficient combined heat and power will require a multipronged approach that includes addressing significant barriers and instituting incentives or mandates where appropriate. Implementation of such a standard is not within the purview of the proposed project; therefore, the proposed project would not conflict with this measure.

Action E-3 concerns the Renewables Portfolio Standard for utilities and does not apply directly to development projects. Therefore, the proposed project would not conflict with this Recommended Action.

Action E-4 strives to promote solar-generated electricity. The Million Solar Roofs initiative is not within the purview of any one individual project. Therefore, the proposed project would not conflict with this Recommended Action.

Water Use

Implementation of two of the Recommended Actions related to water use listed in **Table 3.4-6** are within the purview of the proposed project. The two that apply to the proposed project are W-1 (Water Use Efficiency) and W-3 (Water System Energy Efficiency). The project will be required to comply with the City's landscape ordinance that implements actions W-1 and W-3, which ensures that the project will not obstruct the implementation of the Recommended Actions.

Industrial Use

The proposed project is not an industrial use; therefore, these measures do not apply to the project.

Conclusion

As stated, no aspect of the proposed project would conflict with or inhibit the City of Wildomar's commitment to its GHG-reducing measures under the WRCOG Subregional CAP. In addition, the proposed project is consistent with or otherwise not in conflict with the CARB Scoping Plan Recommended Actions. As such, a qualitative assessment of the project impacts based on consistency with the WRCOG Subregional CAP and CARB Scoping Plan supports the conclusion that the project's GHG emissions are **less than cumulatively considerable**.

Mitigation Measures

None required.

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3.5 CULTURAL AND PALEONTOLOGICAL RESOURCES

This section considers and evaluates the potential impacts of the proposed project on historical, cultural, and paleontological resources. Cultural resources are defined as prehistoric and historic sites, structures, and districts or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, or religious reasons. Paleontological resources include fossil remains, as well as fossil localities and formations that have produced fossil material. This section is based on a technical report provided by BCR Consulting LLC for the project site in 2015 and a comment letter from the Pechanga Tribe identifying the project as a sensitive area. The potential to impact cultural resources during grading activity is high (**Appendix 3.5**).

CONCEPTS AND TERMINOLOGY FOR EVALUATION OF CULTURAL RESOURCES

For analysis purposes, cultural resources may be categorized into four groups: archaeological resources (prehistoric and historical); historic properties, buildings, and districts; areas of importance to Native Americans; and paleontological resources (fossilized remains of plants and animals). Cultural resource impacts include those to existing historic resources (i.e., historic districts, landmarks, etc.) and to archaeological and paleontological resources.

The following definitions are common terms used to discuss the regulatory requirements and treatment of cultural resources:

Cultural resources is the term used to describe several different types of properties: prehistoric and historic archaeological sites; architectural properties such as buildings, bridges, and infrastructure; and resources of importance to Native Americans.

Historic properties is a term defined by the National Historic Preservation Act (NHPA) as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP), including artifacts, records, and material remains related to such a property.

Historical resource as described in the California Environmental Quality Act (CEQA) includes buildings, sites, structures, objects, or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance and is eligible for listing or is listed in the California Register of Historical Resources (CRHR) or a local register of historical resources. The CRHR includes resources listed in, or formally determined eligible for listing in, the NRHP, as well as some California State Landmarks and Points of Historical Interest.

Paleontological resource is defined as including fossilized remains of vertebrate and invertebrate organisms, fossil tracks and trackways, and plant fossils. A unique paleontological site would include a known area of fossil-bearing rock strata.

3.5.1 EXISTING SETTING

The following summary of the history and ethnographic setting of the project area is taken from the cultural resources assessment prepared for the proposed project. Text citations to this source document are not included in individual paragraphs. The reader is referred to **Appendix 3.5**.

PREHISTORY

The difficulties in establishing cultural chronologies for Riverside County are a function of its enormous size and the small number of archaeological excavations conducted there. Throughout prehistory, many groups have occupied the area and their territories often overlap

spatially and chronologically, resulting in mixed artifact deposits. Due to dry climate and capricious geological processes, these artifacts rarely become integrated in situ. Without a setting hospitable to the preservation of cultural middens, local chronologies have relied on temporally diagnostic artifacts, such as projectile points, or on the presence/absence of other temporal indicators, such as groundstone. Such methods are instructive but can be limited by prehistoric occupants' concurrent use of different artifact styles or by artifact reuse or re-sharpening, as well as researchers' mistaken diagnosis and other factors.

On the basis of currently available archaeological research, occupation of Southern California by human populations is believed to have begun at least 10,000 years ago. The earliest established tradition in Southern California is accepted to be the San Dieguito Tradition. The San Dieguito people were nomadic large-game hunters whose tool assemblage included large domed scrapers, leaf-sharpened knives and projectile points, stemmed projectile points, chipped stone crescentics, and hammerstones.

Throughout southwestern California, the La Jolla Complex followed the San Dieguito Tradition. The La Jolla Complex is recognized primarily by the presence of millingstone assemblages in shell middens. Characteristic cultural resources of the La Jolla Complex include basined millingstones, unshaped manos, flaked stone tools, shell middens, and a few Pinto-like projectile points. Flexed inhumations under stone cairns, with heads pointing north, are also present. The La Jolla Complex existed from 5500 to 1000 BC.

The Pauma Tradition may be an inland variant of the La Jolla Complex, exhibiting a shift to a hunting and gathering economy, rather than one based on shellfish gathering. Implications of this shift are an increase in the number and variety of stone tools and a decrease in the amount of shell.

The late period is represented by the San Luis Rey Complex, divided into two periods: San Luis Rey I (AD 1400–1750) and San Luis Rey II (AD 1750–1850). The San Luis Rey I component includes cremations, bedrock mortars, millingstones, small triangular projectile points with concave bases, bone awls, stone pendants, *Olivella* shell beads, and quartz crystals. The San Luis Rey II assemblage is the same as San Luis Rey I, but with the addition of pottery vessels, cremation urns, tubular pipes, stone knives, steatite arrow straighteners, red and black pictographs, and such non-aboriginal items as metal knives and glass beads. Inferred San Luis Rey subsistence activities include hunting and gathering with an emphasis on acorn harvesting.

ETHNOGRAPHY

The project area is situated in the traditional boundaries of the Luiseño Indians. Typically, the native culture groups in Southern California are named after nearby Spanish missions, and such is the case for this Takic-speaking population. For instance, the term "Luiseño" is applied to the natives inhabiting the region within the "ecclesiastical jurisdiction of Mission San Luis Rey… [and who shared] an ancestral relationship which is evident in their cosmogony, and oral tradition, common language, and reciprocal relationship in ceremonies." The first written accounts of the Luiseño are attributed to the mission fathers. Prior to Spanish occupation of California, the territory of the Luiseño extended along the coast from Agua Hedionda Creek to the south, Aliso Creek to the northwest, and the Elsinore Valley and Palomar Mountain to the east. These territorial boundaries were somewhat fluid and changed through time. They encompassed an extremely diverse environment that included coastal beaches, lagoons and marshes, inland river valleys and foothills, and mountain groves of oaks and evergreens.

Like other Native American groups in Southern California, the Luiseño caught and collected seasonally available food resources and led a semi-sedentary lifestyle. Luiseño villages generally were located in valley bottoms, along streams, or along coastal strands near mountain ranges sheltered in canyons, near a water source, and in a location that was easily defended. Individuals from these villages took advantage of the varied resources available. They also established seasonal camps along the coast and near bays and estuaries to gather shellfish and hunt waterfowl. The Luiseño lived in small communities, which were the focus of family life. Luiseño villages were politically independent, administered by a hereditary chief, and occupied by patrilineally linked extended families. The Luiseño believed in private property, which covered items and land owned by the village, as well as items owned by individuals. Trespass against any property was punished. Luiseño subsistence was based primarily on seeds like acorns, grass seed, Manzanita, sunflower, sage, chia, and pine nuts. Seeds were dried and ground to be cooked into a mush. Game animals such as deer, rabbit, jackrabbit, wood rat, mice, antelope, and many types of birds supplemented their vegetal intake. The Luiseño utilized fire for crop management and communal rabbit drives.

HISTORIC CONTEXT

In the general project area, the Colonial Spanish-Mission Period (AD 1769–1830) first represents historical occupation. Although earlier European explorers had traveled throughout Southern California, it was not until the 1769 "Sacred Expedition" of Captain Gaspar dé Portola and Franciscan Father Junipero Serra that there was actual contact with aboriginal inhabitants of the region ("Indians"). The intent of the expedition, which began in San Blas, Baja California, was to establish missions and presidios along the California coast, thereby serving the dual purpose of converting Indians to Christianity and expanding Spain's military presence in the New World.

In addition, historian Phillip Rush credits Captain Juan Pablo Grijalva and his party with the first European discovery of the region in 1795. The first Europeans of record to enter the region were Father Juan Norberto de Santiago and Captain Pedro Lisalde. In 1797 their expedition party, comprising seven soldiers and five Indians (probably Juaneños from the Mission San Juan Capistrano), stopped briefly near Temecula on their journey to find another mission site. Upon leaving the valley, Father Santiago remarked in his journal that the expedition had encountered an Indian village called Temecula.

In 1798 on the site Santiago had selected, the Mission San Luis Rey de Francia was founded, and all aboriginals living within the mission's realm of influence became known as the Luiseño. Within a 20-year period, under the guidance of Father Antonio Peyro, the mission prospered to a degree that it was often referred to as the "King of the Missions." During this period, the Mission San Luis Rey de Francia claimed the entire region that is now western Riverside County and northern San Diego County as a cattle ranch, although records of the Mission San Juan Capistrano show this region as part of their holdings.

By 1818, the greater Temecula Valley had become the Mission San Luis Rey's principle producer of grain and was considered one of the mission's most important holdings. It was at approximately this time that a granary, chapel, and majordomo's home were built in Temecula. These were the first structures built by Europeans within the boundaries of Riverside County. The buildings were constructed at the original Indian village of Temecula on a high bluff at the southern side of Temecula Creek where it joins Murrieta Creek to form the Santa Margarita River. This entire area continued to be an abundant producer of grain, as well as horses and cattle, for the thriving Mission San Luis Rey until the region became part of Mexico on April 11, 1822. Following this event, the Spanish missions and mission ranches began a slow decline.

During the Mexican Ranch-Pastoral/Landless Indian period (AD 1830–1860), the first of the Mexican ranchos were established following the enactment of the Secularization Act of 1833 by the Mexican government. Mexican governors were empowered to grant vacant land to "contractors (*empresarios*), families, or private citizens, whether Mexicans or foreigners, who may ask for them for the purpose of cultivating or inhabiting them." Mexican governors granted approximately 500 ranchos during this period.

Throughout the 1840s and 1850s, thousands of settlers and prospectors traveled through the project area on the Emigrant Trail en route to various destinations in the West. The southern portion of the trail ran from the Colorado River to Warner's Ranch and then westward to Aguanga, where it split into two roads. The main road continued westward past Aguanga and into the valley north of the Santa Ana Mountains. This road was alternately called the Colorado Road, Old Temescal Road, or Fort Yuma Road, and what is now State Route 79 generally follows its alignment. The second road, known as the San Bernardino Road, split off northward from Aguanga and ran along the base of the San Jacinto Mountains.

In the final period of historic occupation, the American Developmental/Indian Reservation Era (AD 1860–current), the first major changes in the project area took place as a result of the land issues addressed in the previous decade. Settlement of the region began in earnest as a direct result of the Homestead Act of 1862, although many of the settlers actually obtained their land through other avenues. This region was considered especially desirable by settlers due to the abundance of flat land with good soil, relatively dependable sources of water, and the proximity to major transportation corridors.

On March 17, 1882, the California Southern Railroad (San Bernardino and Temecula Line) was opened, extending from National City near the Mexican border in San Diego County, northerly through Temecula and Murrieta, across the Perris valley, down Box Springs Grade, and on to the city of San Bernardino. As a result, the entire region anticipated a boom in industry and population. L. Menifee Wilson, a 20-year-old man from Kentucky, came to the area and located what appears to be the first gold quartz mine in this part of Southern California.

As news of his find spread, miners flocked to the region to try their luck. Hundreds of gold mining claims were subsequently filed in the region around Menifee's mine, and this area became known as Menifee and the Menifee Valley. Gold quartz discoveries in the Wildomar, Winchester, Perris, Lakeview, and Murrieta areas further fueled the belief that the entire region was one of unsurpassed mineral wealth.

Wilson was one the major proponents of this belief and in addition to his original mine, he claimed several others in the general area. From the time of Wilson's first gold discovery in the early 1880s, gold production through hard rock mining in western Riverside County increased considerably, reaching its peak in 1895. At that time the value of gold produced was reported in the *Mining and Scientific Press* (Vol. 85) as being $285,106. Although the gold value was still relatively high in 1896 ($262,800), from that point on production decreased substantially every year, until in 1917, the value of gold produced was reported as being zero.

On September 24, 1883, approximately 18 months after the opening of the California Southern Railroad, Franklin H. Herald, Donald M. Graham, and William Collier purchased the 12,832-acre La Laguna Rancho for $12,000. It was renamed Elsinore and subdivided into town lots and small acreages for sale. However, in 1885 the partnership was dissolved and the unsold land in the rancho was divided. Collier and Graham took as their share the land that lay southeasterly of Corydon Street and platted a town site with the name "Wildon" on the land. In November of 1886, a second plat for the new town was recorded with the name "Wildomar." This final name

comprised letters of each partner's first name, plus letters from the first name of Margaret Collier, who was Graham's sister and Collier's wife.

On April 16, 1886, Wildomar's first post office was established, and when Riverside County incorporated in 1893, Wildomar was designated as one of the original 40 election precincts and the Wildomar school district as one of the original 52 accepted school districts. As the aforementioned gold boom began to subside in the late 1890s, the local economy's emphasis on mining began to give way to a far greater emphasis on the agricultural potential of the region. This shift in industry led to a less dramatic population growth for the region and allowed for the rural setting of western Riverside County to persist until the late twentieth century.

KNOWN CULTURAL RESOURCES IN THE PROJECT AREA

The records search indicated no previously recorded cultural resources within the project area. However, the records search also indicated that the project area had not been included in any previous cultural resources study and that no sites of either prehistoric or historic origin had been recorded within its boundaries.

KNOWN PALEONTOLOGICAL RESOURCES IN THE PROJECT AREA

Paleontology is defined as a science dealing with the life of past geological periods as known from fossil remains. Paleontological resources include fossil remains, as well as fossil localities and formations that have produced fossil material. Such locations and specimens are important nonrenewable resources. CEQA offers protection for these sensitive resources and requires that they be addressed during the environmental impact report process.

3.5.2 REGULATORY FRAMEWORK

FEDERAL

National Historic Preservation Act

The National Historic Preservation Act (NHPA) requires that the federal government list significant historic resources on the National Register of Historic Places, which is the nation's master inventory of known historic resources. The NRHP is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the NRHP as significant historic resources. However, properties under 50 years of age that are of exceptional importance or are contributors to a historic district can also be included in the NRHP.[1] The criteria for listing in the NRHP include resources that:

a) Are associated with events that have made a significant contribution to the broad patterns of history;

b) Are associated with the lives of persons significant in our past;

[1] A [historic] district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development (National Park Service 2013).

c) Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

d) Have yielded or may likely yield information important in prehistory or history.

STATE

California Register of Historical Resources

The State Historical Resources Commission has designed the California Register of Historic Resources for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The CRHR is the authoritative guide to the state's significant historical and archaeological resources. This program encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding, and affords certain protections under CEQA.

California Environmental Quality Act

Under CEQA, public agencies must consider the effects of their actions on both historical resources and unique archaeological resources. Pursuant to Public Resources Code (PRC) Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources.

Historical resource is a term with a defined statutory meaning (PRC Section 21084.1; determining significant impacts to historical and archaeological resources is described in CEQA Guidelines Section 15064.5[a], [b]). Under CEQA Guidelines Section 15064.5(a), historical resources include the following:

1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (PRC Section 5024.1).

2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources (PRC Section 5024.1), including the following:

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

b) Is associated with the lives of persons important in our past;

c) 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

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

4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to PRC Section 5020.1(k)), or identified in a historical resources survey (meeting the criteria in PRC Section 5024.1(g)) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Section 5020.1(j) or 5024.1.

Historic resources are usually 45 years old or older and must meet at least one of the criteria for listing in the CRHR, described above (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1 and California Code of Regulations (CCR), Title 14, Section 4850). Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the CRHR.

For historic structures, CEQA Guidelines Section 15064.5(b)(3) indicates that a project which follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995) is considered as mitigating impacts to a less than significant level.

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. PRC Section 21083.2(g) states:

"Unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- *Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.*
- *Has a special and particular quality such as being the oldest of its type or the best available example of its type.*
- *Is directly associated with a scientifically recognized important prehistoric or historic event or person.*

Treatment options under PRC Section 21083.2 include activities that preserve such resources in place in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation or study in place without excavation and curation (if the study

finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource).

Section 7050.5(b) of the California Health and Safety Code specifies protocol when human remains are discovered, as follows:

> *In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.*

CEQA Guidelines Section 15064.5(e) requires that excavation activities stop whenever human remains are uncovered and that the county coroner be called in to assess the remains. If the county coroner determines that the remains are those of Native Americans, the Native American Heritage Commission (NAHC) must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as timely identified by the NAHC. Section 15064.5 directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

In addition to the mitigation provisions pertaining to accidental discovery of human remains, the CEQA Guidelines also require that a lead agency make provisions for the accidental discovery of historical or archaeological resources, generally. Pursuant to Section 15064.5(f), these provisions should include "an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place."

Paleontological resources are classified as non-renewable scientific resources. PRC Section 5097.5 et seq. makes it a misdemeanor for anyone to knowingly disturb any archaeological, paleontological, or historical features situated on public lands. No state or local agencies have specific jurisdiction over paleontological resources. No state or local agency requires a paleontological collecting permit to allow for the recovery of fossil remains discovered as a result of construction-related earth-moving on state or private land in a project site.

LOCAL

County of Riverside Design Standards and Guidelines

The City of Wildomar adopted the County of Riverside Design Standards and Guidelines to ensure new homes are constructed in neighborhoods that are interesting and varied in appearance and to encourage efficient use of land while creating high quality communities that will maintain their economic value and long-term desirability as places to live and work. The City of Wildomar Planning Department enforces the design guidelines by reviewing architectural drawings or renderings that are required to be submitted with an application for a building

permit. The design process focuses on three major areas: site design, building design, and landscape design. Guidelines ensure that development and new land uses are designed and operated in a manner compatible with the preservation of historic resources.

City of Wildomar Municipal Code – Chapter 15.88

Chapter 15.88, Historic Preservation Districts, of the City's Municipal Code provides a process by which the City Council may recommend sites, structures, or areas to be designated as a Historic Preservation District. The National Register of Historic Places and the California Register of Historical Resources do not include any historic structures or places in Wildomar; however, parts of downtown are considered locally historic.

3.5.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Following Public Resources Code Sections 21083.2 and 21084.1, and Section 15064.5 and Appendix G of the CEQA Guidelines, cultural resource impacts are considered to be significant if implementation of the project considered would result in any of the following:

1) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5.

2) Cause a substantial adverse change in the significance of an archaeological resource as defined in Public Resources Code Sections 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5.

3) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

4) Disturb any human remains, including those interred outside of formal cemeteries.

State CEQA Guidelines Section 15064.5 defines "substantial adverse change" as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource is materially impaired.

CEQA Guidelines Section 15064.5(b)(2) defines "materially impaired" for purposes of the definition of substantial adverse change as follows:

The significance of an historical resource is materially impaired when a project:

(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or

(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

CEQA requires that alternative plans or mitigation measures must be considered if a project would result in an effect that may cause a substantial adverse change in the significance of a historical resource or would cause significant effects on a unique archaeological resource. Therefore, prior to assessing effects or developing mitigation measures, the significance of cultural resources must first be determined. The steps that are normally taken in a cultural resources investigation for CEQA compliance are as follows:

- Identify potential historical resources and unique archaeological resources.
- Evaluate the eligibility of historical resources.
- Evaluate the effects of the project on eligible historical resources.

METHODOLOGY

Prior to fieldwork, a records search was conducted at the Eastern Information Center, the local clearinghouse for cultural resource records. This archival research reviewed the status of all recorded historic and prehistoric cultural resources, as well as survey and excavation reports completed within 1 mile of the subject property site. Additional resources reviewed included the National Register of Historic Places, the California Register of Historical Resources, and documents and inventories published by the California Office of Historic Preservation. These include the lists of California Historical Landmarks and California Points of Historical Interest, the Listing of National Register Properties, and the Inventory of Historic Structures.

In addition, an archaeological field survey of the subject property was conducted on November 6 and 15, 2012. The survey was conducted by walking parallel transects spaced approximately 15 meters apart across 100 percent of the subject property. Soil exposures were carefully inspected for evidence of cultural resources.

The impact analysis provided below is based primarily on the cultural resources assessment conducted by BCR Consulting LLC and a comment letter from the Pechanga Tribe on the Notice of Preparation (NOP) (**Appendix 1.0-A**). The potential impacts of the proposed project on cultural resources were evaluated by considering both construction activities and operational impacts of the proposed project, and mitigation has been identified for each significant impact in this section. The City of Wildomar also works with the Pechanga Tribe and the Soboba Band to develop the wording for and approach to mitigation.

PROJECT IMPACTS AND MITIGATION MEASURES

Impacts to Historical Resources (Standard of Significance 1)

Impact 3.5.1 Implementation of the proposed project could result in a substantial adverse change in the significance of a known historical resource. This impact is considered **potentially significant**.

The cultural resources assessment (BCR Consulting 2015) performed for the proposed project (included in **Appendix 3.5**) discovered one isolated metavolcanic core reduction flake (temporary isolate number STR1202-I-1). This discovery is not considered eligible for the California

Register of Historical Resources and as such is not considered a historical resource under CEQA. However, due to the presence of a prehistoric artifact, combined with the 18 prehistoric and historic resources previously recorded in the immediate vicinity, the subject property is considered sensitive for buried cultural resources. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown historical resources within project boundaries. Unanticipated and accidental historical discoveries during project implementation have the potential to affect historical resources.

Mitigation Measures

MM 3.5.1 An archaeological monitor must be present during any earth-moving activities proposed within the subject property. The monitor shall work under the direct supervision of a cultural resources professional who meets the Secretary of the Interior's Professional Qualification Standards for archaeology. The monitor shall be empowered to temporarily halt or redirect construction work in the vicinity of any find until the project archaeologist can evaluate it. In the event of a new find, salvage excavation and reporting is required.

Timing/Implementation: *Prior to ground-disturbing construction activities*

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

Following implementation of mitigation measure **MM 3.5.1**, impacts will be **less than significant**.

Impacts to Archaeological Resources (Standard of Significance 2)

Impact 3.5.2 Implementation of the proposed project could result in a substantial adverse change in the significance of an archaeological resource, as well as the potential disturbance of currently undiscovered cultural resources (i.e., prehistoric archaeological sites, historical archaeological sites, and isolated artifacts and features). This impact is considered **potentially significant**.

An archaeological field survey of the subject property was conducted on November 6 and 15, 2012. The survey was conducted by walking parallel transects spaced approximately 15 meters apart across 100 percent of the subject property. During the field survey, an archaeologist discovered one isolated metavolcanic core reduction flake associated with the prehistoric manufacture of chipped stone tools. Isolated archaeological finds have limited data potential and are not considered eligible for the CRHR. Therefore, excavations could occur in association with development of the proposed project that could affect archaeological resources buried on the project site. It is possible that project-related ground-disturbing activities could uncover previously unknown archaeological resources within project boundaries. Unanticipated and accidental archaeological discoveries during project implementation have the potential to affect archaeological resources.

Mitigation Measures

MM 3.5.2a If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archaeologist (retained by the applicant), the Pechanga Tribe, and the Soboba Band. Any unanticipated

cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist, the Tribe, and/or the Band determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4, Public Resources Code Section 21083.2, and the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure MM 3.5.2b.

Timing/Implementation: *Prior to ground-disturbing construction activities*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

MM 3.5.2b At least 30 days prior to the issuance of a grading permit, the project applicant shall contact both the Pechanga Tribe and the Soboba Band to notify them of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar, the Tribe, and the Band to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for the monitors; treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal/Band monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

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

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

Following implementation of mitigation measures **MM 3.5.2a and MM 3.5.2b** , impacts will be **less than significant**.

Impacts to Paleontological Resources (Standard of Significance 3)

Impact 3.5.3 Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site. This impact is considered **potentially significant**.

Samuel A. McLeod, PhD, from the National History Museum of Los Angeles County, conducted a thorough check for BCR Consulting of the paleontology collection records for the locality and specimen date for the proposed project. In the collection records search, no vertebrate fossil localities that lie directly within the proposed project boundaries were found; however, localities were found nearby from the same deposits that occur in the proposed project area. The entire project area has exposures of the terrestrial Plio-Pleistocene Pauba Formation.

The closest known fossil vertebrate localities to the proposed project area from the Pauba Formation are all located southeast of the proposed project area east of Interstate 15 around Winchester Road (State Route 79). One locality is situated along Ynez Road north of Winchester Road and Santa Gertrudis Creek. Two others are situated along Margarita Road south of Winchester Road and Santa Gertrudis Creek. All three localities produced specimens of fossil horses, Equidae. Further southeast of the proposed project, in Temecula but still in the Pauba Formation, there are several vertebrate fossil localities.

Any substantial excavations in the proposed project area may encounter significant vertebrate fossils from the Pauba Formation deposits; thus, they should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. It should be noted, however, that in the Pauba Formation many of the vertebrate fossils are relatively small and would be missed during typical paleontological monitoring. Sediment samples from any excavations in the Pauba Formation should be collected and processed to assess their small vertebrate fossil potential. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations. The following mitigation is required.

Mitigation Measures

MM 3.5.3a The project applicant shall retain a qualified paleontologist to monitor all initial ground-disturbing activities in native soils or sediments. If the paleontologist, upon observing initial earthwork, determines there is low potential for discovery, no further action shall be required and the paleontologist shall submit a memo to the City confirming findings of low potential.

Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, the qualified paleontologist, and the City as to the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.

Timing/Implementation: *Prior to, and during ground-disturbing construction activities*

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

MM 3.5.3b A qualified paleontologist or paleontological monitor (retained by the applicant) shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formational sediments, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to

contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.

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

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

MM 3.5.3c Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation. Screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.

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

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

MM 3.5.3d Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.

Timing/Implementation: *Agreement prior to ground-disturbing construction activities and curation prior to occupancy*

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

MM 3.5.3e A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

Timing/Implementation: *Following ground-disturbing activities, and prior to occupancy*

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

Implementation of mitigation measures **MM 3.5.3a** through **MM 3.5.3e** would ensure that any paleontological resources inadvertently discovered during project construction activities would

be protected consistent with the recommendations of a qualified paleontologist. Impacts would be reduced to a **less than significant** level.

Impacts to Human Remains (Standard of Significance 4)

Impact 3.5.4 No human remains have been identified within the project site; however, implementation of the proposed project could result in the inadvertent disturbance of currently undiscovered human remains. Any discovery of human remains would trigger state law governing the treatment of human remains. Therefore, this impact is considered to be **potentially significant**.

Although no human remains have been identified within the project site, implementation of the proposed project would include ground-disturbing construction activities that could result in the inadvertent disturbance of currently undiscovered human remains. Procedures of conduct following the discovery of human remains on non-federal lands are mandated by Health and Safety Code Section 7050.5, by Public Resources Code Section 5097.98, and by CEQA in California Code of Regulations Section 15064.5(e). According to these provisions, should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The remains are required to be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. The Riverside County Coroner would be immediately notified, and the coroner would then determine whether the remains are Native American. If the coroner determines the remains are Native American, the coroner has 24 hours to notify the Native American Heritage Commission, which will in turn notify the person identified as the most likely descendant (MLD) of any human remains. Further actions would be determined, in part, by the desires of the MLD, who has 24 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 24 hours, the owner is required, with appropriate dignity, to reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendant may request mediation by the Native American Heritage Commission. Any discovery of human remains within the project site would be subject to these procedural requirements, which would reduce impacts associated with the discovery/disturbance of human remains to a **less than significant** level.

Mitigation Measures

MM 3.5.4a If human remains are encountered, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the NAHC shall identify the most likely descendant within 24 hours of receiving notification from the coroner. The most likely descendant shall then have 48 hours to make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Timing/Implementation: During ground-disturbing construction activities

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

MM 3.5.4b All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure MM 3.5.2b, collected during the grading monitoring program and from any previous archaeological studies or excavations on the project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to the Pechanga Tribe's curation facility or the Soboba Band, whichever is appropriate, which meets the standards set forth in 36 Code of Federal Regulations (CFR) Part 79 for federal repositories.

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

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

MM 3.5.4c All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified professional in consultation with both the Pechanga Tribe and the Soboba Band. To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

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

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

With implementation of mitigation measure **MM 3.5.4a** through **MM 3.5.4c,** the provisions of state law regarding the accidental discovery of human remains will be followed, ensuring that impacts are reduced to a **less than significant** level.

3.5.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting associated with the proposed project includes approved, proposed, planned, and other reasonably foreseeable projects and development in Wildomar. Developments and planned land uses, including the proposed project, would cumulatively contribute to impacts to known and unknown cultural resources and paleontological resources in the area. The Existing Setting subsection provides an overview of cultural resources and the history of the region.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Cultural and Paleontological Resources

Impact 3.5.5 Implementation of the proposed project, along with any foreseeable development in the project vicinity, could result in cumulative impacts to cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features). This contribution would be considered **less than cumulatively considerable.**

As mitigated, the direct impacts associated with the proposed project will be reduced to a less than significant level. While it is possible that grading and development will result in the accidental discovery of paleontological and cultural resources, mitigation measures and state and federal laws already in place will set in motion actions designed to mitigate these potential impacts. The proposed project is adjacent to existing development that has disturbed the soil and likely already affected any cultural or paleontological resources. As a result of surrounding development, mitigation proposed in this section, and existing federal and state laws, this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

REFERENCES

BCR Consulting LLC. 2015. *Cultural Resources Assessment, Prielipp Property, Wildomar, Riverside County, California.*

National Park Service. 2013. National Register Bulletin: How to Define Categories of Historic Properties. Accessed October 2013. http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_4.htm.

Wildomar, City of. 2008. *City of Wildomar General Plan.*

3.6 Geology and Soils

This section describes the current geologic and soil conditions of the proposed Horizons Development Project site and general vicinity and analyzes issues such as potential exposure of people and property to seismic and geologic hazards such as ground rupture, settlement, and landslides. The types of soils that have been identified on the project site and their properties as they relate to the proposed project are also discussed. Impacts associated with erosion during construction and operation of the proposed project are discussed in Section 3.8, Hydrology and Water Quality, of this Draft EIR**.** This section is based on the Preliminary Geotechnical and Fault Rupture Hazard Investigation prepared by Geocon West, Inc. (2014) for the Horizon Development Project, included as **Appendix 3.6.**

3.6.1 EXISTING SETTING

REGIONAL GEOLOGY

Wildomar is located regionally within the Peninsular Ranges Geomorphic Province of California. Characterized by steep, elongated valleys that trend west to northwest, the topography of the northwest-trending Peninsular Ranges is controlled by the Elsinore fault zone, which extends from the San Gabriel River Valley southeasterly to the United States-Mexico border.

The mountainous regions of the Peninsular Ranges Geomorphic Province are underlain by Pre-Cretaceous metasedimentary and metavolcanic rocks, and Cretaceous plutonic rocks of the Southern California Batholith. Tertiary and Quaternary rocks generally comprise non-marine sediments consisting of sandstone, mudstones, conglomerates, and occasionally volcanic units.

Local Geologic Setting

The project site is located southeast of the Elsinore trough within the Peninsular Ranges Geomorphic Province. The Peninsular Ranges are bounded on the north by the Transverse Ranges and the Cucamonga/Sierra Madre faults, on the east by the San Jacinto fault, and on the west by the Elsinore fault and the Santa Ana Mountains. The Peninsular Ranges extend southward into Mexico. The Peninsular Ranges are characterized by granitic highlands of low to moderate relief surrounded by alluvial plains and valleys. Locally, the Elsinore trough is the dominant geomorphic feature of the area and is a depressed land form between two parallel land faults (graben) that formed as a result of a left step over from the Wildomar fault to the Willard fault, which are mapped on the eastern and western sides of Lake Elsinore, respectively. Geologic units on the site are mapped as Pauba sandstone and alluvium (Geocon 2014).

Topography

Topography on the project site area ranges from 1,330 feet to 1,380 feet above mean sea level. The topography consists of an alluvial plain that gently descends to the west-southwest.

SOILS

The earth materials on the site are primarily composed of topsoil, colluviums, and alluvium over lying Pauba sandstone (Geocon 2014). The location of each of these underlying geologic types is included in **Appendix 3.6,** and a general description of the soil and bedrock materials observed on the site follows.

- **Younger Alluvium/Topsoil (Qal)** – Topsoil overlies the hillsides of the site to depths of 6 to 18 inches. It consists of dry, loose (recently plowed), slightly blocky silty sand. Younger

alluvium was also encountered n the southern portion of site along the drainage margins to depths of 12 feet and within drainage areas to depths of 3 to 5 feet. The alluvium generally consists of moist, loose to medium dense, interlayered silty sand, sand, and cobbles. It is unsuitable for the support of structures or additional fill and will require removal during grading. The alluvium can be reused as fill providing all deleterious materials are removed.

- **Colluvium (Qcol)** – Colluvium overlies the unnamed and Pauba sandstones on both sites. It is generally 6 to 30 inches in the site. The colluvium consists of red-brown clayey sand. The unit is dense, dry to moist, and blocky with clay development on ped facies and weathering rinds on gravel and cobbles. The colluvium is not suitable to provide a base for structures or fill loads and should be removed during grading. It may be used as fill for the site providing all deleterious materials are removed.

- **Pauba Sandstone (Qps)** – Early Pleistocene-age Pauba sandstone was encountered entirely underlying soils in the southern portion of the site. Pauba consists of generally red-brown silty to poorly graded sandstone that is dense, moist, and friable. Conglomerate layers were common, as were siltstone layers. Fault Trench FT-3 exposure revealed Pauba sandstone that resembles a terrace deposit with interlayered coarse friable sandstone beds and conglomerate. Unweathered Pauba is suitable for the support of structural and fill loads.

Collapsible and Expansive Soils

Soil permeability is the property of the soil to transmit water and air. The more permeable the soil, the greater the seepage (FAO 2013), resulting in higher rates of infiltration. Pore size and number of pores closely relate to soil texture and structure, and also influence permeability (FAO 2013). Soils that transmit water faster (such as sandy soils) and have higher permeability will have less shrink-swell potential because less water retention occurs with these types of soils.

Conversely, soils that transmit water at a slower rate (such as soils with high clay content) have lower permeability and therefore higher shrink-swell potential and the potential for significant expansion. Expansive clay minerals include smectite, bentonite, montmorillonite, beidellite, vermiculite, attapulgite, nontronite, illite, and chlorite. When structures are located on expansive soils, foundations have the tendency to rise during the wet season and shrink during the dry season. This movement can create new stresses on various sections of the foundation and connected utilities and can lead to structural failure and damage to infrastructure. Swelling soils can typically cause cracked foundations, floors, and basement walls. Damage to the upper floors of a building can occur when motion in the structure is significant. Soils encountered during a field investigation conducted by Geocon indicate that the majority of soils on-site have very low to low expansion potential (expansion index of 50 or less) (see **Appendix 3.6**). **Table 3.6-1** illustrates the expansion index and expansion classification. The 2013 California Building Standards Code (CBSC) considers an expansion index of 20 or less to be non-expansive and 21 or more to be expansive (Geocon 2014).

TABLE 3.6-1
EXPANSION CLASSIFICATION BASED ON EXPANSION INDEX

Expansion Index	Expansion Classification	2013 CBSC Expansion Classification
0–20	Very Low	Non-Expansive
21–50	Low	Expansive
51–90	Medium	
91–130	High	
Greater Than 130	Very High	

Source: FAO 2013

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including earthquakes. According to the City's General Plan, Wildomar is located in a susceptible subsidence zone. The site is near The Colony, which experienced significant subsidence in the late 1980s and early 1990s where alluvium over granitic bedrock became saturated and settled after residential and golf course irrigation began (Geocon 2014). As a result, there is a potential that the proposed project site is susceptible to subsidence.

FAULTING AND SEISMICITY

Earthquakes are the result of an abrupt release of energy stored in the earth. This energy is generated from the forces that cause the continents to change their relative position on the earth's surface, a process called "continental drift." The earth's outer shell is composed of a number of relatively rigid plates that move slowly over the comparatively fluid molten layer below. The boundaries between plates are where the more active geologic processes take place. Earthquakes are an incidental product of these processes.

Ground Shaking

In populated areas, the greatest potential for loss of life and property damage could come as a result of ground shaking from a nearby earthquake. The degree of damage depends on many interrelated factors. Among these are the Richter magnitude, focal depth, distance from the causative fault, source mechanism, duration of shaking, high rock accelerations, type of surficial deposits or bedrock, degree of consolidation of surficial deposits, presence of high groundwater, topography, and design, type, and quality of building construction.

Ground shaking is the byproduct of an earthquake and is the energy created as rocks break and slip along a fault (Christenson 1994). The amount of ground shaking to which an area may be subject during an earthquake is related to the proximity of the area to the fault, the depth of the hypocenter (focal depth), the location of the epicenter, and the size (magnitude) of the earthquake. Soil type also plays a role in the intensity of shaking. Bedrock or other dense or consolidated materials are less prone to intense ground shaking than soils formed from alluvial deposition.

The strength of an earthquake is generally expressed in two ways: magnitude and intensity. The magnitude is a measure that depends on the seismic energy radiated by the earthquake as recorded on seismographs. The intensity at a specific location is a measure that depends on the

effects of the earthquake on people or buildings and is used to express the severity of ground shaking. Although there is only one magnitude for a specific earthquake, there may be many values of intensity (damage) for that earthquake at different sites.

The most commonly used magnitude scale today is the moment magnitude (Mw) scale. Moment magnitude is related to the physical size of fault rupture and the movement (displacement) across the fault, and it is therefore a more uniform measure of the strength of an earthquake. The seismic moment of an earthquake is determined by the resistance of rocks to faulting multiplied by the area of the fault that ruptures and by the average displacement that occurs across the fault during the earthquake. The seismic moment determines the energy that can be radiated by an earthquake and hence the seismogram recorded by a modern seismograph (CGS 2002).

The most commonly used scale to measure earthquake intensities (ground shaking and damage) is the Modified Mercalli Intensity Scale, which measures the intensity of an earthquake's effects in a given locality and is based on observations of earthquake effects at specific places. On the Modified Mercalli Intensity Scale, values range from I to XII (see **Table 3.6-2**). While an earthquake has only one magnitude, it can have various intensities, which decrease with distance from the epicenter (CGS 2002).

Table 3.6-2 provides descriptions of the effects of ground shaking intensities along with a general range of moment magnitudes that are often associated with those intensities. Corresponding averages for peak ground velocity and peak acceleration are also provided.

TABLE 3.6-2
MODIFIED MERCALLI INTENSITY SCALE FOR EARTHQUAKES

Richter Magnitude Scale	Modified Mercalli Scale	Effects of Intensity	Average Peak Ground Velocity (centimeters/second)	Average Peak Acceleration[a]
0.1–0.9	I	Not felt except by a very few under especially favorable circumstances.	—	—
1.0–2.9	II	Felt by only a few persons at rest, especially on upper floors of buildings.	—	—
3.0–3.9	III	Felt quite noticeably in doors, especially on upper floors of buildings, but many people do not recognize it as an earthquake. Standing cars may rock slightly. Vibration like passing a truck.	—	0.0035–0.007 g
4.0–4.5	IV	During the day felt indoors by many, outdoors by few. At night some awakened. Dishes, windows, doors disturbed; walls make creaking sound. Sensation like heavy truck striking building. Standing cars rocked noticeably.	1–3	0.015–0.035 g
4.6–4.9	V	Felt by nearly everyone; many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop.	3–7	0.035–0.07 g
5.0–5.5	VI	Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight.	7–20	0.07–0.15 g
5.6–6.4	VII	Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken.	20–60	0.15–0.35 g

Richter Magnitude Scale	Modified Mercalli Scale	Effects of Intensity	Average Peak Ground Velocity (centimeters/second)	Average Peak Acceleration[a]
6.5–6.9	VIII	Damage slight in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned.	60–200	0.35–0.7 g
7.0–7.4	IX	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations.	200–500	0.7–1.2 g
7.5–7.9	X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations. Rails bent.	≥500	>1.2 g
8.0–8.4	XI	Few, if any (masonry) structures remain standing. Bridges destroyed. Rails bent greatly.	—	—
8.5+	XII	Damage total. Lines of sight and level are distorted. Objects thrown into the air.	—	—

Source: USGS 2012

a. Peak acceleration is expressed in "g" (the acceleration due to earth's gravity, equivalent to g-force).

The site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active faults in the region. An "active" fault is one that shows displacement within the last 11,000 years and therefore is considered more likely to generate a future earthquake. The 1994 Alquist-Priolo Earthquake Fault Zoning Act requires the California State Geologist to establish regulatory zones (now known as Earthquake Fault Zones; prior to January 1, 1994, these zones were known as Special Earthquake Study Zones) around the surface traces of active faults that pose a risk of surface ground rupture and to issue appropriate maps in order to mitigate the hazard of surface faulting to structures for human occupancy.

According to field investigation conducted by Geocon (**Appendix 3.6**), the closest surface trace of an active fault to the site is the Temecula branch of the Elsinore fault located approximately 2 miles west of the site. Riverside County depicts an unnamed mapped fault trending northwest across the project site. However, the site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards (Geocon 2014). Additionally, Geocon performed field investigation at the project site to determine whether the fault could result in seismic activity. The field investigation consisted of excavating two fault trenches totaling 184 feet along the fault. Based on this field investigation, older faulting along this fault was observed within the layer of unnamed sandstone, which is approximately 1.6 million years old.[1] Pauba sandstone, which is approximately 1 million years old, is located directly above the unnamed sandstone. No active faulting was observed in the Pauba sandstone layer or since that time. Therefore, because Geocon concluded that no active faulting was observed along the fault within the last 11,000 years, no active faulting is anticipated to occur on-site.

Other nearby active faults are the Glen Ivy branch of the Elsinore fault located approximately 7.5 miles northwest of the site, the Julian branch of the Elsinore fault 20 miles to the southeast, the San Jacinto fault 20 miles to the northeast, the Anza branch of the Elsinore fault 21 miles to the

[1] Faulting older than the +11,000-year-old colluviums encountered.

east, and the Chino-Central Avenue fault 25 miles to the north (Geocon 2014). However, no faulting was observed during site reconnaissance conducted by Geocon (2014). **Figure 3.6-1** illustrates faults in proximity to the project site.

Liquefaction

Liquefaction occurs when loose sand and silt that is saturated with water behaves like a liquid when shaken by an earthquake. Earthquake waves cause water pressures to increase in the sediment and the sand grains to lose contact with each other, leading the sediment to lose strength and behave like a liquid. The soil can lose its ability to support structures, flow down even very gentle slopes, and erupt to the ground surface to form sand boils. Many of these phenomena are accompanied by settlement of the ground surface, usually in uneven patterns that damage buildings, roads, and pipelines (USGS 2009).

Three factors are required for liquefaction to occur: (1) loose, granular sediment (typically "made" land and beach and stream deposits that are young enough (late Holocene) to be loose); (2) saturation of the sediment by shallow groundwater (water fills the spaces between sand and silt grains); and (3) strong shaking. Liquefaction causes three types of ground failure: lateral spreads, flow failures, and loss of bearing strength. In addition, liquefaction enhances ground settlement and sometimes generates sand boils (fountains of water and sediment emanating from the pressurized liquefied zone). According to the geotechnical study conducted by Geocon (2014), due to the shallow depth to the dense nature of the underlying bedrock (Pauba formation), the potential for liquefaction at the site is considered very low.

Landslides and Slope Failure

Landslides and other forms of slope failure form in response to the long-term geologic cycle of uplift, mass wasting, and disturbance of slopes. Mass wasting refers to a variety of erosional processes from gradual downhill soil creep to mudslides, debris flows, landslides, and rockfall—processes that are commonly triggered by intense precipitation, which varies according to climatic shifts. Often, various forms of mass wasting are grouped together as landslides, which are generally used to describe the downhill movement of rock and soil.

Geologists classify landslides into several different types that reflect differences in the type of material and type of movement. The four most common types of landslides are translational, rotational, earth flow, and rockfall. Debris flows are another common type of landslide similar to earth flows, except that the soil and rock particles are coarser. Mudslide is a term that appears in nontechnical literature to describe a variety of shallow, rapidly moving earth flows.

Based on field investigation, Geocon (2014) did not observe any evidence of large-scale slope stability issues on the site or evidence of slope failures on the aerial photographs reviewed for their study. Additionally, the site is relatively flat. Therefore, based on field visit and review of geologic materials, the potential for slope instability at the site is considered low.

Seiches and Tsunamis

There is no potential for seiche or tsunami at the proposed project site because no large surface water bodies (lakes, reservoirs, etc.) are located nearby. The Federal Emergency Management Agency's (FEMA) National Flood Insurance Program designates the proposed project site as within Zone X per Flood Insurance Rate Map Panel 06065C2705G dated August 28, 2008, which indicates minimal flooding potential. This subject is further discussed and analyzed in Section 3.8, Hydrology and Water Quality.

T:_CS\Work\Wildomar, City of\Horizons Project 14-0040\Figures

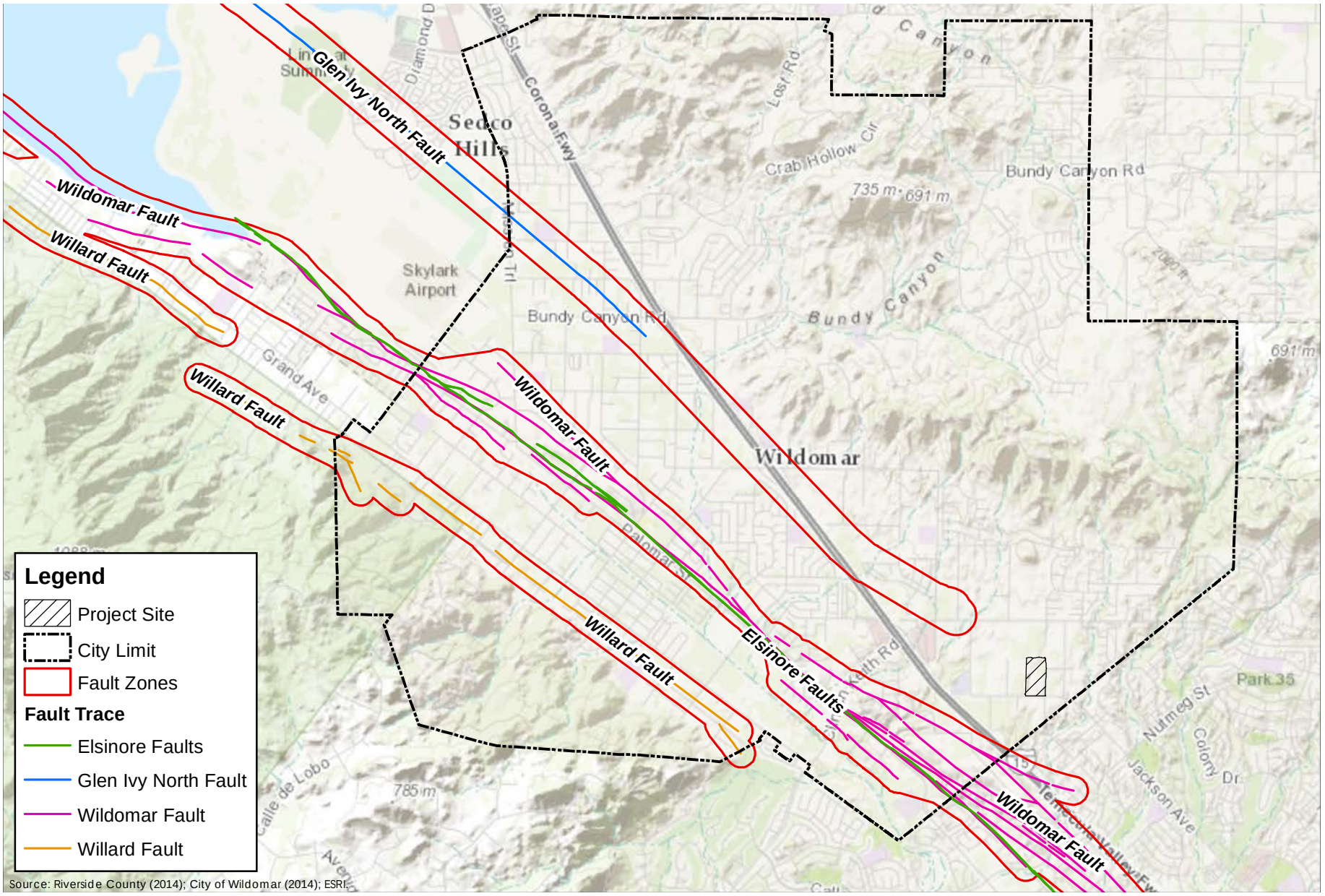


Figure 3.6-1
Fault Zones

3.6.2 REGULATORY FRAMEWORK

STATE

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 (originally enacted as the Alquist-Priolo Special Studies Zones Act and renamed in 1994) and is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. It only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Alquist-Priolo Act requires the State Geologist to establish regulatory zones known as earthquake fault zones around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning efforts. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. There are no earthquake fault zones subject to the Alquist-Priolo Earthquake Fault Zoning Act in the area of the project site (Geocon 2014).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act addresses nonsurface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. Passed by the California legislature in 1990, this law was codified in the Public Resources Code as Division 2, Chapter 7.8A, and became operative in April 1991. The Seismic Hazards Mapping Act resulted in a mapping program that is intended to reflect areas that have the potential for liquefaction, landslide, strong earth ground shaking, or other earthquake and geologic hazards. In Riverside County, only Murrieta has an official seismic-hazard zone map. Wildomar is shown as a planned mapping area as of the date of the map in 2008 (DOC 2012b).

California Building Standards Code

The State of California provides minimum standards for building design through the California Building Standards Code (CBSC) (California Code of Regulations, Title 24). The CBSC is based on the Uniform Building Code (UBC), which is used widely throughout the United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for conditions in California. State regulations and engineering standards related to geology, soils, and seismic activity in the UBC are reflected in the CBSC requirements. Through the CBSC, the State of California provides a minimum standard for building design and construction. The CBSC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control. Wildomar enforces the CBSC through its Municipal Code. The City's Building Code (Wildomar Municipal Code, Title 8) incorporates the CBSC, including recent changes.

LOCAL

City of Wildomar General Plan

The Public Safety Element of the General Plan (2008) introduces safety considerations into the City's planning and decision-making processes to reduce the risk of injury, loss of life, property damage, and economic and social dislocation resulting from natural and man-made hazards.

Specific programs, objectives, and implementing policies in the Public Safety Element address geology and seismic safety.

City of Wildomar Design Standards and Guidelines

The City Design Standards and Guidelines are for the use property owners and design professionals submitting development applications to the City Planning Department and are intended to provide the minimum specifications for land development. Provisions of the Design Standards and Guidelines pertain to residential, commercial, industrial, wireless communication facility, and auto sale land uses.

3.6.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, a geology and soils impact is considered significant if project implementation would result in any of the following:

1) Expose people or structures to 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 California Geological Survey (formerly Division of Mines and Geology) Special Publication 42.

    ii) Strong seismic ground shaking.

    iii) Seismic-related ground failure, including liquefaction.

    iv) Landslides.

2) Result in substantial soil erosion or the loss of topsoil.

3) 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.

4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

5) 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.

The proposed project site will be connected to sewer lines. As such, the project site will not be using a septic tank and therefore no impacts are associated with this issue area. For this reason, Standard of Significance 5 will not be discussed further in this EIR.

METHODOLOGY

The analysis in this section is based on review of the geotechnical study (Geocon 2014). The purpose of the investigation was to evaluate the pertinent geotechnical conditions at the site

and to provide geotechnical design criteria for, but not limited to, grading, construction, foundation design, retaining walls, pavement design, and other relevant aspects relative to the proposed development of the site. Geocon's investigation included site reconnaissance, review of available geologic literature, geotechnical field exploration, laboratory testing, engineering analysis, fault trench excavations, and geologic logging.

PROJECT IMPACTS AND MITIGATION MEASURES

Impacts Associated with Fault Rupture (Standard of Significance 1a)

Impact 3.6.1 The potential for the project site to be exposed to hazards associated with fault rupture is considered unlikely. Therefore, this impact is considered **less than significant**.

Southern California, including the project area, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone. As discussed in the Existing Setting subsection above, the Temecula branch of the Elsinore fault is the closest surface trace of an active fault and is approximately 2 miles west of the project site. Further, Geocon performed a fault hazard investigation on the project site. The results of the field investigation concluded that the unnamed fault that runs through the project site is not likely to result in surface rupture. This is because trenches excavated during the field investigation did not show any evidence of faulting within the Pauba sandstone soil layer, which means that the unnamed fault has not moved in the last 1.6 million years and is considered inactive (Geocon 2014). As a result, the potential for fault surface rupture on the site is very unlikely (Geocon 2014). Therefore, impacts would be **less than significant**.

Mitigation Measures

None required.

Impacts Associated with Strong Seismic Ground Shaking (Standard of Significance 1b)

Impact 3.6.2 The project site is located in an area that may be subject to strong seismic ground shaking. The proposed project would be designed in accordance with development requirements of the California Building Standards Code as well as the geotechnical study. However, this impact is considered **potentially significant**.

Southern California has numerous active seismic faults subjecting people to potential earthquake and seismic-related hazards. Seismic activity poses two types of potential hazards for people and structures, categorized either as primary or secondary hazards. Primary hazards include ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement. Primary hazards can also induce secondary hazards such as ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires.

According to the geotechnical study (Geocon 2014), the project site is located in a seismically active area and could experience ground shaking associated with an earthquake along the faults in proximity to the proposed project site. The type or severity of seismic hazards affecting the site is mainly dependent on the distance to the causative fault, the intensity of the seismic event, and

the soil characteristics. The seismic hazard may either be primary or secondary, as described above. Although some structural damage is typically not avoidable during a large earthquake, the proposed project components would be constructed to meet existing construction ordinances and the CBSC in order to protect against building collapse and major injury during a seismic event. The CBSC includes design criteria for seismic loading and other geologic hazards, including design criteria for geologically induced loading that govern sizing of structural members and provide calculation methods to assist in the design process. Thus, while shaking impacts would be potentially damaging, they would also tend to be reduced in their structural effects due to CBSC criteria that recognize this potential. The CBSC includes provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation, increased bracing, specific framing brackets, and structural frame design.

Mitigation Measures

MM 3.6.2 The project applicant shall incorporate the recommendations of the preliminary geotechnical and fault rupture hazard investigation conducted by Geocon (2014; **Appendix 3.6**) into project plans. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

Timing/Implementation: *Prior to construction activities*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

Implementation of mitigation measure **MM 3.6.2** and of the building requirements in the California Building Standards Code would reduce impacts to **less than significant**.

Exposure to Seismic-Related Ground Failure, Including Liquefaction and Unstable Soils (Standards of Significance 1c and 1d)

Impact 3.6.3 The project site does not include on-site soils that may be subject to seismic-related ground failure, including liquefaction and landslide. However, engineered fill can change the composition of the underlying substrate. This impact is considered **potentially significant**.

Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic data. River channels and floodplains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. As stated in the Existing Setting subsection above, due to the dense nature of the underlying bedrock, the potential for liquefaction to occur at the project site is very low (Geocon 2014). It should be noted that the project proposes a substantial amount of cut (265,238 cubic yards) and fill (230,741 cubic yards), which changes the composition of the underlying substrate. Engineered fill typically results in more efficient and even compaction due to gradation and properties of the soil. However, poorly compacted fill can result in liquefaction-susceptible materials. Therefore, this impact is potentially significant.

The geotechnical study conducted by Geocon (2014; **Appendix 3.6**) includes foundation requirements that help to minimize potential structural defects associated with potential liquefaction. The geotechnical study also includes lateral design requirements that address construction over engineered fill. Mitigation measure **MM 3.6.2** requires adherence to the recommendations in the geotechnical study conducted by Geocon (2014; **Appendix 3.6**), as well as compliance with the CBSC requirements, and therefore reduces this impact to less than significant. A review of geologic literature, geologic mapping, and field investigation did not include the presence of landslides on or adjacent to the site. Additionally, due to the dense nature of the underlying bedrock (Pauba formation) (Geocon 2014) (see **Appendix 3.6**) and because of the relatively flat terrain of the project site, landslide susceptibility is low. As such, the potential for liquefaction or landslide is considered **less than significant**.

Mitigation Measures

No additional mitigation required.

Soil Erosion or Loss of Topsoil (Standard of Significance 2)

Impact 3.6.4 The proposed project could result in substantial soil erosion or the loss of topsoil. Therefore, impacts are **potentially significant**.

The proposed project site is currently undeveloped vacant land. Grading and excavation activities associated with construction of the proposed project would expose soils to potential short-term erosion by wind and water. The preliminary grading plans show export from the site of 34,497 cubic yards of material. The plans show that grading will extend beyond the boundaries of the project and outside of the right-of-way of Bunny Trail and Elizabeth Lane. This includes the property within and adjacent to the right-of-way indicated on the grading plans. However, all demolition and construction activities in the city are subject to compliance with the CBSC.

Additionally, all allowed development associated with the proposed project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities (discussed in further detail in Section 3.8, Hydrology and Water Quality, of this DEIR). Compliance with the CBSC and the NPDES would minimize effects from erosion and ensure consistency with the Water Quality Control Plans of the San Diego Regional Water Quality Control Board (1994) and the Santa Ana Regional Water Quality Control Board (1995).

Further, a stormwater pollution prevention plan (SWPPP) would be required as part of the grading permit submittal package. The SWPPP provides a schedule for the implementation and maintenance of erosion control measures and a description of erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control best management practices including any additional site-specific and seasonal conditions. Erosion control best management practices include, but are not limited to, the application of straw mulch, hydroseeding, the use of geotextiles, plastic covers, silt fences, and erosion control blankets, as well as construction site entrance/outlet tire washing. The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement SWPPPs. NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. Water quality features intended to reduce construction-related erosion impacts will be clearly denoted on the grading plans for implementation by the construction contractor. As part of the approval process, prior to grading plan approval, the project applicant will be required to comply with Chapter 13.12, Stormwater

Drainage System Protection, of the City of Wildomar Municipal Code (see DEIR Section 3.8, Hydrology and Water Quality, for a discussion of this chapter of the Municipal Code).

The project applicant is required to incorporate the recommendations outlined in the geotechnical study provided by Geocon (**Appendix 3.6**) specific to grading (Section 7.3 of the technical study) into the project plans. Finally, implementation of mitigation measure **MM 3.6.2** requires the incorporation of all design recommendations outlined in the geotechnical investigation (**Appendix 3.6**) into project plans, while mitigation measure **MM 3.6.4** requires excavation and compaction during grading to help further prevent any potential project-related erosion.

Mitigation Measures

MM 3.6.4 At a minimum, all existing artificial fill, alluvium, and colluvium shall be excavated and properly compacted for foundation and slab support. Where Pauba sandstone is present at the ground surface, excavation on the order of 1 foot is anticipated. Where undocumented fill, alluvium, and colluvium are present, removals of up to approximately 12 feet should be anticipated. It is anticipated that deeper excavation of up to 12 feet will be required along the sides of the drainage channels. In addition, the fault trenches excavated as a part of the site investigation were loosely backfilled without testing and observation and will require re-excavation and compaction. See the geologic map (Geocon 2014; **Appendix 3.6**) for locations of the fault trenches and the trench logs in the study's Appendix C for trench depths (**Appendix 3.6**). Deeper excavations shall be conducted as necessary to completely remove all existing undocumented fill and unsuitable alluvium and colluvium. The anticipated depths of remedial grading are indicated adjacent to trenches, borings, and test pits located on the geologic map, Figure 2 of the geotechnical study (Geocon 2014).

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Wildomar City Public Works and Building Departments*

Implementation of mitigation measures **MM 3.6.2** and **MM 3.6.4**, compliance with Wildomar Municipal Code Chapter 13.12 and NPDES requirements, and implementation of a stormwater pollution prevention plan would help to reduce soil erosion associated with the proposed project. As such, a **less than significant** impact would result with regard to this issue area.

Unstable Soils (Standard of Significance 3)

Impact 3.6.5 The proposed project could 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. Therefore, impacts are considered **potentially significant**.

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activities, including earthquakes. As discussed in the Existing Setting subsection above, Wildomar is located in a susceptible subsidence zone. However, any potential future development associated with the proposed project would be designed in

accordance with CBSC requirements. This requirement is established in mitigation measure **MM 3.6.2**. Additionally, as discussed in the Existing Setting subsection, existing literature and mapping indicate that soils in Wildomar generally have low shrink-swell potential because they are generally sandy. However, soils developed on older alluvium have varying amounts of silt and clay. Soils with higher clay content and density could have more shrink-swell potential. As part of the proposed project, building pads would be graded with a cut/fill transition requiring undercutting to reduce the potential for differential settlement. This process would involve removal of any encountered unsuitable soils, the placement of engineered fill, and compaction in order to ensure that the proposed structures are adequately supported. These practices would ensure that the proposed project is located on stable soils and geologic units and would not be susceptible to settlement or ground failure.

Mitigation Measures

Implementation of mitigation measures **MM 3.6.2** and **MM 3.6.4**.

Adherence to CBSC requirements addressing structural seismic safety and the implementation of mitigation measures **MM 3.6.2** and **MM 3.6.4**, which requires exposing more stable substrate, will reduce this impact to **less than significant**.

Expansive Soils (Standard of Significance 4)

Impact 3.6.6 Soils testing indicates that the soils on the proposed project site are non-expansive. However, import soils or soils used near finish grade may have a different expansion index than what was tested. As such, impacts are **potentially significant**.

Soils tested on-site are expected to have low to very low expansion potential (Expansion Classification of 50 or less) (Geocon 2014). However, import soils or soils used near finish grade may have a different Expansion Index. Therefore, soils with higher expansion potential could be present on-site. As such, mitigation measures **MM 3.6.6a** and **MM 3.6.6b** include requirements for development consistent with the soil conditions found on the project site and are based on a very low expansion potential for the supporting material as determined by Chapter 18 of the California Building Standards Code. The City also requires that site-specific soils reports accompany a building permit application request, which ensures that the type of building proposed is consistent with the actual soils present on the proposed building location. Additionally, the City evaluates each foundation plan separately using information from the building permit and site-specific soils analysis.

Mitigation Measures

MM 3.6.6a To prevent foundation damage associated with potentially expansive soils, the applicant shall ensure that concrete slabs shall be designed to minimize cracking as a result of shrinkage and joints (isolation, contraction, and construction) and be placed in accordance with the American Concrete Institute guidelines. Additionally, special precautions should be taken during placement and curing of all concrete slabs. Excessive slump (high water/cement ratio) of the concrete and/or improper curing procedures used during either hot or cold weather conditions could result in excessive shrinkage, cracking, or curling in the slabs. All concrete proportioning, placement, and curing shall be performed in accordance with American Concrete Institute recommendations and procedures. Slab-on-grade

reinforcement and thickness shall be provided by the structural engineer based on final expansion testing at completion of grading.

Timing/Implementation: *After site grading and during construction*

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

MM 3.6.6b All exterior concrete slabs cast on finish subgrade (patios, sidewalks, etc., with the exception of portland cement concrete pavement) shall be a minimum of 4 inches nominal in thickness. Reinforcement in the slabs and the use of a compacted sand or gravel base beneath the slabs shall be according to the current local standards. Subgrade soils shall be moisture conditioned to at least optimum moisture content to a depth of 12 inches immediately before placing the concrete.

Timing/Implementation: *During construction*

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

In addition to requirements outlined in mitigation measures **MM 3.6.6a** and **MM 3.6.6b**, numerous other methods may be applied after consultation with the City and soils engineers. The precise method will be determined based on building and soils type and approved by the City as part of the building permit process. Compliance with development requirements specific to soil conditions found on-site, as detailed in mitigation measures **MM 3.6.6a** and **MM 3.6.6b,** and further consultation with the City and soils engineers will result in a **less than significant** impact regarding expansive soils.

3.6.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

Geotechnical impacts are site-specific rather than cumulative in nature. For example, seismic events may damage or destroy a building on the project site, but the construction of a development project on one site would not cause any adjacent parcels to become more susceptible to seismic events, nor can a project affect local geology in such a manner as to increase risks regionally. As a result the cumulative setting for this project is the project boundaries, which includes Prielipp Road and Elizabeth Lane.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Soil Stability and Seismic Impacts

Impact 3.6.7 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in Wildomar and nearby areas of Riverside County, would not contribute to cumulative geologic and soils impacts. The proposed project's incremental contribution would be **less than cumulatively considerable**.

Soils associated with the project site are similar to others in the area. The proposed project will grade parts of the property. However, the resulting project site will not be visually and

topographically different from existing development surrounding the proposed project site. The proposed project will graded to be similar to existing adjacent natural topography to avoid erosion. With compliance with existing codes and standards, including the California Building Standards Code and implementation of mitigation measures outlined in Impacts 3.6.1 through 3.6.6, the proposed project's contribution to cumulative impacts related to the area's geology would be **less than cumulatively considerable.**

Mitigation Measures

None required.

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3.7 HAZARDS AND HAZARDOUS MATERIALS

This section describes the existing hazards and hazardous materials setting and potential effects from project implementation on the site and in the surrounding area. Descriptions and analysis in this section are based on information contained in the City of Wildomar General Plan (2008) and in the Phase I Environmental Site Assessment prepared by Hillmann Consulting in 2012 (**Appendix 3.7**).

3.7.1 EXISTING SETTING

HAZARDOUS MATERIALS DEFINED

Under Title 22 of the California Code of Regulations (CCR), the term *hazardous substance* refers to both hazardous materials and hazardous wastes, both of which are classified according to four properties: toxicity, ignitability, corrosiveness, and reactivity (CCR Title 22, Chapter 11, Article 3). A hazardous material is defined as a substance or combination of substances that may cause or significantly contribute to an increase in serious, irreversible, or incapacitating illness, or may pose a substantial presence or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be disposed of properly (CCR Title 22, Chapter 11, Article 2, Section 66261.10). Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific CCR Title 22 criteria. While hazardous substances are regulated by multiple agencies, as described below in the Regulatory Framework subsection, cleanup requirements of hazardous wastes are determined on a case-by-case basis according to the agency with lead jurisdiction over the project.

Public health is potentially at risk whenever hazardous materials are or will be used. It is necessary to differentiate between the "hazard" of these materials and the acceptability of the "risk" they pose to human health and the environment. A hazard is any situation that has the potential to cause damage to human health and the environment. The risk to health and public safety is determined by the probability of exposure, in addition to the inherent toxicity of a material (DTSC 2007).

Factors that can influence the health effects when human beings are exposed to hazardous materials include the dose the person is exposed to, the frequency of exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person's body), and the individual's unique biological susceptibility.

ENVIRONMENTAL SITE ASSESSMENT

A Phase I Environmental Site Assessment is a report prepared for a real estate holding that identifies existing and potential environmental contamination liabilities. The analysis contained in a Phase I Environmental Site Assessment typically addresses both the underlying land and the physical improvements to the property and includes examination of potential soil contamination, groundwater quality, surface water quality, and indoor air quality. The examination of a site may include a survey of past uses of the property, definition of any chemical residues in structures, identification of possible asbestos-containing building materials and lead paints, inventory of hazardous substances stored or used on the site, assessment of mold and mildew, and evaluation of other indoor air quality parameters.

The Phase I Environmental Site Assessment is generally considered the first step in the process of environmental due diligence and does not include the actual sampling of soil, air, groundwater,

and/or building materials. If the Phase I determines that a site may be contaminated, a Phase II Environmental Site Assessment may be conducted. A Phase II Environmental Site Assessment is a more detailed investigation involving chemical analysis for hazardous substances and/or petroleum hydrocarbons and may include recommendations for remediation of the site, if necessary. A Phase I Environmental Site Assessment was conducted for the project site by Hillmann Consulting for the proposed project site in August 2012 (**Appendix 3.7**). The contents of the Hillmann report are summarized throughout this section of the DEIR.

BACKGROUND REVIEW

A review of historic topographic, aerial photographs, historic Sanborn fire insurance maps, and historic city directories was performed to evaluate potentially adverse environmental conditions resulting from previous ownership and uses of the sites. Additionally, state and federal regulatory lists containing information regarding hazardous materials on or within a 1-mile radius of the project site were reviewed. Results from the background review are presented in the Phase I Environmental Site Assessment prepared by Hillman Consulting (**Appendix 3.7**).

SITE RECONNAISSANCE

A visual site reconnaissance and interview were conducted for the City of Wildomar for the project site. The reconnaissance included observations of surface conditions at the project site. Minor nuisance dumping, such as discarded tires, a hot tub, and other debris, were observed on-site. Additionally, the reconnaissance included site observations for the presence or absence of hazardous substances/petroleum products; generation, treatment, storage, or disposal of hazardous, regulated, or medical wastes; electrical equipment that utilizes oils which potentially contain polychlorinated biphenyls; and storage tanks (above or below ground). Detailed on-site conditions are described below and are also found in the Phase I Environmental Site Assessment (**Appendix 3.7**) conducted for the project site.

EXISTING PROJECT SITE CONDITIONS

The site is approximately 20 acres of undeveloped vacant land on the north side of Prielipp Road west of Elizabeth Lane.

EXISTING ENVIRONMENTAL HAZARDS

Waste Generation, Storage, and Disposal

Small amounts of debris, including tires and a hot tub, were noted during site reconnaissance. No evidence of hazardous waste generation or disposal was identified at the project site.

Waste Discharges

No residential, industrial, or process waste discharges were identified at the project site.

Underground/Aboveground Storage Tanks

No evidence of any active or inactive underground storage tanks was noted at the project site. The property was not listed on the underground storage tanks or leaking underground storage tank regulatory databases.

Drains/Sumps

No interior floor drains or sumps were noted at the project site.

Exterior Pits/Ponds/Lagoons

No evidence of exterior pits, ponds, or lagoons was identified on the property in connection with waste treatment or disposal.

Stained Soil, Pavement/Stressed Vegetation

No evidence of stained soils or stressed vegetation was identified on the project site.

Drinking Water/Wells/Septic Systems

No evidence of a domestic water supply system, wells, or septic systems was identified at the property.

HAZARDOUS BUILDING MATERIALS

Asbestos-Containing Materials

Asbestos is the name given to a number of naturally occurring, fibrous silicate minerals mined for their useful properties, such as thermal insulation, chemical and thermal stability, and high tensile strength. Asbestos is made up of microscopic bundles of fibers that may become airborne when asbestos-containing materials are damaged or disturbed. When these fibers get into the air, they may be inhaled into the lungs, where they can cause significant health problems. The California Occupational Health and Safety Administration (Cal/OSHA) defines asbestos-containing materials as any material that contains 0.1 percent asbestos by weight. Asbestos is commonly found in old buildings built between the 1940s and the mid-1970s. The project site consists of undeveloped land, so asbestos-containing materials are not likely to be prevalent. Therefore, asbestos-containing materials do not appear to be a significant environmental concern (Hillman 2012).

Hazardous Substance/Petroleum Products Storage Handling

No storage of hazardous substances or petroleum products was identified on the project site. No evidence of any spills or releases was observed during the site reconnaissance.

Lead-Based Paint

Lead is a highly toxic metal that was used until the late 1970s in a number of products, most notably paint. Lead may cause a range of health effects, from behavioral problems and learning disabilities to seizures and death. Primary sources of lead exposure are deteriorating lead-based paint, lead-contaminated dust, and lead-contaminated soil. Lead contamination can also come from cars built prior to the early 1980s. The property consists of undeveloped land, so lead-based paint is not likely to be present at the property. Therefore, lead-based paint does not appear to be a significant environmental concern (Hillmann 2012).

Mold

While a comprehensive inspection for the presence of mold and/or microbial growth is beyond the scope of this assessment, Hillmann (2012; Appendix 3.7) conducted a cursory screening for

evidence of excessive or amplified mold growth, or for conditions favorable for mold growth. No evidence of significant mold growth was identified at the project site in the accessed areas during the cursory screening.

Polychlorinated Biphenyls

Polychlorinated biphenyls (PCBs) were manufactured from 1929 until their manufacture was banned in 1979. Because of their versatility (non-flammability, chemical stability, high boiling point, and electrical insulation properties), PCBs were used in various industrial and commercial applications: electrical, heat transfer, and hydraulic equipment; as plasticizers in paints, plastics, and rubber products; in pigments, dyes, and carbonless copy paper; and in many other industrial applications (EPA 2013). Although no longer used in the United States, there is a chance that PCBs may be found in products and materials manufactured before the 1979 ban. Industrial uses manufactured prior to 1979 could contain PCBs. Site reconnaissance conducted on the project site does not indicate the presence of PCBs on-site.

Radon

Radon is a naturally occurring, colorless, odorless gas that is a byproduct of the decay of radioactive materials potentially present in bedrock and soil. Radon gas may enter the lowest level of a building through floor cracks, structural joints or plumbing conduits. The US Environmental Protection Agency (EPA) guidance level for annual residential exposure to radon is 4.0 picocuries per liter of air (pCi/L). The guidance level is not a regulatory requirement for private owners of commercial real estate, but is commonly used for comparison purposes to suggest whether further action at a building may be prudent. Based on information obtained from data obtained by the EPA, the project site is located in an area with a moderate potential for radon concentrations that exceed current EPA action guidelines. The County of Riverside is classified as Zone 2, or a "moderate risk" area for radon. Considering the moderate risk, radon is not considered a significant concern (Hillmann 2012).

HAZARDOUS MATERIAL RECORDS REVIEW

Database Search Report

As part of the Phase I Environmental Site Assessment prepared for the project site in August 2012, Environmental Data Resources performed a search of standard sources of environmental records on hazardous materials, including both federal and state lists as well as local sources of information, to determine previously identified hazardous materials on or around the project site. All potential and known hazardous materials sites within a 1-mile radius were identified. A complete list of the specific databases searched can be found in **Appendix 3.7**.

No hazardous materials waste sites were identified on the project site; however, two leaking underground storage tanks listings were identified within a half-mile radius of the project site. Both of those listings were identified as the Inland Valley Regional Medical Center located at 36485 Inland Valley Drive. This listing states that the site received a "Completed – Case Closed" status in 2006. Considering the distance, status, and topographical relation to the property, this site is not considered to be a recognized environmental condition in connection with the project site (Hillman 2012; **Appendix 3.7**).

HAZARDOUS MATERIALS TRANSPORT, USE, AND STORAGE

The transportation of hazardous materials in California is subject to various federal, state, and local regulations. It is illegal to transport explosives or inhalation hazards on any public highway not designated for that purpose, unless the use of the highway is required to permit delivery or the loading of such materials (California Vehicle Code Sections 31602(b) and 32104(a)). The California Highway Patrol (CHP) designates through routes to be used for the transportation of hazardous materials. Transportation of hazardous materials is restricted to these routes except in cases where additional travel is required from that route to deliver or receive hazardous materials to and from users. Information on CHP requirements and regulatory authority is provided in the Regulatory Framework subsection below.

3.7.2 REGULATORY FRAMEWORK

Federal, state, and local regulatory agencies that oversee hazardous materials handling and a summary of significant hazardous waste management, including the statutes and regulations these agencies administer, are described below.

FEDERAL

Environmental Protection Agency

The US Environmental Protection Agency provides leadership in the nation's environmental science, research, education, and assessment efforts. The EPA works closely with other federal agencies, state and local governments, and Native American tribes to develop and enforce regulations under existing environmental laws. The EPA is responsible for researching and setting national standards for a variety of environmental programs and delegates to states and tribes responsibility for issuing permits and monitoring and enforcing compliance.

Prior to August 1992, the principal agency at the federal level regulating the generation, transport, and disposal of hazardous waste was the EPA, under the authority of the Resource Conservation and Recovery Act. As of August 1, 1992, however, the California Department of Toxic Substances Control (DTSC) was authorized to implement California's hazardous waste management program for the EPA. The EPA continues to regulate hazardous substances under the Comprehensive Environmental Response, Compensation, and Liability Act.

Hazardous Materials Transportation Act – Code of Federal Regulations

The Hazardous Materials Transportation Act was published in 1975. Its primary objective is to provide adequate protection against the risks to life and property inherent in the transportation of hazardous material in commerce by improving the regulatory and enforcement authority of the Secretary of Transportation. A hazardous material, as defined by the Secretary of Transportation, is any "particular quantity or form" of a material that "may pose an unreasonable risk to health and safety or property" (EPA 2011).

Federal Water Pollution Control Act (Clean Water Act)

The objective of the Federal Water Pollution Control Act, commonly referred to as the Clean Water Act (CWA), is to restore and maintain the chemical, physical, and biological integrity of the nation's waters by preventing point and nonpoint pollution sources, providing assistance to publicly owned treatment works for the improvement of wastewater treatment, and maintaining the integrity of wetlands. The Oil Spill Prevention, Control, and Countermeasures Program of the

Clean Water Act specifically seeks to prevent oil discharges from reaching waters of the United States or adjoining shorelines.

Federal Insecticide, Fungicide, and Rodenticide Act

The objective of the Federal Insecticide, Fungicide, and Rodenticide Act is to provide federal control of pesticide distribution, sale, and use. All pesticides used in the United States must be registered (licensed) by the EPA. Registration ensures that pesticides will be properly labeled and that, if used in accordance with specifications, they will not cause unreasonable harm to the environment. Use of each registered pesticide must be consistent with use directions contained on the label or labeling.

Other Federal Agencies

Other federal agencies that regulate hazardous materials include the Department of Transportation and the National Institute of Health. The following federal laws and guidelines govern hazardous materials:

- Clean Air Act
- Guidelines for Carcinogens and Biohazards
- Safe Drinking Water Act
- Toxic Substances Control Act

STATE

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) and the State Water Resources Control Board establish rules governing the use of hazardous materials and the management of hazardous waste. Applicable state and local laws include the following:

- Public Safety/Fire/Building Codes
- Hazardous Waste Control Law
- Hazardous Substances Information and Training Act
- Air Toxics Hot Spots and Emissions Inventory Law
- Underground Storage of Hazardous Substances Act
- Porter-Cologne Water Quality Control Act

LOCAL

Riverside County

Fire Department Strategic Plan

The Riverside County Fire Department's (2009) Strategic Plan 2009–2029 covers fiscal years 2009–10 through 2029–30. The plan describes the array of fire and rescue services provided to citizens and provides an evaluation of the current status of various commonly used service performance

measures. The plan also makes recommendations for staffing, facilities, and station sites and remodels.

Multi-Jurisdictional Hazard Mitigation Plan

The purpose of the County of Riverside Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan (Riverside County 2012) is to identify the county's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards. The City of Wildomar participates in the Multi-Jurisdictional Hazard Mitigation Plan. The Community Emergency Response Team (CERT) is an important component of the plan. The CERT educates community members about disaster preparedness and trains them in basic response skills, such as fire safety, light search and rescue, and disaster medical operations. The City of Wildomar is one of 22 jurisdictions that supports and participates in the CERT.

Certified Unified Program Agency

The California Environmental Protection Agency (CalEPA) has designated the County of Riverside Department of Environmental Health as the Certified Unified Program Agency (CUPA) for Riverside County. The CUPA's role is to ensure consolidation, consistency, and coordination of the hazardous materials programs within the county. The CUPA also oversees Riverside Fire, which implements hazardous materials programs in the county.

The Riverside County Department of Environmental Health, Hazardous Materials Branch is responsible for overseeing the six hazardous materials programs in the county. The branch is responsible for inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program. In addition, the ranch maintains an emergency response team that responds to hazardous materials and other environmental health emergencies 24 hours a day, 7 days a week.

City of Wildomar

Municipal Code Chapter 8.28

Chapter 8.28, Fire Code, adopts the International Fire Code and the 2013 Edition of the California Fire Code.

Chapter 8.52

The purpose of Chapter 8.52, Hazardous Waste Control, is to monitor establishments where hazardous waste is generated, stored, handled, disposed, treated, or recycled and to regulate by the issuance of permits, the activities of establishments (any business, place, or activity of a commercial or noncommercial nature) where hazardous waste is generated. The provisions of this chapter are enforced by the County Department of Environmental Health, which is empowered to reasonable periodic inspections of establishments where hazardous waste is generated, stored, handled, disposed, treated, or recycled and all establishments where the department has reasonable cause to believe that hazardous waste is generated, stored, handled, disposed, treated, or recycled.

Chapter 8.56

Chapter 8.56, Disclosure of Hazardous Materials and Formulation of Business Emergency Plans, implements the Hazardous Materials Release Response Plans and Inventory Law, Chapter 6.95 of the California Health and Safety Code, which establishes a system for permitting businesses that handle hazardous materials, enforces minimum standards respecting such materials, and designates the health services agency, the Department of Environmental Health, as the administering agency responsible for administering and enforcing California Health and Safety Code Chapter 6.95.

Section 16.08.040

Section 16.08.040, Street Grades, regulates subdivision street grades in the city to design a street system that is more compatible with the existing terrain. Grades for local streets may not exceed 16 percent, unless approved by both the Transportation and Fire departments. Grades up to 15 percent may be approved for short distances (200 feet).

3.7.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Based on the California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance, the proposed project would create a significant impact related to hazards and hazardous materials if it would:

1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

2) 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.

3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

5) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.

6) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.

7) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

8) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

The project site is not in an area regulated by an airport land use plan; therefore, it is not necessary to address standards of significance 5 and 6.

METHODOLOGY

The following evaluation of the proposed project's potential to create hazards to the public health or the environment through the use, storage, or transport of hazardous materials is based primarily on the project description and information provided by the project applicant, a review of existing applicable regulations, and information regarding the locations of nearby public schools.

The analysis of the proposed project's impacts related to identified hazardous materials sites in the area, lead-based paints, and abandoned wells and irrigation infrastructure is based primarily on the Phase I Environmental Site Assessment prepared for the project site by Hillman Consulting in August 2012. In addition, this analysis was supplemented with an updated search of all federal, state, regional, and local government hazardous materials databases performed by Environmental Data Resources for Hillman Consulting as part of the Phase I Environmental Site Assessment.

IMPACTS AND MITIGATION MEASURES

Use, Storage, and Transport of Hazardous Materials (Standard of Significance 1)

Impact 3.7.1 Implementation of the proposed project would require limited amounts of commonly used hazardous materials, including solvents, paints, gasoline, fertilizers, and pesticides, during project construction and operation. Impacts related to the use, storage, and transport of these materials would be **less than significant**.

The development of the proposed project involves construction activities that could result in the transport, use, and disposal of hazardous materials such as gasoline fuels, asphalt, lubricants, toxic solvents, pesticides, and herbicides. The transport, use, and disposal of these materials could pose a potential hazard to the public and the environment. However, construction of the proposed project would be short term.

The project proposes a residential development, which includes townhomes as well as senior housing options at various care levels. Residential development is not expected to involve the routine transport, use, or disposal of hazardous materials in significant quantities. Generally, the exposure of persons to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes during construction or operation of future developments, particularly by untrained personnel; an accident during transport; environmentally unsound disposal methods; or fire, explosion, or other emergencies. Therefore, no specific type of hazard associated with the use of these materials can be identified, and the likelihood of a hazard presenting a serious health or safety hazard to the public cannot be determined at this time. Also, depending on the level of senior care (i.e., skilled nursing) proposed, there may be individual oxygen tanks and related equipment on-site in multiple units.

The proposed project would be required to comply with all applicable local, state, and federal regulations during project construction and operation. The Riverside County Department of Environmental Health is the Certified Unified Program Agency (CUPA) for Riverside County and is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of state standards regarding the

transportation, use, and disposal of hazardous materials in Riverside County, including Wildomar. Since the project is partially a commercial use, the project would have to comply with Riverside County's Hazardous Material Management Plans (Business Emergency Plans) that include an inventory of hazardous materials used, handled, or stored on-site. Businesses would be required to submit their plans to the CUPA, which would make the plan available to emergency response personnel.

While the risk of exposure to hazardous materials cannot be eliminated, measures can be implemented to reduce risk to acceptable levels. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations. Compliance with these regulations would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with implementation of the proposed project would be **less than significant**.

Mitigation Measures

None required.

Release of Hazardous Materials (Standard of Significance 2)

Impact 3.7.2 Minor nuisance dumping could result in the accidental release of hazardous materials into the environment. Impacts are considered **potentially significant**.

Short-Term Impacts

One of the means through which human exposure to hazardous substance could occur is accidental release. Incidents that result in an accidental release of hazardous substance into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. If not cleaned up immediately and completely, the hazardous substances can migrate into the soil or enter a local stream or channel, causing contamination of soil and water. Human exposure to contaminated soil or water can have potential health effects from a variety of factors, including the nature of the contaminant and the degree of exposure.

Construction activities associated with the proposed project could release hazardous materials into the environment through reasonably foreseeable upset and accident conditions. There is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials used during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, state, and federal law.

The Phase I Environmental Site Assessment conducted by Hillmann Consulting (2012; **Appendix 3.7**) concluded that no hazardous building materials are likely to occur on-site because the site is currently undeveloped. However, minor nuisance dumping, such as discarded tires, a hot tub, and other debris, were noted during site reconnaissance. Therefore, these impacts are considered **potentially significant** and require mitigation measure **MM 3.7.2** to reduce impacts to levels less than significant.

Long-Term Operational Impacts

Accidental releases of hazardous materials are those releases that are unforeseen or that result from unforeseen circumstances, while reasonably foreseeable upset conditions are those release or exposure events that can be anticipated and planned for. As discussed under Impact 3.7.1 above, the proposed project does not include land uses that would involve the routine transportation, use, and disposal of large amounts of hazardous materials. Therefore, the proposed project would not result in the accidental release of hazardous materials into the environment.

The proposed project would result in increased population on the project and thus could increase exposure of the public to accidental or reasonably foreseeable releases of hazardous materials off-site. However, there are no hazardous material sites within 1 mile of the project site. Furthermore, the transport, storage, and use of hazardous materials by developers, contractors, business owners, and others would be required to be in compliance with local, state, and federal regulations designed to avoid hazardous waste releases. These regulations provide a comprehensive regulatory system for handling, using, and transporting hazardous materials in a manner that protects human health and the environment. As such, both accidental and reasonably foreseeable hazardous materials releases would be expected to occur infrequently and result in minimal hazard to the public or to the environment.

The project site is in the vicinity of Interstate 15, along which hazardous materials may be transported. The federal Hazardous Materials Regulations address hazardous material transportation via classification, packaging, hazard communication, emergency response information, and training requirements. HMR emergency response requirements include initial emergency actions regarding evacuation isolation of the affected area, firefighting, leaking containers, spill containment, and first aid. These requirements would also reduce the number of persons exposed to any hazmat incidents. Furthermore, hazardous materials spills on state highways are the responsibility of the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP). These agencies provide on-scene management of the spill site and coordinate with the California Environmental Health Department, California Emergency Management Agency (formerly known as the California Office of Emergency Services), and applicable local agencies. As such, accidental and reasonably foreseeable hazardous materials releases associated with the transport of hazardous materials in the vicinity of the project site would result in a **less than significant** hazard to residents of the proposed project.

Mitigation Measures

MM 3.7.2 The project applicant shall remove the trash and debris observed on-site and take it to a landfill or approved dumpsite.

Timing/Implementation: *Prior to construction activities*

Enforcement/Monitoring: *City of Wildomar Building and Planning Departments*

Proximity to Schools (Standard of Significance 3)

Impact 3.7.3 The proposed project would not pose a risk to nearby schools or proposed school facilities. Therefore, **no impacts** would occur.

The project site is not located within one-quarter mile of an existing or proposed school. Thus, **no impacts** would occur in this regard.

Mitigation Measures

None required.

Hazardous Materials Sites (Standard of Significance 4)

Impact 3.7.4 The project is not located on a site included on a list of hazardous materials sites pursuant to Government Code Section 65962.5. Therefore, **no impacts** would occur.

A search of government hazardous materials databases determined that no reported hazardous materials sites are located on the project site (see **Appendix 3.7**). Thus, **no impacts** would occur in this regard.

Mitigation Measures

None required.

Hazards Associated with Emergency Response (Standard of Significance 5)

Impact 3.7.5 The proposed project site would not physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be **less than significant.**

The Local Hazard Mitigation Plan (LHMP) identifies the City's emergency planning, organization, and response policies and procedures. The LHMP provides guidance for the City's response to extraordinary emergency situations associated with natural and man-made disasters. Additionally, Wildomar Municipal Code Section 16.08.020 regulates street design standards to ensure that subdivisions located within high fire hazard areas have adequate alternate or secondary access roads. Further, Section 16.08.040 regulates subdivision street design to ensure that street grades in the city are more compatible with existing terrain; unless approved by the Transportation and Fire departments, street grades may not exceed 16 percent. These provisions reduce risks associated with inadequate access by emergency responders. Therefore, implementation of the proposed project would not impair the City's ability to implement its emergency response plan or utilize its emergency evacuation routes. Therefore, impacts would be **less than significant**.

Mitigation Measures

None required.

Hazards Associated with Wildland Fires (Standard of Significance 6)

Impact 3.7.6 The proposed project would not expose people or structures to risks associated with wildland fires. A **less than significant** impact would occur.

The State Responsibility Area Fire Prevention Fee was enacted following the signing of Assembly Bill X1 29 in July 2011. The law approved the new annual Fire Prevention Fee to pay for fire prevention services within the State Responsibility Area. The fee is applied to all habitable

structures and funds a variety of important fire prevention services in the State Responsibility Area. Such activities include fuel reduction activities that lessen risk of wildfire to communities and evacuation routes. Other activities include defensible space inspections, fire prevention engineering, emergency evacuation planning, fire prevention education, fire hazard severity mapping, implementation of the state and local fire plans, and fire-related law enforcement activities such as arson investigation.

In November 2007, Cal Fire adopted FHSZ maps for State Responsibility Areas. The eastern and western portions of Wildomar, including the project site, have been designated VHFHS zones. VHFHS zones are determined by the Director of Cal Fire and are those properties that are not deemed to be a State Responsibility Area pursuant to Public Resources Code Sections 4125 et seq. Identification of a VHFHS zone is based on consistent statewide criteria and on the severity of the fire hazard that is expected to prevail in those areas. VHFHS zones are based on fuel loading, slope, fire weather, and other relevant factors. Cal Fire classifies real property in accordance with whether a very high fire hazard is expected to prevail in those areas so that public officials can identify measures that will retard the rate of spread and reduce the potential intensity of uncontrolled fires which threaten to destroy resources, life, or property and to require that those measures be implemented.

Development on the project site would be subject to compliance with the 2013 California Building Code (or the most current version) and the 2013 Edition of the California Fire Code (Part 9 of Title 24 of the California Code of Regulations). Chapter 49 of the Fire Code provides specific requirements for wildfire-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires. In addition, all proposed construction would be required to meet minimum standards for fire safety. Implementation of these plans and policies in conjunction with compliance with the Fire Code would minimize risk of loss due to wildfires.

In consideration of the existing emergency plans, the categorization of the project site as being located with a VHFHS zone will not result in any significant exposure of individuals or structures to the threat of wildfire. Therefore, the impact would be **less than significant.**

Mitigation Measures

None required.

3.7.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for hazards associated with the proposed project generally consists of existing and future uses in Wildomar in the vicinity of the project site. In particular, this cumulative setting condition includes the proposed and approved projects identified in **Appendix 3.11-A**. Cumulative impacts associated with hazardous materials and human health risks from increased development may include, but are not limited to, impacts on transportation, air quality, hydrology and water quality, and biological resources. The cumulative impacts associated with these potentially affected resources are analyzed in the applicable sections of this Draft EIR.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Risk of Exposure to Hazardous Materials

Impact 3.7.7 Implementation of the proposed project in addition to cumulative development in the surrounding region would not result in cumulative hazardous risk impacts. This is considered a **less than cumulatively considerable** impact.

Implementation of the proposed project would result in potential short-term impacts during construction activities associated with exposure to hazards such as potential contaminated soils. However, hazards and hazardous materials impacts associated with the project would be site-specific and would not contribute to cumulative hazardous impacts. Cumulative development in the region is not anticipated to result in significant hazards or hazardous materials impacts to the project site.

As described in this section, with implementation of mitigation measure **MM 3.7.2** and adherence to existing regulations, the proposed project would not contribute to an increase in the potential for exposure to hazards associated with soil contamination or potential risk associated with use, storage, and transportation of hazardous materials as a result of current or past land uses. The proposed project will not combine with any planned growth in the area to form a hazards impact greater or more significant than the project impact alone. Therefore, the cumulative hazards impacts are considered **less than cumulatively considerable**.

Mitigation Measures

None required.

REFERENCES

DTSC (California Department of Toxic Substances Control). 2007. Human and Ecological Risk Division. http://www.dtsc.ca.gov/AssessingRisk/index.cfm#HERD.

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3.8 HYDROLOGY AND WATER QUALITY

This section describes surface water and groundwater features for the proposed project site and relevant surrounding areas and addresses potential issues associated with drainage, erosion, and flooding associated with increased stormwater runoff and water quality. This section is based on the Preliminary Hydrology and Hydraulics Study for the Prielipp Road Project prepared by JLC Engineering & Consulting, Inc. (**Appendix 3.8**).

3.8.1 EXISTING SETTING

CLIMATE AND PRECIPITATION

Wildomar has hot, dry summers and cooler, wetter winters. Average annual precipitation in the region ranges from 10 to 13 inches per year in the inland alluvial valleys, reaching 36 inches or more in the San Bernardino and San Jacinto mountains. Most of the precipitation in the region occurs between November and March in the form of rain, with variable amounts of snow in the higher elevations. The climatological cycle of the region results in high surface water flows in the spring and early summer followed by low flows during the dry season. Winter and spring floods generated by storms are not uncommon in wet years (Cities and County of Riverside 2014).

REGIONAL HYDROLOGY

Riverside County incorporates four major watershed areas in which river systems, lakes and reservoirs, and natural drainage areas are located.

Specifically, the project site is located in the Santa Margarita River watershed, which encompasses approximately 750 square miles in northern San Diego and southwestern Riverside counties. The upper watershed contains a network of streams dominated by Temecula and Murrieta creeks, which originate in the Palomar Range and the low, rolling hills that comprise most of the basin, respectively. The Santa Margarita River is formed by the confluence of Murrieta and Temecula creeks in the southwestern portion of Riverside County near Temecula. Upon its formation, the main stem of the river flows into Temecula Gorge and crosses the San Diego County line just north of Fallbrook. It then flows through the coastal plain encompassing portions of Camp Pendleton before discharging into the Pacific Ocean through the Santa Margarita Estuary (County of San Diego 2005).

The project site is in the Murrieta Basin, which falls within the Temecula-Murrieta Management Area (County of San Diego 2005).

PROJECT SITE HYDROLOGY

The project site is approximately 20 acres and currently undeveloped. The topographic gradient is relatively flat, sloping slightly to the southwest. One ephemeral drainage bisects the site, meandering north to south for approximately 1,950 linear feet. The drainage is completely unvegetated and exhibits ephemeral flow from headwaters commencing in the foothills located approximately 1.5 miles north of the project. The drainage is in the Santa Margarita River watershed and ultimately conveys runoff into an unnamed tributary, which conveys it to Murrieta Creek approximately 1.6 miles southwest of the project site. No wetlands or other special aquatic sites occur on the project site.

The Elsinore Groundwater Basin, which is in the South Coast Hydrologic Region (DWR 2006), underlies the project site. The basin adjoins the Temecula Valley Groundwater Basin on the southeast at a low surface drainage divide. Groundwater is estimated to flow to the southwest

(JLC 2014a). Groundwater levels and/or flow direction(s) may vary due to seasonal fluctuations in precipitation, local usage demands, geology, underground structures, or dewatering operations (JLC 2014a).

FLOODING

According to Flood Insurance Rate Map (FIRM) Panel 06065C2705G, published by the Federal Emergency Management Agency (FEMA), for Riverside County dated August 28, 2008, the project site is designated as Zone X (FEMA 2014). Zone X is defined by FEMA as an area of minimum flood hazard, usually outside the limits of the 100-year and 500-year floods. FIRM panels are also used to designate base floodplains of lesser hazards, such as areas protected by levees from 100-year flood, or shallow flooding areas with average depths of less than 1 foot or drainage areas less than 1 square mile.

WATER QUALITY

Surface Water

Section 303(d) of the federal Clean Water Act requires states to identify the waters of the State that do not meet the designated beneficial uses and to develop total maximum daily loads (TMDLs) for such waters, with oversight by the US Environmental Protection Agency (EPA). These waters are commonly referred to as impaired. A TMDL is a quantifiable assessment of potential water quality issues, contributing sources, and load reductions or control actions needed to restore or protect bodies of water. TMDLs are discussed further in the Regulatory Framework subsection below. Five of the six receiving waters in Wildomar are included on the 2010 Clean Water Act Section 303(d) List of Water Quality Limited Segments requiring TMDL. **Table 3.8-1** details the pollutants that are impairing the water bodies and the status of the TMDLs.

As previously described, the on-site drainage ultimately conveys runoff to Murrieta Creek, which is approximately 1.6 miles southwest of the project site.

TABLE 3.8-1
RECEIVING WATERS FOR URBAN RUNOFF – SANTA MARGARITA RIVER WATERSHED

Receiving Water	303(d) List Impairments	TMDL Status
Murrieta Creek	Chlorpyrifos	TMDL needed
	Copper, Iron, Manganese	TMDL needed
	Nitrogen	TMDL needed
	Phosphorus	TMDL needed
	Toxicity	TMDL needed
Santa Margarita River (Upper)	Phosphorus	TMDL needed
	Toxicity	TMDL needed
Santa Margarita Lagoon	Eutrophic	TMDL needed

Source: SWRCB 2013

Groundwater

The groundwater in the Elsinore Groundwater Basin is generally of good to fair quality, with total dissolved solid (TDS) concentrations ranging from 250 milligrams per liter (mg/L) in the Back Basin area east of Lake Elsinore to about 600 mg/L in the northwest part of the basin (MWD 2007).

The principal recharge of the basin is from infiltration of stream flow through alluvial fan deposits near the edges of the basin and through gravel deposits along the course of the San Jacinto River. Other contributing sources include infiltration from unlined channels overlying the basin, underflow from saturated alluvium and fractures in the surrounding bedrock mountains and hills, and spreading of water in recharge basins (DWR 2006).

Groundwater levels in the Elsinore Groundwater Basin declined more than 100 feet between 1927 and 1950 (DWR 2006). A hydrograph from one well shows that the water level declined about 110 feet in the southern part of the basin from 1967 through 1985. However, a hydrograph from a well in the northern part of the basin shows a rise in water level of about 65 feet from 1963 through 1980. Under natural conditions, groundwater should flow generally toward Lake Elsinore; however, because faults cutting the sediments impede groundwater movement, groundwater flow is predominantly contained in fault blocks in the basin (DWR 2006).

3.8.2 REGULATORY FRAMEWORK

FEDERAL

Clean Water Act

The federal Clean Water Act (CWA) gives states the primary responsibility for protecting and restoring water quality. In California, the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs) are the agencies with primary responsibility for implementing federal CWA requirements, including developing and implementing programs to achieve water quality standards. Water quality standards include designated beneficial uses of water bodies, criteria or objectives (numeric or narrative) which are protective of those beneficial uses, and policies to limit the degradation of water bodies. The project site is located in a portion of the state that is regulated by the San Diego Regional Water Quality Control Board (SDRWQCB), and the water quality standards for the project site are contained in the Water Quality Control Plan for the San Diego Basin (Basin Plan) (SDRWQCB 1994).

Sections 401 and 404 of the Clean Water Act

Sections 401 and 404 of the federal Clean Water Act are administered through the Regulatory Program of the US Army Corps of Engineers (USACE) and regulate the water quality of all discharges of fill or dredged material into waters of the United States, including wetlands and intermittent stream channels. Section 401, Title 33, Section 1341 of the Clean Water Act sets forth water quality certification requirements for any applicant applying for a federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities that may result in any discharge into the navigable waters.

Section 404, Title 33, Section 1344 of the CWA in part authorizes the USACE to:

- Set requirements and standards pertaining to such discharges: subparagraph (e);

- Issue permits "for the discharge of dredged or fill material into the navigable waters at specified disposal sites:" subparagraph (a);
- Specify the disposal sites for such permits: subparagraph (b);
- Deny or restrict the use of specified disposal sites if "the discharge of such materials into such area would have an unacceptable, adverse effect on municipal water supplies and fishery areas:" subparagraph (c);
- Specify type of and conditions for non-prohibited discharges: subparagraph (f);
- Provide for individual state or interstate compact administration of general permit programs: subparagraphs (g), (h), and (j);
- Withdraw approval of such state or interstate permit programs: subparagraph (i);
- Ensure public availability of permits and permit applications: subparagraph (o);
- Exempt certain federal or state projects from regulation under this section: subparagraph (r); and
- Determine conditions and penalties for violation of permit conditions or limitations: subparagraph (s).

National Pollutant Discharge Elimination System

As authorized by Section 402(p) of the CWA, the National Pollutant Discharge Elimination System (NPDES) Permit Program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The State Water Resources Control Board issues NPDES permits to cities and counties through the RWQCBs. It is the responsibility of the RWQCBs to preserve and enhance the quality of the state's waters through the development of water quality control plans and the issuance of waste discharge requirements. Waste discharge requirements for discharges to surface waters also serve as NPDES permits.

General Construction Activity Storm Water Permits and Stormwater Pollution Prevention Plans

In accordance with NPDES regulations, the SWRCB has issued a Statewide General Permit (Water Quality No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ) for construction activities in the state. The Construction General Permit (General Permit) is implemented and enforced by the RWQCBs. The General Permit applies to any construction activity affecting 1 acre or more and requires those activities to minimize the potential effects of construction runoff on receiving water quality. Performance standards for obtaining and complying with the General Permit are described in NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ.

General Permit applicants are required to submit to the appropriate regional board Permit Registration Documents for the project, which include a Notice of Intent, a risk assessment, a site map, a signed certification statement, an annual fee, and a stormwater pollution prevention plan (SWPPP). The permit program is risk based wherein a project's risk is based on the project's potential to cause sedimentation and the risk of such sedimentation on the receiving waters. A project's risk determines its water quality control requirements, ranging from Risk Level 1, which consists of only narrative effluent standards, implementation of best management practices (BMPs), and visual monitoring, to Risk Level 3, which consists of numeric effluent limitations, additional sediment control measures, and receiving water monitoring. Additional requirements include compliance with post-construction standards focusing on low impact development

(LID), preparation of rain event action plans, increased reporting requirements, and specific certification requirements for certain project personnel.

The SWPPP must include implementing best management practices to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges. Examples of typical construction best management practices included in SWPPPs include, but are not limited to:

- Using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils.
- Storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water.
- Developing and implementing a spill prevention and cleanup plan.
- Installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters.

Total Maximum Daily Loads

Under CWA Section 303(d) and California's Porter-Cologne Water Quality Control Act of 1969, the State of California is required to establish beneficial uses of state waters and to adopt water quality standards to protect those beneficial uses. Section 303(d) establishes the total maximum daily load (TMDL) process to assist in guiding the application of state water quality standards, requiring the states to identify waters whose water quality is "impaired" (affected by the presence of pollutants or contaminants) and to establish a TMDL, or the maximum quantity of a particular contaminant that a water body can assimilate without experiencing adverse effects on the beneficial use identified. The establishment of TMDLs is generally a stakeholder-driven process that involves investigation of sources and their loading (pollution input), estimation of load allocations, and identification of an implementation plan and schedule. Where stakeholder processes are not effective, total maximum daily loads can be established by the RWQCBs or the EPA. TMDLs are adopted as amendments to the Basin Plan.

As previously stated, there is a drainage feature on-site accommodating ephemeral flow from headwaters commencing in the foothills that ultimately drains into an unnamed tributary, which in turn drains into Murrieta Creek, a Section 303(d) listed impaired waterway, approximately 1.6 miles southwest of the project site. A TMDL has not yet been established for this waterway.

STATE

Porter-Cologne Water Quality Control Act

In 1969, the California legislature enacted the Porter-Cologne Water Quality Control Act to preserve, enhance, and restore the quality of the state's water resources. The CWA and the Porter-Cologne Water Quality Control Act are similar in many ways, with the fundamental purpose of both laws being to protect the beneficial uses of water. An important distinction between the two is that the Porter-Cologne Water Quality Control Act addresses both groundwater and surface water, while the CWA addresses surface water only.

The Porter-Cologne Water Quality Control Act established the SWRCB and the nine RWQCBs as the principal state agencies with the responsibility for controlling water quality in California.

Under the act, water quality policy is established, water quality standards are enforced for both surface water and groundwater, and the discharges of pollutants from point and nonpoint sources are regulated. The act authorizes the SWRCB to establish water quality principles and guidelines for long-range resource planning, including groundwater and surface water management programs and control and use of recycled water.

State Water Resources Control Board

The five-member SWRCB allocates water rights, adjudicates water right disputes, develops statewide water protection plans, establishes water quality standards, and guides the nine Regional Water Quality Control Boards located in the major watersheds of the state. The joint authority of water allocation and water quality protection enables the SWRCB to provide comprehensive protection for California's waters (SWRCB 2013). The SWRCB is responsible for implementing the Clean Water Act and issues NPDES permits to cities and counties through Regional Water Quality Control Boards.

REGIONAL

The project site is within the jurisdictional boundary of the San Diego Regional Water Quality Control Board. As a result, the proposed project site is regulated by the SDRWQCB and is required to comply with the SDRWQCB MS4 Permit (NPDES No. CAS0109266, Order No. R9-2013-0001).

San Diego Regional Water Quality Control Board

The SDRWQCB has responsibility for controlling water quality in San Diego County, Imperial County, and parts of Riverside County. The water quality standards for water bodies in the San Diego region are contained in the Water Quality Control Plan for the San Diego Basin (SDRWQCB 1994).

Water Quality Control Plan for the San Diego Basin (Basin Plan)

The Water Quality Control Plan for the San Diego Basin designates beneficial uses for water bodies in the San Diego region and establishes water quality objectives and implementation plans to protect those beneficial uses. Specifically, the Basin Plan (1) designates beneficial uses for surface water and groundwater; (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy; (3) describes implementation programs to protect the beneficial uses of all waters in the region; and (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The SDRWQCB issues permits, called waste discharge requirements and master reclamation permits, which require that waste and reclaimed water not be discharged in a manner that would cause an exceedance of applicable water quality objectives or adversely affect beneficial uses designated in the Basin Plan.[1] The SDRWQCB enforces these permits through a variety of administrative means.

[1] The city lies within two different watersheds and therefore is subject to the jurisdiction of two different regional boards: Santa Ana (Lake Elsinore) and San Diego (Santa Margarita River). This would require the City to administer two separate MS4 permits, which would add considerably to the cost and burden of development. The City requested to be governed by one MS4 permit to reduce costs. The City and the Regional Boards agreed that the City would be governed by the MS4 permit issued by the San Diego Regional Water Quality Control Board for the Santa Margarita River

Waste Discharge Requirements for San Diego County MS4s

Waste Discharge Requirements for Discharges from the MS4s (Order No. R9-2013-0001)

The San Diego Regional Water Quality Control Board adopted Order No. R9-2013-0001, National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for Discharges from the Municipal Separate Storm Sewer Systems (MS4s) draining the watersheds in the San Diego region in 2013. The Regional MS4 Permit regulates MS4 discharges to inland surface waters, bays and estuaries, and coastal waters throughout the three counties in the San Diego region.

LOCAL

City of Wildomar Municipal Code

The City's Municipal Code establishes the following requirements that pertain to hydrology and water quality:

- Title 13, Chapter 13.12, Stormwater/Urban Runoff Management and Discharge Controls Ordinance, establishes requirements for stormwater and non-stormwater quality discharge and control. The chapter prohibits discharges of pollutants or waters containing any pollutants that cause or contribute to a violation of applicable water quality standards. The chapter codifies various federal and state requirements for stormwater pollution prevention and requires compliance with these statutes and regulations. The purpose of this chapter is to reduce pollutants in stormwater discharges to the maximum extent practicable, regulate illicit connections and discharges to the storm drain system, and regulate non-stormwater discharges to the storm drain system. The chapter requires new development projects to control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water via best management practices (BMPs) that may, among other things, require new developments or redevelopments to increase permeable areas, direct runoff to permeable areas, and maximize stormwater storage for reuse.

- Title 15, Chapter 15.96 prohibits any development within floodways and also establishes requirements for construction in floodplains. This chapter codifies federal requirements for development within floodplains and requires compliance with those regulations.

3.8.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. A project is considered to have significant impacts if implementation of the project will:

1) Violate any water quality standards or waste discharge requirements.

watershed. So, no matter where a project is located within the city, it must comply with the MS4 permit issued by the San Diego Regional Board for the Santa Margarita River watershed.

2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

4) 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.

5) Otherwise substantially degrade water quality.

6) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

7) Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

8) Expose people or structures to a significant loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

9) Inundation by seiche, tsunami, or mudflow.

The proposed project site is not within a groundwater basin management area. No impact would occur, and this issue (Standard of Significance 2) will not be addressed further in this DEIR.

The project site is in a FEMA-designated flood hazard Zone X, which indicates that the site is subject to a minimal risk of being flooded (FEMA 2014). No impact will occur, and these issues (Standard of Significance 6 and 7) will not be addressed further in this Draft EIR.

Riverside County identifies dam inundation hazard areas throughout the county. A review of records maintained at the California Office of Emergency Services provided potential failure inundation maps for 23 dams affecting Riverside County; these maps were compiled into geographic information system (GIS) digital coverage of potential dam inundation zones. The county's dam inundation zones are identified in Figure S-10 of the Wildomar General Plan. According to Figure S-10, the project site is not in any dam inundation hazard zones. In addition, the project is not in the vicinity of any levees. Therefore, no impact would occur, and this issue (Standard of Significance 8) will not be addressed further in this Draft EIR.

Based on the elevation of the project site above sea level and the lack of nearby enclosed bodies of water, the potential for inundation by seiche, tsunami, or mudflow is nonexistent. Therefore, no impact would occur, and this issue (Standard of Significance 9) will not be addressed further in this Draft EIR.

METHODOLOGY

The primary sources for this section of the Draft EIR include the Preliminary Hydrology and Hydraulics Study (2014), Preliminary Water Quality Management Plan (2014), FEMA flood hazard

mapping, City of Wildomar General Plan (2008), NPDES No. Order No R9-2013-0001, Riverside County Drainage Area Management Plan (2014), and the Santa Margarita River Watershed Management Plan (2005).

Drainage

JLC Engineering & Consulting, Inc., prepared the Preliminary Hydrology and Hydraulics Study (2014a) (see **Appendix 3.8**). The study was prepared to determine anticipated changes to the existing drainage patterns on the site as well as the adequacy of the proposed drainage system in terms of capacity and water quality treatment.

Water Quality

The project's Preliminary Hydrology and Hydraulics Study and Preliminary Water Quality Management Plan were reviewed to determine potential sources and types of pollutants that could be generated by project construction and/or operation. The SWRCB statewide permit and SDRWQCB permit requirements were reviewed to determine whether water quality would be sufficiently protected or if further mitigation would be required.

IMPACTS AND MITIGATION MEASURES

Degrade Water Quality or Violate Water Quality Standards (Standards of Significance 1 and 5)

Impact 3.8.1 Construction and operation of the proposed project could result in erosion or a degradation of downstream surface water and groundwater resources. This impact would be **potentially significant**.

Urban runoff (both dry and wet weather) discharges into storm drains and, in most cases, flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on drinking water, recreational water, and wildlife. Urban runoff pollution includes a wide array of environmental, chemical, and biological compounds from both point and nonpoint sources. In the urban environment, stormwater characteristics depend on site conditions (e.g., land use, impervious cover, pollution prevention, types and amounts of best management practices), rain events (duration, amount of rainfall, intensity, and time between events), soil type and particle sizes, multiple chemical conditions, the amount of vehicular traffic, and atmospheric deposition. Major pollutants typically found in runoff from urban areas include sediments, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogens, and bacteria.

Urban runoff can be divided into two categories: dry and wet weather urban runoff.

- Dry weather urban runoff occurs when there is no precipitation-generated runoff. Typical sources include landscape irrigation runoff, driveway and sidewalk washing, noncommercial vehicle washing, groundwater seepage, fire flow, potable water line operations and maintenance discharges, and permitted or illegal non-stormwater discharges.
- Wet weather urban runoff refers collectively to nonpoint source discharges that result from precipitation events. Wet weather runoff includes stormwater runoff. Stormwater discharges are generated by runoff from land and impervious areas such as building rooftops and paved streets and parking lots.

Wet and dry weather runoff typically contains similar pollutants of concern. However, except for the first flush concentrations following a long period between rainfall events, the concentration levels found in wet weather flows are typically lower than levels found in dry weather flows because the larger wet weather flows dilute the amount of pollution in runoff waters. Most urban stormwater discharges are considered nonpoint sources and are regulated by an NPDES Municipal General Permit or Construction General Permit.

A net effect of development can be to increase pollutant export over naturally occurring conditions to adjacent streams and also on the downstream receiving waters. However, an important consideration in evaluating stormwater quality from the project is to assess whether it impairs the beneficial use of the receiving waters. Receiving waters can assimilate a limited quantity of various constituent elements; however, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable impact. For this evaluation, impacts to stormwater quality would be considered significant if the project did not attempt to address stormwater pollution to the maximum extent practicable.

Short-Term Construction

During construction activities, erosion potential and the possibility of water quality impacts are always present and occur when protective vegetative cover is removed and soils are disturbed. Construction activities can result in sediment runoff rates that greatly exceed natural erosion rates of undisturbed lands, causing siltation and impairment of receiving waters. In addition to sediment, stormwater flowing over a construction site can carry various pollutants such as nutrients, bacteria and viruses, oil and grease, heavy metals, organics, pesticides, gross pollutants, and miscellaneous waste into receiving waters. These pollutants can originate from soil disturbances, construction equipment, building materials, and workers. To minimize the potential for contamination of stormwater during construction, a stormwater pollution prevention plan (SWPPP) is required as part of the grading permit submittal package. The SWPPP will incorporate a series of specific measures that will be included in the construction process to address erosion, accidental spills, and the quality of stormwater runoff.

The best management practices that must be implemented as part of a SWPPP can be grouped into two major categories: (1) erosion and sediment control BMPs and (2) non-stormwater management and materials management BMPs. Erosion and sediment control BMPs fall into four main subcategories:

- Erosion controls
- Sediment controls
- Wind erosion controls
- Tracking controls

Erosion controls include practices to stabilize soil, to protect the soil in its existing location, and to prevent soil particles from migrating. Examples of erosion control BMPs are preserving existing vegetation, mulching, and hydroseeding. Sediment controls are practices to collect soil particles after they have migrated, but before the sediment leaves the site. Examples of sediment control BMPs are street sweeping, fiber rolls, silt fencing, gravel bags, sand bags, storm drain inlet protection, sediment traps, and detention basins. Wind erosion controls prevent soil particles from leaving the site in the air. Examples of wind erosion control BMPs include applying water or other dust suppressants to exposed soils on the site. Tracking controls prevent sediment from being tracked off site via vehicles leaving the site to the extent practicable. A stabilized

construction entrance not only limits the access points to the construction site but also functions to partially remove sediment from vehicles prior to leaving the site.

Non-stormwater management and material management controls reduce non-sediment-related pollutants from potentially leaving the construction site to the extent practicable. The Construction General Permit prohibits the discharge of materials other than stormwater and authorized non-stormwater discharges (such as irrigation and pipe flushing and testing). Non-stormwater BMPs tend to be management practices with the purpose of preventing stormwater from coming into contact with potential pollutants. Examples of non-stormwater BMPs include preventing illicit discharges and implementing good practices for vehicle and equipment maintenance, cleaning, and fueling operations, such as using drip pans under vehicles. Waste and materials management BMPs include implementing practices and procedures to prevent pollution from materials used on construction sites. Examples of materials management BMPs include:

- Good housekeeping activities, such as storing materials covered and elevated off the ground in a central location.
- Securely locating portable toilets away from the storm drainage system and performing routine maintenance.
- Providing a central location for concrete washout and performing routine maintenance.
- Providing several dumpsters and trash cans throughout the construction site for litter/floatable management.
- The Construction General Permit also requires that construction sites be inspected before and after storm events and every 24 hours during extended storm events. The purpose of the inspections is to identify maintenance requirements for the BMPs and to determine the effectiveness of the BMPs that are being implemented. The SWPPP is a "living document" and as such can be modified as construction activities progress. Additional requirements include compliance with post-construction standards focusing on low impact development (LID) and preparation of rain event action plans.
- The SWRCB has also issued a Statewide General Permit (Water Quality Order R5-2008-0081, NPDES No. CAG995001) for dewatering and other low-threat discharges to surface waters in the state. Should construction of a project require dewatering, the project applicant would be required to submit a Notice of Intent, as well as a Best Management Practices Plan, to comply with the general permit. The BMP Plan would include disposal practices to ensure compliance with the general permit, such as the use of sediment basins or traps, dewatering tanks, or gravity or pressurized bag filters. Monitoring and reporting would also be performed to ensure compliance with the permit. Mitigation measure **MM 3.8.1** requires preparation of a stormwater pollution prevention plan and indicates the types of BMPs that are typically required as part of the permit.

Project Operation

The Preliminary Hydrology and Hydraulics Study (**Appendix 3.8**) was prepared in order to determine the required improvements to treat for water quality purposes and mitigate for increased runoff. Following on-site treatment at the proposed project BMPs, described below, runoff will drain to an on-site drainage which ultimately conveys runoff to Murrieta Creek, approximately 1.6 miles southwest of the project site, via existing natural channels and permitted MS4 facilities. Murrieta Creek is a Section 303(d) listed impaired waterway as detailed in **Table 3.8-1**. Pollutants typically associated with urban and suburban development that would contribute to the Section 303(d) impaired water bodies are shown in **Table 3.8-2**.

TABLE 3.8-2
EXPECTED URBAN RUNOFF POLLUTANTS AND 303(D) IMPAIRMENTS

Pollutant		Expected or Potential Source	303(d) Listing
Potential	Not Potential		
Bacterial indicators		Pets and wildlife, sewer overflows	Yes
	Metals		Yes
Nutrients		Fertilizer, leaf and grass clippings, landscaped areas	Yes
Pesticides		Landscaped areas	Yes
	Toxic Organic Compounds		No
Sediments		Streets	Yes
Trash and Debris		Residential developments, streets, parking areas	No
Oil and Grease		Street and parking areas	No
Toxicity (Toxic Pollutants)		Landscaped areas (pesticides)	Yes

Source: JLC 2014b

The proposed project will construct two sand filter basins and one subsurface system for water quality treatment purposes and to mitigate flows of increased stormwater runoff. These facilities will represent the operational BMPs of the proposed project. Area A drains into sand filter basin "A" for water quality treatment and mitigation of runoff. Area B1 drains to sand filter basin "B" for water quality treatment, and then is conveyed to subsurface basin "C" for mitigation of increased runoff. Area B2 is treated for water quality purposes and mitigated for increased runoff in subsurface system "C".

The required water quality volume for Areas A, B1, and B2 were determined using the Santa Margarita Watershed BMP Design Volume V_{BMP} spreadsheet. The 85th percentile, 24-hour rainfall depth of 0.70 inch was obtained from the Isohyetal Map included in **Appendix 3.8**. To establish the capacities of the project BMPs, the impervious fraction values included in **Table 3.8-3** were used. The results for the required water quality volume were determined and are also included in **Table 3.8-3.**

TABLE 3.8-3
IMPERVIOUS FRACTION VALUES AND REQUIRED WQ VOLUME

Area Designation	Corresponding BMP Designation	Acres	Corresponding Effective Impervious Fraction	Pervious Fraction	Corresponding Effective Impervious Fraction	Required Water Quality Volume (ft^3)
A	Sand Filter Basin "A"	12.9	1.0	0.31	0.1	15,943
B1	Sand Filter Basin "B"	2.2	1.0	0.36	0.1	3,512
B2	Subsurface Basin "C"	1.9	1.0	0.16	0.1	4,207

Source: JLC 2014a

The required mitigation volume was determined by subtracting the pre-project unit hydrograph volume from the post-project unit hydrograph volume for Areas A and B for the 2-year, 24-hour and 10-year, 24-hour storm durations. These flow and volume rate summaries are provided in the hydrology study in **Appendix 3.8**.

Sand filter basin "A" would be located in the southwesterly corner of the project site and collects flows from that area. The sand filter basin would be able to store the required water volume of 15,943 cubic feet and the required mitigation volume of 61,111 cubic feet, for a total required volume of 77,054 cubic feet at 1 foot below the top of the sand filter basin, which provides 1 foot of freeboard (JLC 2014a). Sand filter basin "B" would be located within the landscaped area of the senior living development on the north side of the proposed building. The sand filter basin would be able to store the required water volume of 3,512 cubic feet (JLC 2014a). Sand filter basin "B" has a total storage volume of 3,695 cubic feet at 1 foot below the top of the sand filter basin, which provides 1 foot of freeboard (JLC 2014a). Sand filter basin "B" is used for water quality treatment only. Flows in excess of the water quality volume will be conveyed to Subsurface basin "C". Subsurface basin "C" would be located within the street and parking area of the senior living development adjacent to Prielipp Road. The subsurface basin would be able to store the water volume of 4,207 cubic feet and the total required mitigation volume of 21,819 cubic feet, for a total volume of 26,026 cubic feet (JLC 2014a).

During the preliminary stage, it is anticipated that this system will function via filtration. The storage volume in the subsurface system accounts for the storage in 48-inch pipes and for 40 percent storage in the surrounding gravel layer. A total of 1,570 linear feet of 48-inch pipe and surrounding gravel is proposed, resulting in a total of 34,430 cubic feet of storage volume available. The gravel is assumed to surround the 48-inch pipe with 1 foot on both sides and 2 feet above the pipe (JLC 2014a).

Based on these calculations, the proposed storm drain alignments will adequately convey the peak 100-year flow rates. The proposed sand filter basins and subsurface basin provide sufficient volume to treat for water quality purposes and mitigate for increased runoff. The untreated on-site flows will not commingle with the off-site flows (JLC 2014a).

Water Quality

A Preliminary Water Quality Management Plan (WQMP) (JLC 2014b) was prepared for the proposed project (**Appendix 3.8**). A subsequent final WQMP will be prepared for the project if it is approved and will replace the preliminary WQMP. The WQMP identifies a series of specific best management practices to be incorporated into the design to achieve four goals: (1) minimize urban runoff; (2) minimize impervious footprint; (3) conserve natural areas; and (4) minimize directly connected impervious areas. Measures for design of the project in the preliminary WQMP include those listed below.

Site Design Concept 1 – Minimize Urban Runoff

- Maximize the permeable area.
- Incorporate landscaped buffer areas between sidewalks and streets.
- Maximize canopy interception and water conservation by preserving existing native trees and shrubs, and planting additional native or drought-tolerant trees and large shrubs.
- Use natural drainage systems.

- Where soil conditions are suitable, use perforated pipe or gravel filtration pits for low flow infiltration.
- Construct on-site ponding areas or retention facilities to increase opportunities for infiltration consistent with vector control objectives.
- Other comparable and equally effective site design concepts as approved by the co-permittee.

Site Design Concept 2 – Minimize Impervious Footprint

- Maximize the permeable area.
- Construct streets, sidewalks, and parking lot aisles to the minimum widths necessary, provided that public safety and a walkable environment for pedestrians are not compromised.
- Reduce widths of street where off-street parking is available.
- Minimize the use of impervious surfaces, such as decorative concrete, in the landscape design.
- Other comparable and equally effective site design concepts as approved by the co-permittee.

Site Design Concept 3 – Conserve Natural Areas

- Maximize canopy interception and water conservation by preserving existing native trees and shrubs, and planting additional native or drought-tolerant trees and large shrubs.
- Use natural drainage systems.
- Other comparable and equally effective site design concepts as approved by the co-permittee.

Site Design Concept 4 – Minimize Directly Connected Impervious Areas

- Residential and commercial sites must be designed to contain and infiltrate roof runoff or direct roof runoff to vegetative swales or buffer areas, where feasible.
- Where landscaping is proposed, drain impervious sidewalks, walkways, trails, and patios into adjacent landscaping.
- Where landscaping is proposed in parking areas, incorporate landscape areas into the drainage design.
- Other comparable and equally effective site design concepts as approved by the co-permittee.

Non-Structural Source Control BMPs

- Education for property owners, tenants, and occupants.
- Activity restrictions.
- Irrigation system and landscape maintenance.
- Common area litter control.
- Drainage facility inspection and maintenance.

Structural Source Control BMPs

- Landscape and irrigation system design.
- Protect slopes and channels.

Additional BMPs will be incorporated into the project where feasible during final engineering. The project would also be required to implement BMPs to increase permeable areas and to direct runoff to permeable areas. The following mitigation is required.

Mitigation Measures

MM 3.8.1 Prior to the approval of the grading permit for future development on the project site, the project applicant shall be required to prepare a stormwater pollution prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the California State Water Resources Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant will be required to submit, and obtain City approval of, a water quality management plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Area-wide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the water quality management plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin or an infiltration device. The project will be responsible for maintenance of the basins.

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

Enforcement/Monitoring: *City of Wildomar Engineering Department*

The project's proposed storm drain system, as well as implementation of the project's WQMP and applicable requirements, including implementation of appropriate BMPs, would remove sediment and pollutants from site runoff and minimize impacts to downstream surface water and groundwater resources. This impact would therefore be considered **less than significant**.

Alter Drainage Patterns/Increase Stormwater Runoff (Standards of Significance 3 and 4)

Impact 3.8.2 Development of the proposed project will alter the existing drainage pattern of the site and may impact stormwater runoff rates and volumes compared to existing conditions. This impact is considered **less than significant**.

The preliminary hydrology and hydraulic study for the proposed project (see **Appendix 3.8**) determined new development associated with the proposed project would alter drainage on the currently undeveloped site and increase stormwater runoff rates and volumes by introducing 138 townhomes, a recreation area and leasing building, parking spaces, and a senior living facility.

Impact 3.8.1 discusses mitigation for increased runoff. As discussed, the project proposes two sand filter basins and one subsurface system to mitigate flows of increased stormwater runoff. Furthermore, this proposed storm drain system is designed with alignments that will adequately convey the peak 100-year flow rates (JLC 2014a). The proposed sand filter basins and subsurface basin provide sufficient volume to treat for water quality purposes and mitigate for increased runoff (JLC 2014a). This impact would therefore be considered **less than significant**.

Mitigation Measures

None required.

3.8.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for hydrology and water quality includes the Santa Margarita River watershed as described in detail in the Existing Setting subsection above.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Hydrology and Water Quality

Impact 3.8.3 The proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita River watershed, could alter drainage conditions, rates, volumes, and water quality, which could result in potential erosion, flooding, and water quality impacts within the overall watershed. This is considered a **less than cumulatively considerable** impact.

The proposed project, when considered in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita River watershed, would alter cumulative drainage conditions, rates, volumes, and water quality, which could result in potential flooding and stormwater quality impacts in the overall watershed. However, as discussed in Impacts 3.8.1 and 3.8.2, the proposed project's storm drain system and implementation of a water quality management plan would reduce the project's contributions to cumulative runoff, water quality, and flooding impacts. As demonstrated by the preliminary hydrology study completed for the project, the proposed project does not increase the flow rate for the post-project conditions (JLC 2014a). As such, the project is rendered noncontributory to cumulative hydrology impacts. The proposed project includes a series of drainage basins that both reduce the velocity of runoff and serve to remove debris and contaminants from stormwater runoff. Stormwater can only enter the storm drainage lines after passing through these basins. The proposed project's contribution to cumulative water quality, runoff, and flooding impacts is considered to be **less than cumulatively considerable.**

Mitigation Measures

None required.

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3.9 Noise

This section discusses the existing noise setting, identifies potential noise impacts associated with implementation of the proposed project, and recommends mitigation measures to address potential impacts. Specifically, this section analyzes potential noise impacts due to development of the project area relative to the existing ambient noise environment and applicable noise criteria. Noise mitigation measures are recommended where the predicted noise levels would exceed applicable noise standards. This analysis and the associated modeling were conducted by Urban Crossroads in 2015 (see **Appendix 3.9**).

3.9.1 TECHNICAL BACKGROUND

ACOUSTIC FUNDAMENTALS

Noise is generally defined as sound that is loud, disagreeable, or unexpected. Sound is mechanical energy transmitted in the form of a wave because of a disturbance or vibration. Sound levels are described in terms of both amplitude and frequency. Amplitude is defined as the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic scale. For example, a 65 dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 3 dB change in amplitude as the minimum audible difference perceptible to the average person.

The frequency of a sound is defined as the number of fluctuations of the pressure wave per second. The unit of frequency is the Hertz (Hz). One Hz equals one cycle per second. The human ear is not equally sensitive to sound of different frequencies. For instance, the human ear is more sensitive to sound in the higher portion of this range than in the lower, and sound waves below 16 Hz or above 20,000 Hz cannot be heard at all. To approximate the sensitivity of the human ear to changes in frequency, environmental sound is usually measured in what is referred to as A-weighted decibels (dBA). On this scale, the normal range of human hearing extends from about 10 dBA to about 140 dBA (EPA 1971). The most common sounds vary between 40 dBA (very quiet) and 100 dBA (very loud). Normal conversation at 3 feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA, which can cause serious discomfort. Common community noise sources and associated noise levels, in dBA, are depicted in **Figure 3.9-1**.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks, and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates at a rate between 3.0 and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Mobile transportation sources, such as highways, and hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source (EPA 1971).

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise, but are less effective than solid barriers.

NOISE DESCRIPTORS

Environmental noise descriptors are generally based on average, rather than instantaneous, noise levels. The most commonly used figure is the equivalent level (L_{eq}). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). L_{eq} represents a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. In addition, the hourly L_{eq} is the noise metric used to collect short-term noise level measurement samples and to estimate the 24-hour Community Noise Equivalent Level (CNEL). CNEL is the weighted average of the intensity of a sound with corrections for time of day and averaged over 24 hours. CNEL does not represent the actual sound level heard at any particular time, but rather represents the total sound exposure. The time of day corrections require the addition of 5 decibels to dBA L_{eq} sound levels in the evening from 7 p.m. to 10 p.m. and the addition of 10 decibels to dBA L_{eq} sound levels at night between 10 p.m. and 7 a.m. These additions are made to account for the noise-sensitive periods during the evening and night hours when sound is perceived to be louder. Common noise level descriptors are summarized in **Table 3.9-1**.

TABLE 3.9-1
COMMON ACOUSTICAL DESCRIPTORS

Descriptor	Definition
Energy Equivalent Noise Level (L_{eq})	The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value (in dBA) is calculated.
Minimum Noise Level (L_{min})	The minimum instantaneous noise level during a specific period of time.
Maximum Noise Level (L_{max})	The maximum instantaneous noise level during a specific period of time.
Day-Night Average Level (DNL or L_{dn})	The 24-hour L_{eq} with a 10 dBA "penalty" for noise events that occur during the noise-sensitive hours between 10:00 p.m. and 7:00 a.m. In other words, 10 dBA is "added" to noise events that occur in the nighttime hours to account for increases sensitivity to noise during these hours.
Community Noise Equivalent Level (CNEL)	The CNEL is similar to the L_{dn} described above, but with an additional 5 dBA "penalty" added to noise events that occur between the hours of 7:00 p.m. to 10:00 p.m. The calculated CNEL is typically approximately 0.5 dBA higher than the calculated L_{dn}.
Single Event Noise Level (SEL)	The level of sound accumulated over a given time interval or event. Technically, the sound exposure level is the level of the time-integrated mean square A-weighted sound for a stated time interval or event, with a reference time of one second.
Percent Exceeded Noise Level (L_n)	The level exceeded for *n* percent of the time. For instance, L_{10} is the level exceeded for 10% of the time. The commonly used values of n for the n-percent exceeded level, L_n, are 2, 10, 50, and 90.

Source: Urban Crossroads 2015a

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HORIZONS

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	SLEEP DISTURBANCE
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	FAINT	NO EFFECT
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

Source: Urban Crossroads

Figure 3.9.1
Typical Noise Levels

HUMAN RESPONSE TO NOISE

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases. The acceptability of noise and the threat to public well-being are the basis for land use planning policies preventing exposure to excessive community noise levels.

Unfortunately, there is no completely satisfactory way to measure the subjective effects of noise or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and habituation to noise over differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called "ambient" environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged. Regarding increases in A-weighted noise levels, knowledge of the following relationships will be helpful in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived by humans.
- Outside of the laboratory, a 3 dB change is considered a just-perceivable difference.
- A change in level of at least 5 dB is required before any noticeable change in community response would be expected. An increase of 5 dB is typically considered substantial.
- A 10 dB change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

A limitation of using a single noise-level increase value to evaluate noise impacts, as discussed above, is that it fails to account for pre-development noise conditions. With this in mind, the Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that take into account the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (i.e., CNEL, L_{dn}). FICON-recommended noise evaluation criteria are summarized in **Table 3.9-2**.

TABLE 3.9-2
FICON-RECOMMENDED CRITERIA FOR
EVALUATION OF INCREASES IN AMBIENT NOISE LEVELS

Ambient Noise Level Without Project	Increase Required for Significant Impact
<60 dB	5.0 dB, or greater
60–65 dB	3.0 dB, or greater
>65 dB	1.5 dB, or greater

Source: FICON 2000

As depicted in **Table 3.9-2**, an increase in the noise level of 5.0, or greater, would typically be considered to result in increased levels of annoyance where existing ambient noise levels are less than 60 dB. In areas where the ambient noise level ranges from 60 to 65 dB, increased levels of annoyance would be anticipated at increases of 3 dB, or greater. Increases of 1.5 dB, or greater, could result in increased levels of annoyance in areas where the ambient noise level exceeds 65 dB. The rationale for the FICON-recommended criteria is that as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause significant increases in annoyance (FICON 2000).

EFFECTS OF NOISE ON HUMAN ACTIVITIES

The extent to which environmental noise is deemed to result in increased levels of annoyance, activity interference, and sleep disruption varies greatly from individual to individual depending on various factors, including the loudness or suddenness of the noise, the information value of the noise (e.g., aircraft overflights, child crying, fire alarm), and an individual's sleep state and sleep habits. Over time, adaptation to noise events and to increased levels of noise may also occur. In terms of land use compatibility, environmental noise is often evaluated in terms of the potential for noise events to result in increased levels of annoyance, sleep disruption, or interference with speech communication, activities, and learning. Noise-related effects on human activities are discussed in more detail below.

Speech Communication

For most noise-sensitive land uses, an interior noise level of 45 dB L_{eq} is typically identified for the protection of speech communication in order to provide for 100 percent intelligibility of speech sounds. Assuming an average 20 dB reduction in sound level between outdoors and indoors (which is an average amount of sound attenuation that assumes windows are closed), this interior noise level equates to an exterior noise level of 65 dBA L_{eq}. For outdoor voice communication, an exterior noise level of 60 dBA L_{eq} allows normal conversation at distances up to 2 meters with 95 percent sentence intelligibility (EPA 1971). Based on this information, speech interference begins to become a problem when steady noise levels reach approximately 60 to 65 dBA. Within interior noise environments, an average-hourly background noise level of 45 dBA L_{eq} is typically recommended for noise-sensitive land uses, such as educational facilities (Caltrans 2002).

Annoyance and Sleep Disruption

With regard to potential increases in annoyance, activity interference, and sleep disruption, land use compatibility determinations are typically based on the use of the cumulative noise exposure metrics (i.e., CNEL or L_{dn}). Perhaps the most comprehensive and widely accepted evaluation of the relationship between noise exposure and the extent of annoyance was one originally

developed by Theodore J. Schultz in 1978. Schultz's research findings provided support for L_{dn} as the descriptor for environmental noise. His research identified a correlation between the cumulative noise exposure metric and individuals who were highly annoyed by transportation noise. When expressed graphically, this relationship is typically referred to as the Schultz curve. The Schultz curve indicates that approximately 13 percent of the population is highly annoyed at a noise level of 65 dBA L_{dn}. It also indicates that the percentage of people describing themselves as being highly annoyed accelerates smoothly between 55 and 70 dBA L_{dn}. A noise level of 65 dBA L_{dn} is a commonly referenced dividing point between lower and higher rates of people describing themselves as being highly annoyed (Caltrans 2002).

The Schultz curve and associated research became the basis for many of the noise criteria subsequently established for federal, state, and local entities. Most federal and California regulations and policies related to transportation noise sources establish a noise level of 65 dBA CNEL/L_{dn} as the basic limit of acceptable noise exposure for residential and other noise-sensitive land uses. For instance, with respect to aircraft noise, both the Federal Aviation Administration (FAA) and the State of California have identified a noise level of 65 dBA L_{dn} as the dividing point between normally compatible and normally incompatible residential land use generally applied for determination of land use compatibility. For noise-sensitive land uses exposed to aircraft noise, noise levels in excess of 65 dBA CNEL/L_{dn} are typically considered to result in a potentially significant increase in levels of annoyance (Caltrans 2002).

Allowing for an average exterior-to-interior noise reduction of 20 dB, an exterior noise level of 65 dBA CNEL/L_{dn} would equate to an interior noise level of 45 dBA CNEL/L_{dn}. An interior noise level of 45 dB CNEL/L_{dn} is generally considered sufficient to protect against activity interference at most noise-sensitive land uses, including residential dwellings, and would also be sufficient to protect against sleep interference (EPA 1971). In California, the California Building Standards Code establishes a noise level of 45 dBA CNEL as the maximum acceptable interior noise level for residential uses (other than detached single-family dwellings). Use of the 45 dBA CNEL threshold is further supported by recommendations provided in the State of California Office of Planning and Research's General Plan Guidelines, which recommend an interior noise level of 45 dB CNEL/L_{dn} as the maximum allowable interior noise level sufficient to permit "normal residential activity" (OPR 2003).

The cumulative noise exposure metric is currently the only noise metric for which there is a substantial body of research data and regulatory guidance defining the relationship between noise exposure, people's reactions, and land use compatibility. However, when evaluating environmental noise impacts involving intermittent noise events, such as aircraft overflights and train pass-bys, the use of cumulative noise metrics may not provide a thorough understanding of the resultant impact. The general public often finds it difficult to understand the relationship between intermittent noise events and cumulative noise exposure metrics. In such instances, supplemental use of other noise metrics, such as the L_{eq} or L_{max} descriptor, may be helpful as a means of increasing public understanding regarding the relationship between these metrics and the extent of the resultant noise impact (Caltrans 2002).

SOUND PROPAGATION AND ATTENUATION

Geometric Spreading

As previously stated, noise attenuates with distance from the noise source. For example, noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source, and mobile sources typically attenuate at a rate between 3.0 and 4.5 dBA per doubling of distance (EPA 1971). The ranges of attenuation can be

explained by geometric spreading. Sound from stationary and mobile sources propagates uniformly outward in a spherical pattern, and this is referred to as cylindrical spreading. Sound levels attenuate at a certain rate for each doubling of distance depending on ground surface characteristics. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver, such as soft dirt, grass, or scattered bushes and trees), an excess ground-attenuation value of 1.5 decibels per doubling of distance is normally assumed. For instance, when added to the cylindrical spreading, the excess ground attenuation for soft surfaces results in an overall attenuation rate of 4.5 decibels per doubling of distance from a mobile source and 7.5 decibels per doubling of distance from a stationary source. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or a body of water), no excess ground attenuation is assumed.

Atmospheric Effects

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) from a highway due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.

Noise Reduction

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in minimum 5 decibels of noise reduction. Taller barriers provide increased noise reduction.

Noise reductions afforded by building construction can vary depending on construction materials and techniques. Standard construction practices typically provide approximately 15 dBA exterior-to-interior noise reductions for building façades with windows open, and approximately 20 to 25 dBA with windows closed. With compliance with current Title 24 energy efficiency standards, which require increased building insulation and inclusion of an interior air ventilation system to allow windows on noise-impacted façades to remain closed, exterior-to-interior noise reductions typically average approximately 25 dBA. The absorptive characteristics of interior rooms, such as carpeted floors, draperies, and furniture, can result in further reductions in interior noise.

Additional noise control techniques commonly used for transportation noise sources include traffic control, such as prohibiting heavy-duty trucks and reducing speed limits along primarily affected corridors. However, an approximate 20 mile per hour reduction in speed would typically be required to achieve a noticeable decrease in noise levels. In some instances, the use of noise-reducing pavements, such as rubberized asphalt, has also been used to reduce traffic noise. However, when compared with hard site surfaces (i.e., asphalt, concrete, stone, and very hard packed earth), soft site surfaces or natural surfaces (i.e., earth and ground vegetation covers) are the most effective method used to reduce traffic-associated noise by resulting in a drop-off rate of 4.5 dBA per doubling of distance (Urban Crossroads 2015a) and thus are better at reflecting traffic-associated noise levels. Hard site surfaces typically result in a 3.0 dBA drop-off rate (Urban Crossroads 2015a).

3.9.2 EXISTING SETTING

EXISTING NOISE ENVIRONMENT

The project is bordered by Prielipp Road to the south, future Bunny Trail to the north, and future Elizabeth Lane to the east. The topography of the project site consists of gently rolling hills and undeveloped land. As shown on **Figure 3.1-1**, the project site is vacant, and surrounding land uses include a mix of rural and suburban residential development and open space in all directions, in addition to a few commercial developments to the northeast, west, and southwest.

NOISE-SENSITIVE LAND USES

Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, outpatient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals (Urban Crossroads 2015a).

To assess the potential for short-term construction noise impacts, the nine receiver locations shown on **Figure 3.9-2** were identified as representative locations for analysis. Sensitive receivers in the vicinity of the project site include the single-family residential dwellings located at receiver locations R1, R2, R4, R5, and R7 to R9. Receiver locations R3 and R6 represent existing multi-family land uses in the project study area. The closest sensitive receiver is represented by location R1 at a distance of approximately 166 feet east of the project site.

- R1: Located approximately 166 feet east of the project site, location R1 represents existing residential homes across Elizabeth Lane.
- R2: Location R2 represents residential homes located approximately 354 feet east of the project site across Elizabeth Lane.
- R3: Location R3 represents the existing multi-family residential homes located roughly 733 feet west of the project site along Yamas Drive.
- R4: Location R4 represents the existing single-family residential homes located approximately 1,056 feet northeast of the project site along Jana Lane.
- R5: Location R5 represents an existing residential home situated approximately 1,633 feet northwest of the project site boundary, at the northwest corner of Clinton Keith Road and Salida Del Sol.
- R6: At a distance of approximately 202 feet southeast of the project site, location R6 represents a noise-sensitive multi-family residential community south of Prielipp Road.
- R7: At a distance of 202 feet from the project site boundary, location R7 represents the residential homes located southwest the project site across Prielipp Road.
- R8: Location R8 represents the residential homes located approximately 302 feet south of the project site, across Prielipp Road.

- R9: Located approximately 1,615 feet east of the project site, location R9 represents an existing residential community along Mustang Spirit Lane.

EXISTING NOISE CONDITIONS

To assess the current ambient noise levels both within and around the proposed project site, the roadways surrounding the proposed project were evaluated. The evaluation included establishing noise level contour boundaries for the 55, 60, 65, and 70 dBA CNEL on 12 roadway segments surrounding the project site. **Table 3.9-3** presents these existing CNEL noise contour boundaries with existing traffic volumes for these 12 roadway segments.

TABLE 3.9-3
EXISTING CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)[1]	Distance to Contour (feet)[1]			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
George Avenue	North of Clinton Keith Road	57.9	RW[2]	RW	72	155
Inland Valley Drive	South of Clinton Keith Road	60.0	RW	RW	101	217
Elizabeth Lane	South of Clinton Keith Road	45.5	RW	RW	RW	RW
Elizabeth Lane	North of Prielipp Road	40.7	RW	RW	RW	RW
Clinton Keith Road	West of George Avenue	66.5	58	126	270	583
Clinton Keith Road	East of George Avenue	66.7	60	130	279	601
Clinton Keith Road	East of Inland Valley Drive	65.0	RW	100	215	464
Clinton Keith Road	West of Elizabeth Lane	65.1	RW	102	219	472
Clinton Keith Road	East of Elizabeth Lane	64.9	RW	99	212	458
Prielipp Road	East of Inland Valley Drive	60.0	RW	RW	100	215
Prielipp Road	West of Elizabeth Lane	59.4	RW	RW	91	196
Prielipp Road	East of Elizabeth Lane	59.3	RW	RW	90	193

Source: Urban Crossroads 2015a
1. Measurement from centerline
2. RW = location of the respective noise contour falls within the right-of-way of the road

As shown in **Table 3.9-3**, several of the roadway segments exceed the 65 dBA CNEL standard at 100 feet from roadway centerlines.

3.9.3 REGULATORY FRAMEWORK

STATE

Government Code

Government Code Section 65302(f) requires that a noise element be included as part of all city and county general plans.



Figure 3.9-2
Receiver Locations

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Noise contours must be shown for noise sources based on noise monitoring and accepted noise modeling techniques. The noise contours are to be used as a guide for designating land uses in the land use element that minimizes the exposure of community residents to excessive noise.

California Building Standards Code

Title 24 of the California Code of Regulations contains standards for allowable interior noise levels associated with exterior noise sources (California Building Standards Code, 1998 edition, Volume 1, Appendix Chapter 12, Section 1208A). The standards apply to new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family residences. The standards state that the interior noise level attributable to exterior sources cannot exceed 45 dBA in any habitable room. Proposed residential structures to be located where the annual L_{dn} or CNEL exceeds 60 dBA require an acoustical analysis showing that the proposed building design would achieve the prescribed allowable interior noise standard. The noise metric (measurement period, such as hourly or daily) is either the day-night average sound level (L_{dn}) or the Community Noise Equivalent Level (CNEL), consistent with the noise element of the local general plan. Worst-case noise levels, either existing or future, are used as the basis for determining compliance with these standards (Caltrans 2002).

LOCAL

City of Wildomar General Plan

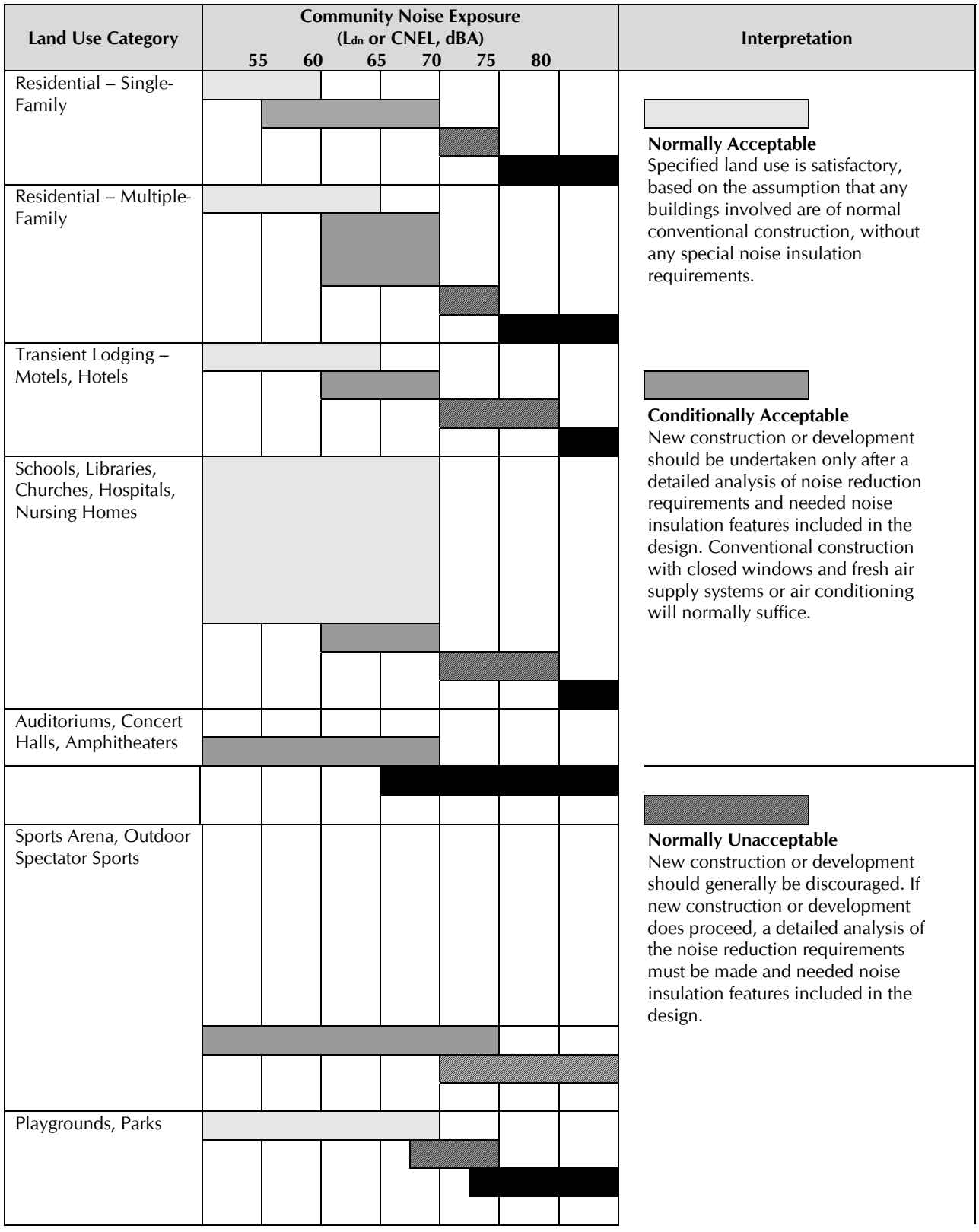
The Noise Element of the City of Wildomar General Plan addresses several types of noise sources: mobile, stationary, and construction. The mobile, or transportation-related, noise impact policies are intended to ensure that noise-sensitive land uses are not located near noisy roads. The stationary impact noise policies are intended to ensure that a proposed land use does not generate noise that could affect sensitive receptors during operations. Construction noise can affect existing development, and the Noise Element policies are intended to minimize the impact.

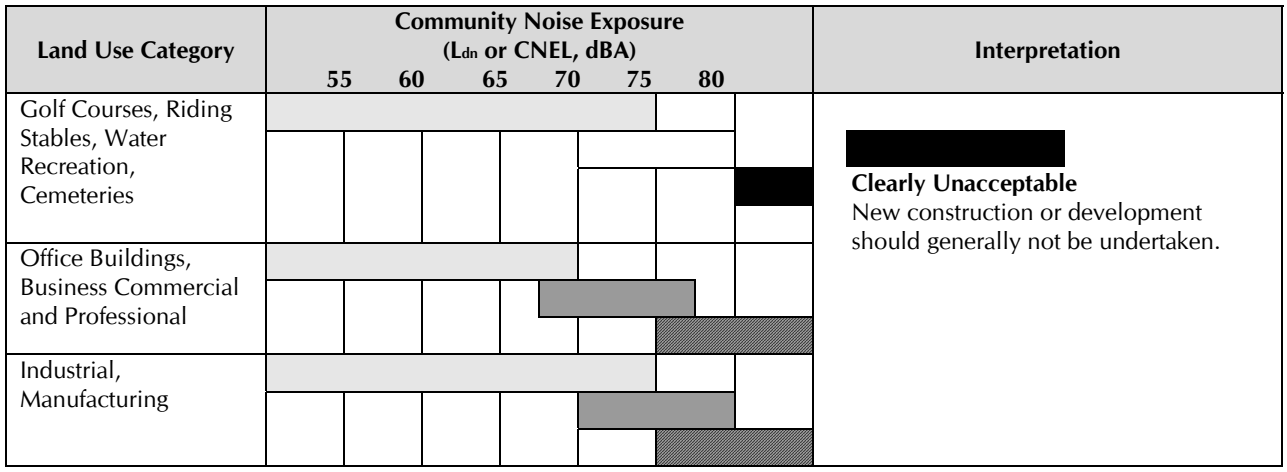
Operational Noise Standards

The City of Wildomar General Plan Noise Element specifies the maximum noise levels allowable for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. The Noise Element includes standards for land use compatibility for community noise exposure in Policy N 1.3 and Policy N 4.1 and characterizes residential uses as noise-sensitive uses. For noise-sensitive land uses, the exterior noise levels should not exceed 65 dBA CNEL. The Noise Element also includes Table N-1, Land Use Compatibility for Community Noise Exposure, indicating that exterior noise for residential uses is "conditionally acceptable" up to 70 dBA (see **Table 3.9-4**).

In addition to exterior noise, the Noise Element establishes an interior noise standard of 45 dBA CNEL for noise-sensitive uses in Policy N 13.1. The Noise Element contains several policies associated with noise-generating uses.

TABLE 3.9-4
CITY OF WILDOMAR LAND USE COMPATIBILITY NOISE CRITERIA





Source: Wildomar 2008

Worst-case impacts from stationary (non-transportation) noise sources (such as speakerphones, trash compactors, etc.) for daytime and nighttime activities are provided in Policy 4.1 and shown in **Table 3.9-5**.

TABLE 3.9-5
FACILITY-RELATED NOISE, RECEIVED BY ANY SENSITIVE USE, WORST-CASE LEVELS

Worst-Case Noise Level	Time of Day
65 dBA L_{eq} – 10 minutes	7 a.m. to 10 p.m.
45 dBA L_{eq} – 10 minutes	10 p.m. to 7 a.m.

Source: Wildomar 2008 (Noise Element, Policy N 4.1)

Construction-Related Noise Standards

Noise Element Policy N 12.1 requires that construction noise be minimized within acceptable practices. Among these are the requirement for a noise mitigation plan in Policy N 12.3 that must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of the project through the use of methods including, but not limited to, temporary noise attenuation fences, preferential location of equipment, and use of current noise suppression technology and equipment.

The General Plan also requires that all construction equipment use noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer (General Plan Policy N 12.4). The General Plan does not contain any decibel limits on construction noise.

Community Noise Assessment Criteria

Changes in noise levels greater than 3 dBA are often identified as "barely perceptible," while changes of 5 dBA are "readily perceptible." Studies show that a relative noise impact of 5 dBA triggers community reaction (sporadic complaints to widespread complaints to several legal threats to vigorous action). In the range of 1 dBA to 3 dBA, people who are very sensitive to noise may perceive a slight change in noise level. In laboratory testing situations, humans are able to detect noise level changes of slightly less than 1 dBA. However, in a community situation, the noise exposure is extended over a long time period, and changes in noise levels occur over

years rather than the immediate comparison made in a laboratory situation. Therefore, the level at which changes in community noise levels become discernible is likely to be some value greater than 1 dBA, and 3 dBA appears to be appropriate for most people. While a 1 dBA increase may be perceptible to a minority of very noise-sensitive people, noise increases of up to 3 dBA are barely perceptible to most people. The 3 dBA increase criteria represent a balance of community benefits and reasonableness.

GROUNDBORNE VIBRATION

According to the Federal Transit Administration (FTA) Transit Noise Impact and Vibration Assessment, vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency. Vibration is often described in units of velocity (inches per second) and discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts are generally associated with activities such as train operations, construction, and heavy truck movements (FTA 2006).

The background vibration-velocity level in residential areas is generally 50 VdB. Groundborne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The General Plan Noise Element also addresses vibration by establishing policies that restrict the placement of sensitive land uses in proximity to vibration-producing land uses. While the Noise Element contains Table N-3 (shown here as **Table 3.9-6**) that shows the human reaction to typical vibration levels, it does not establish a threshold or limit on vibration. Development projects in Wildomar are compared with the groundborne vibration criteria recommended by Caltrans, described below.

TABLE 3.9-6
HUMAN REACTION TO TYPICAL VIBRATION LEVELS

Vibration Level Peak Particle Velocity (inches/second)	Human Reaction
0.0059–0.0188	Threshold of perception, possibility of intrusion
0.0787	Vibrations readily perceptible
0.0984	Continuous vibration begins to annoy people
0.1968	Vibrations annoying to people in buildings
0.3937–0.5905	Vibrations considered unpleasant when continuously subjected and unacceptable by some walking on bridges

Source: Wildomar 2008 (Noise Element, Table N-3)

The City of Wildomar has not identified or adopted vibration standards. However, the FTA provides guidelines for maximum acceptable vibration criteria for different types of land uses. These guidelines allow 80 VdB for residential uses and buildings where people normally sleep. **Table 3.9-7** shows representative construction equipment vibration levels at 25 feet from the property based on information from Caltrans and the Federal Transit Administration.

TABLE 3.9-7
REPRESENTATIVE CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Equipment	Peak Particle Velocity at 25 Feet (in/sec ppv)[1]	Approximate Lv at 25 Feet[2]
Impact Pile Driver (upper range)	1.518	112
Impact Pile Driver (typical)	0.644	104
Sonic Pile Driver (upper range)	0.734	105
Sonic Pile Driver (typical)	0.170	93
Vibratory Roller	0.210	94
Large Tractors	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Tractors	0.003	58

Source: Caltrans 2004; FTA 2006

1 Where PPV is the peak particle velocity

2 Where 1_, is the velocity level in decibels (VdB) referenced to 1 micro-inch/second and based on the root mean square (RMS) velocity amplitude.

3.9.4 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Criteria for determining the significance of noise impacts were developed based on information contained in California Environmental Quality Act (CEQA) Guidelines Appendix G. According to those guidelines, a project may have a significant effect on the environment if it would result in the following conditions:

1) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or of applicable standards of other agencies.

2) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

5) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, exposure of people residing or working in the project area to excessive noise levels.

6) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels.

The nearest airport is Skylark Field Airport, which is located approximately 6 miles northwest of the proposed project site. The project site is not located within 2 miles of a public airport or private airstrip, nor would implementation of the proposed project affect airport operations. For these reasons, there is no impact to the exposure of people to aircraft noise levels and Standards of Significance 5 and 6 are not discussed further in this DEIR.

Construction Noise

The City of Wildomar General Plan does not set standards for temporary noise impacts like construction. Chapter 9.48 of the Wildomar Municipal Code includes noise standards in addition to the standards contained in the General Plan, but Municipal Code Section 9.48.010 specifically states that the noise standards contained in that chapter are not thresholds of significance for the purposes of CEQA review. In addition, Wildomar Municipal Code Section 9.48.020(I) states that noise emanating from private construction projects located within one-quarter of a mile from an inhabited dwelling is exempt from the noise ordinance, provided that construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September or between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

To determine a threshold for construction noise, worker noise safety standards of other agencies were reviewed. The rationale is that if a maximum construction noise level is generally safe for construction workers who are exposed to the noise all day, the noise level should be also be safe for adjacent residents who are typically farther from the noise source and exposed only briefly during the day. Noise standards from Caltrans, the American National Standards Institute (ANSI), the American Conference of Governmental Industrial Hygienists (ACGIH), the Federal Railroad Administration (FRA), and the California Department of Industrial Relations (DIR) were reviewed. Their limits are as follows:

Caltrans Standard Specifications Section 14-8

Do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9 p.m. to 6 a.m.

The American National Standards Institute

A10.46-2007, Hearing Loss Prevention in Construction and Demolition Workers. Applies to all construction and demolition workers with potential noise exposures (continuous, intermittent, and impulse) of 85 dBA and above.

The American Conference of Governmental Industrial Hygienists

The ACGIH has established exposure guidelines for occupational exposure to noise in its Threshold Limit Values (TLVs) (85 dBA PEL with a 3 dBA exchange rate).

Federal Railroad Administration

49 CFR 227, Occupational Noise Exposure for Railroad Operating Employees. Requires railroads to conduct noise monitoring and implement a hearing conservation program for employees whose exposure to cab noise equals or exceeds an 8-hour time-weighted-average of 85 dBA. This final rule became effective February 26, 2007.

California Department of Industrial Relations

Employers shall make hearing protectors available to all employees exposed to an 8-hour time-weighted average of 85 decibels or greater at no cost to the employees. Hearing protectors shall be replaced as necessary. The DIR also establishes time-based exposure limits to different noise levels; however, their table starts at the 90 dBA level.

The policies and guidelines above suggest 85 dBA is a reasonable threshold of noise exposure for construction workers. It should be noted that this threshold is based on worker protection, which assumes continuous exposure for the worker. Construction activities would be intermittent and temporary, and it is unlikely that a noise-sensitive receptor would be exposed to construction-related noise levels above 85 dBA continuously for the length of the project's construction. For purposes of this EIR, the City has determined that exposure of noise-sensitive receptors to construction noise levels above 85 dBA would result in a potentially significant impact.

Long-Term Off-Site Transportation Noise Impacts

The estimated roadway noise impacts from vehicular traffic were calculated using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model FHWA-RD-77-108. The FHWA model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California, the California Vehicle Noise (Calveno) Emission Levels are substituted for the national REMEL. Adjustments are then made to the REMEL to account for the roadway classification (e.g., collector, secondary, major, or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT that flows each hour throughout a 24-hour period.

To assess the off-site transportation noise level impacts associated with development of the proposed project, noise contours were developed based on the traffic impact analysis prepared by Urban Crossroads (2015b). Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Traffic noise contour boundaries are typically calculated at distances of 100 feet from a roadway centerline. Noise contours were developed for the following traffic scenarios:

Existing Without/With Project: This scenario refers to the existing present-day noise conditions, without the project and with the construction of the proposed project.

Year (2017) Without/With Project: This scenario refers to the background noise conditions at future Year 2017 with and without the proposed project. This scenario corresponds to 2017 conditions and includes all cumulative projects identified in the traffic impact analysis.

Year (2035) Without/With Project: This scenario refers to the background noise conditions at General Plan buildout (post-2035) with and without the proposed project. This scenario corresponds to 2035 conditions and includes all cumulative projects identified in the traffic impact analysis.

To quantify the project's traffic noise impacts on the surrounding areas, the changes in traffic noise levels on 12 roadway segments surrounding the project were calculated based on the changes in the average daily traffic volumes. The noise contours were used to assess the project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying

project traffic. The traffic noise contour worksheets are included in **Appendix 3.9**. Based on the cumulative noise impact significance criteria described in **Table 3.9-2**, a significant off-site traffic noise level impact occurs when the without project noise levels:

- Are less than 60 dBA and the project creates a readily perceptible 5 dBA or greater project-related noise level increase; or
- Range from 60 to 65 dBA and the project creates a barely perceptible 3 dBA or greater project noise level increase; or
- Already exceed 65 dBA, and the project creates a community noise level impact of greater than 1.5 dBA.

LAND USE COMPATIBILITY

Proposed land uses are evaluated in comparison to the City's General Plan noise standards for land use compatibility shown in **Table 3.9-4**. The proposed project contains multi-family residential and senior living facility land uses. Multi-family residential land use is considered normally acceptable with unmitigated exterior levels of less than 65 dBA CNEL, while senior living facility land uses are normally acceptable with unmitigated exterior noise levels of less than 70 dBA CNEL. For conditionally acceptable exterior noise levels, approaching 70 dBA CNEL for multi-family and senior living facility land uses, new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Vibration Impacts

Construction activity can result in varying degrees of groundborne vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. Occasionally, large bulldozers and loaded trucks can cause perceptible vibration levels at close proximity. Groundborne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of groundborne vibration and the short duration of the associated events, vehicular traffic-induced groundborne vibration is rarely perceptible beyond the roadway right-of-way and rarely results in vibration levels that cause damage to buildings in the vicinity. While not enforceable regulations in Wildomar, the FTA guidelines of 80 VdB for sensitive land uses provide the basis for determining the relative significance of potential project-related vibration impacts.

METHODOLOGY

The following subsection outlines the methods and procedures used to model and analyze the future traffic noise environment.

Short-Term Exposure to Construction-Related Noise

Construction noise represents a short-term impact on the ambient noise levels. The project's construction noise impacts will include both short-term mobile equipment and long-term stationary equipment. Short-term mobile construction activities (e.g., nail guns, hammers, power saws, drills) that are not staged or stationary will be undertaken throughout the project site.

During construction, all of the long-term construction equipment (generators, compressors, pumps) staging activities will be located in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors. It is expected that project construction activities will consist primarily of short-term mobile equipment noise associated with backhoes, water trucks, graders, excavators, dump trucks, pickup trucks, vibratory rollers, and pavers. Portable tools will likely involve compressors, nail guns, hammers, drills, and saws.

Predicted noise levels at nearby noise-sensitive land uses were calculated utilizing typical noise levels and usage rates associated with construction equipment, derived from the FHWA Roadway Construction Noise Model (version 1.1). Construction noise levels are predicted assuming an average noise attenuation rate of 6 dB per doubling of distance from the source, in conformance with the stationary source attenuation rate estimated by the US Environmental Protection Agency (EPA). The mix of construction equipment by construction phase is consistent with the data found in **Appendix 3.2**.

Transportation Noise

The following methods and procedures were used to model and analyze the future traffic noise environment.

FHWA Traffic Noise Prediction Model

The roadway noise impacts from vehicular traffic were projected using a computer program that replicates the FHWA Traffic Noise Prediction Model FHWA-RD-77-108 (the FHWA model). The FHWA model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the REMEL to account for the roadway classification (e.g., collector, secondary, major, or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT that flows each hour throughout a 24-hour period.

Traffic Noise Prediction Model Inputs

Table 3.9-8 presents the FHWA model roadway parameters used in the analysis. Soft site conditions were used to develop the noise contours to analyze the traffic noise impacts. Soft site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. Even though the proposed project will result in development, the areas adjacent to the roadway will remain earthen and vegetated rather than completely covered with concrete, asphalt, or another building material. Therefore, soft site conditions better represent the noise level contours.

The existing, Year 2017, and Year 2035 average daily traffic volumes used for the study and presented in **Table 3.9-9** were provided by the traffic impact analysis prepared by Urban Crossroads (2015b).

TABLE 3.9-8
OFF-SITE ROADWAY PARAMETERS

Roadway	Segment	Roadway Classification[1]	Lanes	Vehicle Speed (mph)
George Avenue	North of Clinton Keith Road	Secondary	4	45
Inland Valley Drive	South of Clinton Keith Road	Secondary	4	45
Elizabeth Lane	South of Clinton Keith Road	Collector	2	40
Elizabeth Lane	North of Prielipp Road	Collector	2	40
Clinton Keith Road	West of George Avenue	Urban Arterial	6	50
Clinton Keith Road	East of George Avenue	Urban Arterial	6	50
Clinton Keith Road	East of Inland Valley Drive	Urban Arterial	6	50
Clinton Keith Road	West of Elizabeth Lane	Urban Arterial	6	50
Clinton Keith Road	East of Elizabeth Lane	Urban Arterial	6	50
Prielipp Road	East of Inland Valley Drive	Secondary	4	45
Prielipp Road	West of Elizabeth Lane	Secondary	4	45
Prielipp Road	East of Elizabeth Lane	Secondary	4	45

Source: Urban Crossroads 2015b; 1. Wildomar 2008

TABLE 3.9-9
AVERAGE DAILY TRAFFIC VOLUMES FOR EXISTING, YEAR 2017, AND YEAR 2035CONDITIONS

Roadway	Segment	Average Daily Traffic (1,000s)					
		Existing		Year 2017		Year 2035	
		No Project	With Project	No Project	With Project	No Project	With Project
George Avenue	North of Clinton Keith Road	3.8	3.8	5.5	5.6	8.9	9.0
Inland Valley Drive	South of Clinton Keith Road	6.3	6.3	8.7	8.7	20.9	21.0
Elizabeth Lane	South of Clinton Keith Road	0.3	1.0	7.9	8.7	6.1	6.9
Elizabeth Lane	North of Prielipp Road	0.1	0.3	0.4	0.6	5.7	6.0
Clinton Keith Road	West of George Avenue	20.4	21.0	34.8	35.4	53.4	54.0
Clinton Keith Road	East of George Avenue	21.4	22.7	35.4	36.1	36.4	37.0
Clinton Keith Road	East of Inland Valley Drive	14.5	15.2	25.9	26.5	38.4	39.0
Clinton Keith Road	West of Elizabeth Lane	14.9	15.5	24.6	25.2	44.4	45.0
Clinton Keith Road	East of Elizabeth Lane	14.2	14.3	19.6	19.8	44.8	45.0
Prielipp Road	East of Inland Valley Drive	6.2	6.2	8.6	8.6	17.9	18.0
Prielipp Road	West of Elizabeth Lane	5.4	5.5	9.3	9.4	18.9	19.0
Prielipp Road	East of Elizabeth Lane	5.3	5.6	9.3	9.6	24.7	25.0

Source: Urban Crossroads 2015b

Table 3.9-10 presents the hourly traffic flow distributions (vehicle mix) used for this analysis. The vehicle mixes were based on City of Wildomar requirements to prepare noise impact analysis and the truck mix data provided by Caltrans for all freeways. The vehicle mix provides the hourly distribution percentages of automobile, medium trucks, and heavy trucks for input into the FHWA model.

TABLE 3.9-10
HOURLY TRAFFIC FLOW DISTRIBUTION[1]

Motor Vehicle Type[1]	Daytime (7 a.m. to 7 p.m.)	Evening (7 p.m. to 10 p.m.)	Night (10 p.m. to 7 a.m.)	Total % Traffic Flow
Automobiles	77.5%	12.9%	9.6%	97.42%
Medium Trucks	84.8%	4.9%	10.3%	1.84%
Heavy Trucks	86.5%	2.7%	10.8%	0.74%

Source: Urban Crossroads 2015a
1. Vehicle mix obtained from the General Plan Circulation Element.

IMPACTS AND MITIGATION MEASURES

Exposure to Excessive Noise Levels (Standard of Significance 1)

Impact 3.9.1 The proposed project may expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or of applicable standards of other agencies. As such, impacts are considered **potentially significant**.

Construction Noise Level Impacts

Noise levels generated by heavy construction equipment can range from approximately 70 dBA to in excess of 100 dBA when measured at 50 feet. Construction noise represents a short-term impact on ambient noise levels. Noise generated by construction equipment, including trucks, power tools, concrete mixers, and portable generators, can reach high levels. Project construction is expected to occur in the following five stages:

- Site preparation
- Grading
- Building construction
- Paving
- Architectural coating

Using the stationary-source Roadway Construction Noise Model noise prediction model, calculations were completed of project construction noise level impacts at nine noise receiver locations in the project vicinity, the nearest at 166 feet (Urban Crossroads 2015a). The analysis shows that the highest construction noise level impacts will occur during grading construction activities at the boundaries of the project site. As shown in **Table 3.9-11**, the unmitigated peak construction noise levels are expected to range from 56.8 to 76.7 dBA L_{eq}.

TABLE 3.9-11
CONSTRUCTION NOISE LEVELS

Noise Receiver	Distance to Property Line (in feet)	Construction Phase Hourly Noise Level (dBA L_{eq})					
		Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Peak[1]
R1	166	72.5	76.7	72.3	70.4	63.6	76.7
R2	354	65.9	70.1	65.7	63.9	57.0	70.1
R3	733	59.6	63.8	59.4	57.5	50.7	63.8
R4	1,056	56.4	60.6	56.2	54.4	47.5	60.6
R5	1,633	52.6	56.8	52.5	50.6	43.7	56.8
R6	202	70.8	75.0	70.6	68.7	61.9	75.0
R7	202	70.8	75.0	70.6	68.7	61.9	75.0
R8	302	67.3	71.5	67.1	65.2	58.4	71.5
R9	1,615	52.7	56.9	52.6	50.7	43.8	56.9

Source: Urban Crossroads 2015a
1. Estimated construction noise levels during peak operating conditions.

As previously stated, the City of Wildomar General Plan does not set standards for temporary noise impacts like construction. Chapter 9.48 of the Wildomar Municipal Code includes noise standards in addition to the standards contained in the General Plan, but Municipal Code Section 9.48.010 specifically states that the noise standards contained in that chapter are not thresholds of significance for the purposes of CEQA review. Worker noise safety standards of other agencies such as Caltrans, the American National Standards Institute, the American Conference of Governmental Industrial Hygienists, the Federal Railroad Administration, and the California Department of Industrial Relations suggest 85 dBA is a reasonable threshold of noise exposure for construction workers. Therefore, for the purposes of this analysis, the City has determined that exposure of noise-sensitive receptors to construction noise levels above 85 dBA would result in a potentially significant impact. The rationale is that if a maximum construction noise level is generally safe for construction workers who are exposed to the noise all day, the noise level should be also be safe for adjacent residents who are typically farther from the noise source and exposed only briefly during the day.

As shown in **Table 3.9-11**, the unmitigated peak construction noise levels are expected to range from 56.8 to 76.7 dBA L_{eq}, which is below the threshold of 85 dBA. Furthermore, in conformance with City Municipal Code Section 9.48.020, noise-generating project construction activities would not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September or between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Therefore, construction-generated noise would be less than significant.

Operation Noise Level Impacts

It is expected that the primary source of noise impacts to the project site will be traffic noise from Prielipp Road and Elizabeth Lane. There are no other substantial noise sources in the vicinity. The project will also experience some background traffic noise impacts from the proposed Bunny Trail roadway to the north and the internal project residential streets; however, due to the distance, topography, and low traffic volume/speed, traffic noise from these roads will not make a significant contribution to the noise environment.

On-Site Exterior Noise Levels

Using the FHWA model and the parameters outlined in **Tables 3.9-8** and **3.9-9**, the expected future exterior noise levels were calculated. **Table 3.9-12** presents a summary of future exterior noise level impacts. The estimated noise levels represent the worst-case exterior noise level impacts from Elizabeth Lane and Prielipp Road. The on-site traffic noise level impacts indicate that the townhomes, assisted living (east façade), and assisted living (south façade) will experience unmitigated exterior noise levels ranging from 48.1 to 63.0 dBA CNEL. The on-site traffic noise analysis calculations are provided in **Appendix 3.9.** According to the City of Wildomar Land Use Compatibility for Community Noise Exposure (Table N-1) in the General Plan Noise Element, noise levels between 60 and 70 dBA CNEL are considered conditionally acceptable. Since the expected exterior noise levels will not exceed 70 dBA CNEL, no exterior noise mitigation is needed, and this impact would be less than significant.

TABLE 3.9-12
ON-SITE EXTERIOR NOISE LEVELS (CNEL)

Building	Roadway	Unmitigated Noise Level (dBA CNEL)
39 (townhomes)	Elizabeth Lane	63.0
Assisted Living (east façade)	Elizabeth Lane	48.1
Assisted Living (south façade)	Prielipp Road	48.4

Source: Urban Crossroads 2015a

On-Site Interior Noise Levels

To ensure that the interior noise levels comply with the City of Wildomar 45 dBA CNEL interior noise standards, future noise levels were calculated at the first- and second-floor building façades. The interior noise level is the difference between the predicted exterior noise level at the building façade and the noise reduction of the structure. Typical building construction will provide a noise level reduction of approximately 12 dBA with windows open and a minimum 25 dBA noise reduction with windows closed (Urban Crossroads 2015a). However, sound leaks, cracks, and openings in the window assembly can greatly diminish the effectiveness in reducing noise.

Table 3.9-13 shows that the future noise levels at the first-floor building façade are expected to range from 48.1 to 63.0 dBA CNEL. The first-floor interior noise level analysis shows that the City's 45 dBA CNEL interior noise level standards can be satisfied using standard windows with a minimum Sound Transmission Class (STC) rating of 27.

TABLE 3.9-13
FIRST-FLOOR INTERIOR NOISE IMPACTS (CNEL)

Building	Roadway	Noise Level at Façade	Interior Noise Level for Windows		Required Interior Noise Reduction
			Open[1]	Closed[2]	
39 (townhomes)	Elizabeth Lane	63.0	51.0	38.0	18.0
Assisted Living (east façade)	Elizabeth Lane	48.1	36.1	23.1	3.1
Assisted Living (south façade)	Prielipp Road	48.4	36.4	23.4	3.4

Source: Urban Crossroads 2015a

1. *A minimum of 12 dBA noise reduction is assumed with a windows open condition.*
2. *A minimum of 25 dBA noise reduction is assumed with windows closed and standard windows with a minimum STC of 27.*

Table 3.9-14 shows that the future noise levels at the second-floor building façade are expected to range from 63.0 to 64.4 dBA CNEL, and windows with a minimum STC rating of 27 are expected to satisfy the City's 45 dBA CNEL interior noise level standards.

TABLE 3.9-14
SECOND-FLOOR INTERIOR NOISE IMPACTS (CNEL)

Building	Roadway	Noise Level at Façade	Interior Noise Level for Windows		Required Interior Noise Reduction
			Open[1]	Closed[2]	
39 (townhomes)	Elizabeth Lane	63.0	51.0	38.0	18.0
Assisted Living (east façade)	Elizabeth Lane	64.4	52.4	39.4	19.4
Assisted Living (south façade)	Prielipp Road	64.1	52.1	39.1	3.4

Source: Urban Crossroads 2015a

1. *A minimum of 12 dBA noise reduction is assumed with a windows open condition.*
2. *A minimum of 25 dBA noise reduction is assumed with windows closed and standard windows with a minimum STC of 27.*

In order to meet the City of Wildomar 45 dBA CNEL interior noise level standard, rooms facing Elizabeth Lane and Prielipp Road will require windows with a minimum STC rating of 27. Implementation of mitigation measure **MM 3.9.1** would satisfy the City's 45 dBA CNEL interior noise level standard for multi-family residential development.

Mitigation Measures

MM 3.9.1 The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation for all units facing Elizabeth Lane and Prielipp Road. To ensure that the City of Wildomar's 45 dBA CNEL interior noise level is met, the following measures shall be implemented:

- Windows: All windows and sliding glass doors shall be well fitted, well weather-stripped assemblies and shall have a minimum STC of 27.
- Doors: All exterior doors shall be well weather-stripped solid core assemblies at least 1.75 inches thick.
- Roof: Roof sheathing of wood construction shall be well fitted or caulked plywood of at least 0.5 inches thick. Ceilings shall be well fitted, well sealed gypsum board of at least 0.5 inches thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use. A forced air circulation system (e.g., air conditioning) shall be provided which satisfies the requirements of the Uniform Mechanical Code.

Timing/Implementation: *Prior to a certificate of occupancy (as part of building permit requirements)*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

With the interior noise mitigation measures provided in mitigation measure **MM 3.9.1**, the proposed project is expected to meet the City's 45 dBA CNEL interior noise level standards for

residential development. With implementation of the above mitigation measure, the interior noise level will be reduced below the applicable threshold. This is a **less than significant** impact.

Exposure Excessive Groundborne Vibration or Noise (Standard of Significance 2)

Impact 3.9.2 Implementation of the proposed project may expose persons to or generate minimal, short-duration groundborne vibration or groundborne noise levels. This impact is considered **less than significant.**

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. It is expected that groundborne vibration from project construction activities would cause only intermittent, localized intrusion. The proposed project's construction activities most likely to cause vibration impacts are:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential to cause at least some perceptible vibration while operating close to buildings, the vibration is usually short term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact.
- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Groundborne vibration levels resulting from construction activities occurring on the project site were estimated based on data published by the Federal Transit Administration (FTA). Construction activities that would occur on the project site are expected to include excavation and grading, which would have the potential to generate low levels of groundborne vibration. Using the vibration level of construction equipment provided in **Table 3.9-15** and the construction vibration assessment methodology published by the FTA, it is possible to estimate the project vibration impacts. **Table 3.9-15** presents the expected project-related vibration levels at each of the nine noise receiver locations.

TABLE 3.9-15
CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Noise Receiver	Distance to Property Line (in feet)	Receiver Vibration Levels					Significant Impact
		Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Peak Vibration	
R1	166	33.3	54.3	61.3	62.3	62.3	No
R2	354	23.5	44.5	51.5	52.5	52.5	No
R3	733	14.0	35.0	42.0	43.0	43.0	No
R4	1,056	9.2	30.2	37.2	38.2	38.2	No
R5	1,633	3.5	24.5	31.5	32.5	32.5	No
R6	202	30.8	51.8	58.8	59.8	59.8	No
R7	202	30.8	51.8	58.8	59.8	59.8	No
R8	302	25.5	46.5	53.5	54.5	54.5	No
R9	1,615	3.7	24.7	31.7	32.7	32.7	No

Source: Urban Crossroads 2015a

Project construction is not expected to generate vibration levels exceeding the FTA maximum acceptable vibration standard of 80 (VdB). Further, impacts at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period, but will occur only during the times that heavy construction equipment is operating proximate to the project site perimeter. Moreover, construction at the project site will be restricted to daytime hours consistent with City requirements, thereby eliminating potential vibration impacts during the sensitive nighttime hours. Because the projected ground vibration is less than the acceptable standard, this impact is considered **less than significant**.

Mitigation Measures

None required.

Result in a Permanent Increase in Ambient Noise Levels (Standard of Significance 3)

Impact 3.9.3 Completion of the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity. As such, impacts are considered **less than significant**.

Off-Site Traffic Noise Contour Boundaries

Traffic noise contour boundaries are often desired by local land planning and zoning authorities to represent sound level exposures on land that is being considered for development and is adjacent to highways. Noise contour boundaries represent the equal levels of noise exposure and are measured from the center of the roadway. Traffic noise contour boundaries are calculated at distances of 100 feet from a roadway centerline. CNEL noise contour boundaries are determined below for the 55, 60, 65, and 70 dBA noise levels. The off-site transportation noise contour calculations are presented in **Appendix 3.9. Tables 3.9-3** and **3.9-16** present the existing conditions noise contours without and with the project. **Tables 3.9-17** and **3.9-18** present the Year 2017 noise contours without and with the project. The off-site traffic noise analysis worksheets are included in **Appendix 3.9**.

The off-site traffic noise prediction model inputs are used to calculate the reference CNEL dBA noise levels at a distance of 100 feet from the centerline for the 12 off-site study area roadway segments. Noise level contours represent the distance to noise levels of a constant value and are measured from the center of the roadway. In addition, noise level contours do not take into account the effect of any existing noise barriers, intervening buildings, or topography.

TABLE 3.9-16
EXISTING WITH PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)[1]	Distance to Contour (feet)[1]			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
George Avenue	North of Clinton Keith Road	57.9	RW[2]	RW	72	155
Inland Valley Drive	South of Clinton Keith Road	60.0	RW	RW	101	217
Elizabeth Lane	South of Clinton Keith Road	50.7	RW	RW	RW	52
Elizabeth Lane	North of Prielipp Road	45.5	RW	RW	RW	RW
Clinton Keith Road	West of George Avenue	66.6	59	128	276	594
Clinton Keith Road	East of George Avenue	66.8	61	132	285	614
Clinton Keith Road	East of Inland Valley Drive	65.2	RW	103	222	479
Clinton Keith Road	West of Elizabeth Lane	65.3	RW	105	225	485
Clinton Keith Road	East of Elizabeth Lane	64.9	RW	99	213	460
Prielipp Road	East of Inland Valley Drive	60.0	RW	RW	100	215
Prielipp Road	West of Elizabeth Lane	59.5	RW	RW	92	198
Prielipp Road	East of Elizabeth Lane	59.5	RW	RW	93	201

Source: Urban Crossroads 2015a
1. Measurement from centerline
2. RW = location of the respective noise contour falls within the right-of-way of the road

TABLE 3.9-17
YEAR 2017 WITHOUT PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)[1]	Distance to Contour (feet)[1]			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
George Avenue	North of Clinton Keith Road	59.5	RW[2]	RW	92	198
Inland Valley Drive	South of Clinton Keith Road	61.5	RW	58	125	269
Elizabeth Lane	South of Clinton Keith Road	59.7	RW	RW	95	205
Elizabeth Lane	North of Prielipp Road	46.7	RW	RW	RW	RW
Clinton Keith Road	West of George Avenue	68.8	83	179	386	832
Clinton Keith Road	East of George Avenue	68.9	84	181	390	841
Clinton Keith Road	East of Inland Valley Drive	67.5	68	147	317	683
Clinton Keith Road	West of Elizabeth Lane	67.3	66	142	306	660
Clinton Keith Road	East of Elizabeth Lane	66.3	57	122	263	567
Prielipp Road	East of Inland Valley Drive	61.4	RW	58	124	267
Prielipp Road	West of Elizabeth Lane	61.7	RW	61	131	281
Prielipp Road	East of Elizabeth Lane	61.7	RW	61	131	281

Source: Urban Crossroads 2015a
1. Measurement from centerline
2. RW = location of the respective noise contour falls within the right-of-way of the road

TABLE 3.9-18
YEAR 2017 WITH PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)[1]	Distance to Contour (feet)[1]			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
George Avenue	North of Clinton Keith Road	59.5	RW[2]	RW	93	201
Inland Valley Drive	South of Clinton Keith Road	61.5	RW	58	125	269
Elizabeth Lane	South of Clinton Keith Road	60.1	RW	RW	101	218
Elizabeth Lane	North of Prielipp Road	48.5	RW	RW	RW	RW
Clinton Keith Road	West of George Avenue	68.9	84	181	390	841
Clinton Keith Road	East of George Avenue	69.0	85	184	396	852
Clinton Keith Road	East of Inland Valley Drive	67.6	69	149	322	694
Clinton Keith Road	West of Elizabeth Lane	67.4	67	144	311	671
Clinton Keith Road	East of Elizabeth Lane	66.4	57	123	265	571
Prielipp Road	East of Inland Valley Drive	61.4	RW	58	124	267
Prielipp Road	West of Elizabeth Lane	61.8	RW	61	132	283
Prielipp Road	East of Elizabeth Lane	61.9	RW	62	133	287

Source: Urban Crossroads 2015a
1. Measurement from centerline
2. RW = location of the respective noise contour falls within the right-of-way of the road

Table 3.9-19 presents a comparison of the Existing Without and With Project conditions off-site noise levels. **Table 3.9-3** shows that the unmitigated exterior noise levels are expected to range from 40.7 to 66.7 dBA CNEL at 100 feet from each roadway's centerline. **Table 3.9-16** presents the Existing With Project conditions unmitigated noise contours that are expected to range from 45.5 to 66.8 dBA CNEL at 100 feet from the roadway centerline. According to the significance criteria described above, a significant off-site traffic noise level impact occurs when:

- The Without Project noise levels are less than 60 dBA and the project creates a readily perceptible 5 dBA or greater project related noise level increase; or
- The Without Project noise levels range from 60 to 65 dBA and the project creates a barely perceptible 3 dBA or greater project noise level increase; or
- The Without Project noise levels already exceed 65 dBA, and the project creates a community noise level impact of greater than 1.5 dBA.

As shown in **Table 3.9-19**, the project is expected to generate an unmitigated exterior noise level increase on Elizabeth Lane south of Clinton Keith Road of 5.2 dBA CNEL. Even though the expected noise level of 50.7 dBA CNEL does not exceed the noise level criteria, it does create a "readily perceptible" noise level increase since current noise levels are less than 60 dBA and the project-related noise increase exceeds 5 dBA. This impact would be potentially significant under Existing With Project conditions.

TABLE 3.9-19
EXISTING WITH PROJECT OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS

Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact[1]
		No Project	With Project	Project Contribution	
George Avenue	North of Clinton Keith Road	57.9	57.9	0.0	No
Inland Valley Drive	South of Clinton Keith Road	60.0	60.0	0.0	No
Elizabeth Lane	South of Clinton Keith Road	45.5	50.7	5.2	Yes
Elizabeth Lane	North of Prielipp Road	40.7	45.5	4.8	No
Clinton Keith Road	West of George Avenue	66.5	66.6	0.1	No
Clinton Keith Road	East of George Avenue	66.7	66.8	0.1	No
Clinton Keith Road	East of Inland Valley Drive	65.0	65.2	0.2	No
Clinton Keith Road	West of Elizabeth Lane	65.1	65.3	0.2	No
Clinton Keith Road	East of Elizabeth Lane	64.9	64.9	0.0	No
Prielipp Road	East of Inland Valley Drive	60.0	60.0	0.0	No
Prielipp Road	West of Elizabeth Lane	59.4	59.5	0.1	No
Prielipp Road	East of Elizabeth Lane	59.3	59.5	0.2	No

Source: Urban Crossroads 2015a

1. *For purposes of this analysis, a substantial increase in noise levels is defined as an increase of 5.0 dB, or greater, where the noise levels, without project implementation, are less than 60 dBA. Where the noise level without project implementation range from 60-65 dBA, an increase of 3.0 dB or greater would be considered a substantial increase. Where the noise levels without project implementation exceeds 65 dBA, an increase of 1.5 dB or greater would be considered a substantial increase.*

Table 3.9-20 presents a comparison of the Year 2017 Without and With Project conditions CNEL noise levels. **Table 3.9-17** shows that the Year 2017 Without Project unmitigated exterior noise levels are expected to range from 46.7 to 68.9 dBA CNEL at 100 feet from each roadway's centerline. **Table 3.9-18** presents the Year 2017 With Project conditions unmitigated noise contours that are expected to range from 48.5 to 69.0 dBA CNEL at 100 feet from the roadway centerline. As shown in **Table 3.9-20**, the project is expected to generate an unmitigated exterior noise level increase of up to 1.8 dBA CNEL. Based on the thresholds of significance, the proposed project will not create a significant traffic noise level impact on the study area roadway segments for Year 2017 conditions.

TABLE 3.9-20
YEAR 2017 OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS

Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact[1]
		No Project	With Project	Project Contribution	
George Avenue	North of Clinton Keith Road	59.5	59.5	0.0	No
Inland Valley Drive	South of Clinton Keith Road	61.5	61.5	0.0	No
Elizabeth Lane	South of Clinton Keith Road	59.7	60.1	0.4	No
Elizabeth Lane	North of Prielipp Road	46.7	48.5	1.8	No
Clinton Keith Road	West of George Avenue	68.8	68.9	0.1	No
Clinton Keith Road	East of George Avenue	68.9	69.0	0.1	No
Clinton Keith Road	East of Inland Valley Drive	67.5	67.6	0.1	No
Clinton Keith Road	West of Elizabeth Lane	67.3	67.4	0.1	No
Clinton Keith Road	East of Elizabeth Lane	66.3	66.4	0.1	No
Prielipp Road	East of Inland Valley Drive	61.4	61.4	0.0	No
Prielipp Road	West of Elizabeth Lane	61.7	61.8	0.1	No
Prielipp Road	East of Elizabeth Lane	61.7	61.9	0.2	No

Source: Urban Crossroads 2015a

1. *For purposes of this analysis, a substantial increase in noise levels is defined as an increase of 5.0 dB, or greater, where the noise levels, without project implementation, are less than 60 dBA. Where the noise levels without project implementation range from 60-65 dBA, an increase of 3.0 dB or greater would be considered a substantial increase. Where the noise level without project implementation exceeds 65 dBA, an increase of 1.5 dB or greater would be considered a substantial increase.*

This analysis shows that the project will create a substantial permanent increase in traffic-related noise levels under Existing With Project conditions. It is important to recognize that the land uses adjacent to this roadway segment south of Clinton Keith Road consist of vacant land to the west of Elizabeth Lane and a storage facility to the east. Since there are no noise-sensitive residential receptors impacted by the off-site traffic noise level impacts on Elizabeth Lane south of Clinton Keith Road, the project will create a **less than significant** off-site traffic noise level impact on the study area roadway segments for existing conditions.

Mitigation Measures

None required.

Result in a Temporary Increase in Ambient Noise Levels (Standard of Significance 4)

Impact 3.9.4 Construction of the proposed project may result in a temporary increase in ambient noise levels in the project vicinity. This temporary impact is considered **less than significant**.

Construction noise represents a short-term impact on ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach high levels, typically greater than 5 dBA over ambient noise levels. Grading activities typically represent one of the highest potential sources for noise impacts.

Because the proposed project vicinity is already developed, it is possible that construction noise will result in a short-term increase in the ambient noise.

As shown in **Table 3.9-11,** the unmitigated construction noise levels are expected to range from 43.7 to 76.7 dBA L_{eq}, which is below the threshold of 85 dBA. Furthermore, in conformance with City Municipal Code Section 9.48.020, noise-generating project construction activities would not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September or between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Additionally, construction-related noise will tend to diminish as the use of heavy equipment in the early construction stages concludes and will dissipate entirely at the end of construction activities. This impact is **less than significant.**

Mitigation Measures

None required**.**

3.9.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting associated with the proposed project with regard to noise impacts includes approved, proposed, planned, and other reasonably foreseeable projects and development in Wildomar. Developments and planned land uses, including the proposed project, would cumulatively contribute to increased noise levels along roadways in the city.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Contribution to Cumulative Noise Levels

Impact 3.9.5 Implementation of the proposed project will not result in a substantial contribution to cumulative noise levels. The impact would be considered **less than cumulatively considerable.**

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed project and other projects within the project vicinity. Therefore, cumulative traffic-generated noise impacts have been assessed based on the contribution of the proposed project to the future cumulative base traffic volumes in the project vicinity. The proposed project's contribution to the cumulative traffic noise levels along area roadways was determined by comparing the predicted noise levels with and without project-generated traffic. **Table 3.9-21** shows that the Year 2035 Without Project unmitigated exterior noise levels are expected to range from 58.2 to 70.7 dBA CNEL at 100 feet from each roadway's centerline. According to the City of Wildomar Land Use Compatibility for Community Noise Exposure (Table N-1) in the General Plan Noise Element, noise levels between 60 and 70 dBA CNEL are considered conditionally acceptable, therefore, roadway noise levels along Clinton Keith Road, west of George Avenue exceed the conditionally acceptable standard, and a project contribution greater than 1.5 dBA would be considered significant. **Table 3.9-22** presents the Year 2035 With Project conditions unmitigated noise contours that are expected to range from 58.5 to 70.7 dBA CNEL at 100 feet from the roadway centerline. **Table 3.9-23** presents a comparison of the Year 2035 Without and With Project conditions CNEL noise levels. As shown on **Table 3.9-23,** the project is expected to generate an unmitigated exterior noise level increase of up to 0.6 dBA CNEL. Based on the thresholds of significance, the proposed project will not create a significant traffic noise level impact on for Year 2035 (cumulative) conditions.

TABLE 3.9-21
YEAR 2035 WITHOUT PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)[1]	Distance to Contour (feet)[1]			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
George Avenue	North of Clinton Keith Road	61.5	RW[2]	59	127	273
Inland Valley Drive	South of Clinton Keith Road	65.3	RW	104	224	483
Elizabeth Lane	South of Clinton Keith Road	58.5	RW	RW	80	172
Elizabeth Lane	North of Prielipp Road	58.2	RW	RW	76	165
Clinton Keith Road	West of George Avenue	70.7	111	238	514	1,106
Clinton Keith Road	East of George Avenue	69.0	86	185	398	857
Clinton Keith Road	East of Inland Valley Drive	69.2	89	191	412	888
Clinton Keith Road	West of Elizabeth Lane	69.9	98	211	454	978
Clinton Keith Road	East of Elizabeth Lane	69.9	98	212	457	984
Prielipp Road	East of Inland Valley Drive	64.6	RW	94	202	435
Prielipp Road	West of Elizabeth Lane	64.8	RW	97	210	451
Prielipp Road	East of Elizabeth Lane	66.0	54	116	250	540

Source: Urban Crossroads 2015a
1. Measurement from centerline
2. RW = location of the respective noise contour falls within the right-of-way of the road

TABLE 3.9-22
YEAR 2035 WITH PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)[1]	Distance to Contour (feet)[1]			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
George Avenue	North of Clinton Keith Road	61.6	RW[2]	59	128	275
Inland Valley Drive	South of Clinton Keith Road	65.3	RW	104	225	484
Elizabeth Lane	South of Clinton Keith Road	59.1	RW	RW	87	187
Elizabeth Lane	North of Prielipp Road	58.5	RW	RW	79	170
Clinton Keith Road	West of George Avenue	70.7	111	240	517	1,115
Clinton Keith Road	East of George Avenue	69.1	87	187	402	866
Clinton Keith Road	East of Inland Valley Drive	69.3	90	193	417	897
Clinton Keith Road	West of Elizabeth Lane	69.9	99	213	458	987
Clinton Keith Road	East of Elizabeth Lane	69.9	99	213	458	987
Prielipp Road	East of Inland Valley Drive	64.6	RW	94	203	437
Prielipp Road	West of Elizabeth Lane	64.8	RW	98	210	453
Prielipp Road	East of Elizabeth Lane	66.0	54	117	253	544

Source: Urban Crossroads 2015a
1. Measurement from centerline
2. RW = location of the respective noise contour falls within the right-of-way of the road

TABLE 3.9-23
YEAR 2035 OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS

Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact[1]
		No Project	With Project	Project Contribution	
George Avenue	North of Clinton Keith Road	61.5	61.6	0.1	No
Inland Valley Drive	South of Clinton Keith Road	65.3	65.3	0.0	No
Elizabeth Lane	South of Clinton Keith Road	58.5	59.1	0.6	No
Elizabeth Lane	North of Prielipp Road	58.2	58.5	0.3	No
Clinton Keith Road	West of George Avenue	70.7	70.7	0.0	No
Clinton Keith Road	East of George Avenue	69.0	69.1	0.1	No
Clinton Keith Road	East of Inland Valley Drive	69.2	69.3	0.1	No
Clinton Keith Road	West of Elizabeth Lane	69.9	69.9	0.0	No
Clinton Keith Road	East of Elizabeth Lane	69.9	69.9	0.0	No
Prielipp Road	East of Inland Valley Drive	64.6	64.6	0.0	No
Prielipp Road	West of Elizabeth Lane	64.8	64.8	0.0	No
Prielipp Road	East of Elizabeth Lane	66.0	66.0	0.0	No

Source: Urban Crossroads 2015a

1. *For purposes of this analysis, a substantial increase in noise levels is defined as an increase of 5.0 dB, or greater, where the noise levels, without project implementation, are less than 60 dBA. Where the noise levels without project implementation range from 60-65 dBA, an increase of 3.0 dB or greater would be considered a substantial increase. Where the noise level without project implementation exceeds 65 dBA, an increase of 1.5 dB or greater would be considered a substantial increase.*

Given that the proposed project would not result in a significant contribution to traffic noise levels above 1.5 dBA, the proposed project's cumulative contribution to ambient noise levels would be considered **less than cumulatively considerable**.

Mitigation Measures

None required.

REFERENCES

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———. 2004. *Transportation- and Construction-Induced Vibration Guidance Manual.*

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FTA (Federal Transit Administration). 2006. *Transit Noise and Vibration Impact Assessment.*

OPR (State of California Office of Planning and Research). 2003. *General Plan Guidelines.*

Urban Crossroads. 2015a. *"Horizons" (Prielipp Road, APN: 380-250-023) Noise Impact Analysis, City of Wildomar, California.*

———. 2015b. *"Horizons" (Prielipp Road, APN: 380-250-023) Traffic Impact Analysis, City of Wildomar, California.*

Wildomar, City of. 2008. *City of Wildomar General Plan.*

3.10 Public Services, Utilities, and Recreation

This section describes the public services and utilities that would serve the Horizons Development Project upon its completion. Specifically, this section includes an examination of fire protection and emergency medical services, law enforcement services, public schools, water supply and service, wastewater services, solid waste services, and parks and recreation. Each subsection includes a description of existing facilities and infrastructure, applicable service goals, potential environmental impacts resulting from implementation of the proposed project, and cumulative impacts. This section also describes the existing setting for recreation and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained in the City's General Plan.

Impacts associated with the following public service and utility issues are addressed in other sections of this Draft EIR, as listed below.

- Storm drainage system, including potential overflow and downstream flooding impacts – Section 3.8, Hydrology and Water Quality
- Groundwater impacts, including water quality – Section 3.8, Hydrology and Water Quality
- Energy use, including energy demands associated with the proposed project – Section 5.0, Other CEQA Analysis

3.10.1 FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

3.10.1.1 EXISTING SETTING

RIVERSIDE COUNTY FIRE DEPARTMENT

The Riverside County Fire Department (RCFD) provides fire protection and emergency medical services to an approximate 7,000-square-mile service area that includes Wildomar.

RCFD services include providing fire suppression, emergency medical, rescue, and fire prevention services. The department also serves as the operational area coordinator for the California Fire and Rescue Mutual Aid System for all fire service jurisdictions in Riverside County. The Riverside County Fire Department also has several automatic aid agreements with other municipal jurisdictions as well as with the adjacent National Forests. The County of Riverside contracts with the State of California for fire protection. Public Resources Code 4142 affords legal authority for the California Department of Forestry and Fire Protection (Cal Fire) to enter into agreements with local government entities to provide fire protection services with the approval of the California Department of General Services. By virtue of this authority, Cal Fire administers the Riverside County Fire Department.

The RCFD currently operates 94 fire stations in 17 battalions. These 94 fire stations are divided into two operational divisions: East Operations and West Operations. The two divisions comprise six subdivisions: Bautista, Indio, Moreno, Northwest, Oak Glen, and Southwest. Wildomar is located in the Southwest Division. The department consists of 1,033 career firefighters, 247 administrative support personnel, and 203 volunteer reserve firefighters who responded to 133,536 incidents in 2013, averaging 366 emergency responses per day (RCFD 2013).

The Southwest Division comprises four battalions and encompasses the southwestern portion of Riverside County from the San Diego county line to the south, to the southern edge of the City of Moreno Valley to the north, and east to the western portion of the Hemet Valley. Wildomar is

located in Battalion 2, which includes eight fire stations. The locations of the eight stations are listed below (RCFD 2013).

- Elsinore Fire Station #10, 410 West Graham Avenue, Lake Elsinore (battalion headquarters)
- Lakeland Village Fire #11, 33020 Maiden Lane, Lake Elsinore
- El Cariso Fire Station #51, 32353 Ortega Highway, Lake Elsinore
- Wildomar Fire Station #61, 32637 Gruwell Street, Wildomar
- Rancho Carrillo Fire Station #62, Lot #51, Verdugo Road, San Juan Capistrano (a volunteer station)
- Rancho Capistrano Fire Station #74, 35420 Calle Grande, Lake Elsinore (a volunteer station)
- McVicker Park Fire Station #85, 29405 Grand Avenue, Lake Elsinore
- Canyon Hills Fire Station #94, 22770 Railroad Canyon Road, Lake Elsinore

Station 61, located at 32637 Gruwell Street in Wildomar, serves the city. RCFD Station 75, located at 38900 Clinton Keith Road in Murrieta, Station 68, located at 26020 Wickard Road in Menifee, and Station 95, located at 22770 Railroad Canyon Road in Lake Elsinore, provide support to Station 61.

The City of Wildomar currently collects fire protection fees for the Riverside County Fire Department (described below). The fees collected are used to address future fire protection facilities and equipment needs.

3.10.1.2 REGULATORY FRAMEWORK

STATE

California Fire Code

The 2013 California Fire Code (Chapter 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout the State of California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas.

California Health and Safety Code

Additional state fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which includes regulations for building standards, fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise building and child-care facility standards, and fire suppression training.

California Occupational Safety and Health Administration

In accordance with the California Code of Regulations, Title 8, Sections 1270, Fire Prevention, and 6773, Fire Protection and Fire Fighting Equipment, the California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

LOCAL

Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan

The Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan was prepared in 2012. The plan identifies the county's hazards, reviews and assesses past disaster occurrences, estimates the probability of future occurrences, and sets goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards for the County and Operational Area member jurisdictions, including Wildomar.

Riverside County Operational Area Emergency Operations Plan

The Riverside County Operational Area Emergency Operations Plan was prepared in 2006. The plan establishes the emergency organizational structure, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements using the Standardized Emergency Management System (SEMS). The objective of the Emergency Operations Plan is to incorporate and coordinate all the facilities and personnel of the County and Operational Area member jurisdictions, including Wildomar, into an efficient organization capable of responding effectively to any emergency. The Emergency Operations Plan is an extension of the State Emergency Plan.

Riverside County Fire Department Strategic Plan

The Riverside County Fire Department Strategic Plan covers fiscal years 2009–2029 (RCFD 2009). The plan describes the array of fire and rescue services provided to citizens, and it provides an evaluation of the current status of various commonly used service performance measures. The plan also makes recommendations for staffing, facilities, and station sites and remodels. The RCFD has a response time goal of 5 minutes within 1.5 miles, 7 minutes within 3 miles, 11 minutes within 5 miles, and 17 minutes within 8 miles.

Mutual Aid Agreements

Fire protection mutual aid is defined as an agreement between two fire agencies in which they commit to respond to calls for services in the other agency's jurisdiction when they are called, at no cost to the requesting agency. Not only is automatic aid predetermined but one or more additional departments are automatically dispatched to certain locations or types of alarms at the same time as the home department. Typically, both mutual and automatic aid agreements are written between the agencies.

The Riverside County Fire Department has four mutual aid and seven automatic aid agreements with other agencies. The specific agencies with which the County has current contracts for these services are listed in **Table 3.10.1-1**.

TABLE 3.10.1-1
RCFD CONTRACTUAL AGREEMENTS

Mutual Aid Agreements	Automatic Aid Agreements
City of Corona (Hazmat)	City of Palm Springs
Chuckawalla Valley State Prison Fire Department	Idyllwild Fire Protection District
March Air Force Base	City of Hemet
Niland Fire District	Morongo Band of Mission Indians
	City of Murrieta
	Orange County Fire Authority
	Pechanga Band of Luiseno Mission Indians

Source: RCFD 2009

Based on a recent administrative review of the RCFD's mutual aid and automatic aid agreements, the agreements are virtually identical. However, the agreements do not include provisions for annual reviews by either party. Data regarding these agreements is tracked in terms of how many responses to calls were provided under each agreement during the year. Several of the agreements are over ten years old (e.g., Orange County Fire Authority agreement dated 1999 and Idyllwild Fire Protection District agreement dated 2000) (RCFD 2009).

City of Wildomar Municipal Code

Chapter 3.44, Fees, of the Wildomar Municipal Code states that all residential and nonresidential development projects are subject to development impact fees to mitigate the impacts of new development. Development impact fees finance public facilities and service improvements, including police and fire protection capital and facilities needs.

3.10.1.3 IMPACTS AND MITIGATION MEASURES

STANDARD OF SIGNIFICANCE

The impact analysis provided below is based on the following California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. A fire protection and emergency services impact is considered significant if implementation of the proposed project would:

1) Create substantial adverse physical impacts associated with the provision of new or physically altered fire related facilities or services, the construction and/or provision of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency services.

METHODOLOGY

Evaluation of potential fire protection and emergency medical service impacts was based on information provided by the Riverside County Fire Department, as well as a review of the applicable fire codes and regulations, the Wildomar General Plan and Municipal Code, and other relevant literature.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for Fire Protection and Emergency Medical Services (Standard of Significance 1)

Impact 3.10.1.1 Implementation of the proposed project will result in the need for additional fire protection and emergency services in order to maintain acceptable service levels. The impact is considered **less than significant**.

The Riverside County Fire Department (RCFD) provides fire protection and safety services to the City of Wildomar. As previously stated, Station 61, located at 32637 Gruwell Street in Wildomar, serves the city. The proposed project will be served by Station 61, which is approximately 4.1 miles from the project site. In addition, RCFD Station 75, located at 38900 Clinton Keith Road in Murrieta, provides support to Station 61. RCFD Fire Station 75 (Bear Creek) is approximately 4 miles southwest of the project site, and would likely also respond to calls for service from the proposed project.

A condition of approval for the proposed project includes compliance with the requirements of the RCFD and the payment of standard development impact fees pursuant to Wildomar Municipal Code Section 3.44.080.

In addition, the proposed project would not result in the need for additional fire protection/emergency medical service personnel and facilities, the construction of which would cause an environmental impact. The 2013 RCFD annual report indicated that in Wildomar there were a total of 2,782 incidents in 2012 and 2,794 incidents in 2013. Considering the city's population, 32,718 in 2012 and 33,182 in 2013 (DOF 2014, 2015), these totals equate to one incident for every 11.76 people in 2012 and one incident for every 11.87 people in 2013. Considering the number of housing units in the city, there were 0.25 incidents per household in 2012 and 0.25 incidents per household in 2013. Completion of the proposed project will result in the construction of 138 residential units and a senior living facility. Since the proposed project will result in a permanent increase in the city's population, it will result in an increase in the number of people needing fire protection and emergency medical services provided by the RCFD. Considering the 2013 incident rate of 0.25 incidents per housing unit, the proposed project may be projected to generate approximately 48 annual incidents. An additional 48 incidents would represent a 0.01 percent increase in the number of incidents in the city.

Finally, Wildomar General Plan Policy S-5.1 directs the City to develop and enforce construction and design standards which ensure that proposed development incorporates fire prevention features through specified minimum standards and the inclusion of certain safety features. The proposed development would also be subject to compliance with the 2013 California Building Standards Code (or most current version) and 2013 California Fire Code (Part 9 of Title 24 of the California Code of Regulations), which would aid in reducing the demand on fire protection services by requiring fire protection detection systems, proper fire flow, and use of appropriate construction materials.

Considering the projected 0.01 percent increase in the number of incidents in Wildomar and the proposed project's required compliance with Wildomar General Plan Policy S-5.1, any impact would be **less than significant**.

Mitigation Measures

None required.

Adequate Fire Flow (Standard of Significance 1)

Impact 3.10.1.2 While implementation of the proposed project will result in the need for additional water supply, this additional need will not be sufficient to require the creation of additional water supply infrastructure. Implementation of the proposed project may result in additional need for water supply and infrastructure to provide adequate fire flows for fire protection. The provision of these facilities could cause environmental impacts. This is a **less than significant** impact.

The Riverside County Fire Department has established the following minimum requirements for fire protection facilities required by the proposed project:

- Type of fire hydrant and connection as approved by the agency providing fire protection.
- Approved fire hydrants shall be located one at each street intersection and spaced not more than 330 feet apart in any direction.
- The water system shall be capable of providing a fire flow of 1,000 gallons per minute (gpm) for 2 hours duration at a minimum of 20 pounds per square inch operating pressure from each fire hydrant. This amount shall be in addition to the average day demand as defined in the California Administrative Code, Title 22, Chapter 16 (California Waterworks Standards).
- The fire protection system shall be installed and operational prior to any combustible building material being placed on the job site.

The RCFD will further review the proposed project site plan for fire hydrant sizing and placement during the building permit and site review processes. Fire flow will be provided at the project site via future water lines and public hydrants along Prielipp Road.

Upon review and the necessary permit processing required by the Riverside County Fire Department and the Elsinore Valley Municipal Water District, this impact will be **less than significant**.

Mitigation Measures

None required.

3.10.1.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for fire protection and emergency medical services includes the proposed project site and the immediate surrounding areas. The cumulative setting includes all existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area of the proposed project that could potentially place demand on fire protection and emergency medical services or could be expected to place demand on these services in the future.

Cumulative Demand for Fire Protection and Emergency Medical Services

Impact 3.10.1.3 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 fire protection and emergency medical services. However, given the requirement for CEQA review of future development, any necessary infrastructure or facilities expansion will be reviewed for potential impacts. Impacts related to the proposed project are **less than cumulatively considerable.**

As previously stated, the proposed project may be projected to generate approximately 48 annual incidents. An additional 48 incidents would represent a 0.01 percent increase in the number of incidents in the city. This increase is not considered substantial and this impact is **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.2 LAW ENFORCEMENT SERVICES

3.10.2.1 EXISTING SETTING

Riverside County Sheriff's Department

The Riverside County Sheriff's Department (RCSD) provides law enforcement services to the City of Wildomar. Composed of 2,049 sworn officers and 1,808 civilian personnel, the RCSD is responsible for law enforcement services over a 7,300-square-mile area that includes the unincorporated areas of the county as well as 17 incorporated cities (RCSD 2015). The RCSD provides service through ten sheriff's stations; Wildomar is in the service area of the Lake Elsinore Station, which is located at 333 Limited Avenue in Lake Elsinore. Responses to calls for service are dispatched to the Lake Elsinore Station through the RCSD's central dispatch communication center located in Riverside.

3.10.2.2 REGULATORY FRAMEWORK

STATE

Emergency Response/Evacuation Plans

Government Code Section 8607(a) directs the Governor's Office of Emergency Services to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. The program is intended to provide effective management of multi-agency and multijurisdictional emergencies in California. SEMS consists of five organizational levels, which are activated as necessary: (1) Field Response, (2) Local Government, (3) Operational Area, (4) Regional, and (5) State.

Local governments must use the SEMS to be eligible for funding of their response-related personnel costs under state disaster assistance programs. The City of Wildomar is generally responsible for emergencies that occur within city boundaries and has adopted an Emergency Operations Plan that is consistent with the SEMS.

LOCAL

Riverside County Operational Area Emergency Operations Plan

The Riverside County Operational Area Emergency Operations Plan was prepared in 2006. This plan establishes the emergency organizational structure, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements using SEMS. The objective of the Emergency Operations Plan is to incorporate and coordinate all the facilities and personnel of the County and Operational Area member jurisdictions, including Wildomar, into an efficient organization capable of responding effectively to any emergency. The Emergency Operations Plan is an extension of the State of California Emergency Plan.

City of Wildomar Municipal Code

Chapter 3.44, Fees, of the Wildomar Municipal Code states that all residential and nonresidential development projects are subject to development impact fees to mitigate the impacts of new development. Development impact fees finance public facilities and service improvements, including police and fire protection capital and facilities needs.

City of Wildomar Emergency Plan

The objectives of the City's Emergency Plan (Ordinance No. 44) are to prepare for and facilitate coordinated and effective responses to emergencies in Wildomar and to provide adequate assistance to other jurisdictions as needed. The plan specifies actions for the coordination of operations, management, and resources during emergencies; governmental responsibilities during emergency events; and a plan for the organization of nongovernmental organizations providing support assistance.

3.10.2.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following CEQA Guidelines Appendix G thresholds of significance. A law enforcement services impact is considered significant if implementation of the proposed project would:

1) Create substantial adverse physical impacts associated with the provision of 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 law enforcement services.

METHODOLOGY

Evaluation of potential law enforcement impacts was based on information provided by the Riverside County Sheriff's Department, as well as review of the RCSD's staffing report and facilities needs assessment. The impact analysis focuses on whether impacts would have a significant effect on the physical environment.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for Law Enforcement Services (Standard of Significance 1)

Impact 3.10.2.1 Implementation of the proposed project will not result in a significant increased demand for law enforcement services and will not result in the need for new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts. Therefore, this is a **less than significant** impact.

Police protection services are provided by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 9.9 miles from the project site. Traffic enforcement is provided for Riverside County in this area by the California Highway Patrol, with additional support from the local Riverside County Sheriff's Department.

The City of Wildomar currently contracts for 40 hours of service per 24-hour day, which equates to one patrol officer on day shift, two patrol officers on swing shift, and one patrol office on graveyard shift. For the purpose of establishing acceptable levels of service, the RCSD maintains a recommended ratio of 1.2 sworn law enforcement personnel for every 1,000 residents. As such, if and when law enforcement service needs increase as a result of incremental population increases in the city, and additional patrol hours are deemed necessary, they would be met through alteration of the contract agreement between the City and the RCSD. The proposed development will result in 138 townhomes, 54 assisted living units, and 32 skilled nursing units. The fiscal impact analysis prepared by the Natelson Dale Group (2014) estimates an increase in population of 2.5 persons per townhome and 1.2 persons per each assisted/skilled living unit. Considering this estimate, the project will result in 345 persons in townhomes and 104 persons in assisted/skilled living units. Considering the RCSD's recommended servicing level, the population increase resulting from the proposed project would require 0.4 additional sworn law enforcement personnel per the recommended ratio of 1.2 personnel for every 1,000 residents. This is not considered to be an increase substantial enough to result in the alteration of the contract agreement or the need for new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts. In addition, a standard condition of approval for the proposed project will require the project applicant to pay the standard development impact fees pursuant to Section 3.44.080 of the Wildomar Municipal Code. The proposed project is not expected to result in activities that create unusual police protection needs or significant impacts. Any impacts would be considered incremental and **less than significant**.

Mitigation Measures

None required.

3.10.2.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for law enforcement services includes the service area boundaries of the Riverside County Sheriff's Department. The RCSD provides services within the current Wildomar city limits, as well as to the surrounding unincorporated areas of Riverside County and 16 other

incorporated cities. The cumulative analysis includes all existing, planned, proposed, approved, and reasonably foreseeable development in the project area.

Cumulative Demand for Law Enforcement Services

Impact 3.10.2.2 Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the RCSD service area, would increase the demand for law enforcement services. The project's contribution to the need for expanded law enforcement services is considered **less than cumulatively considerable**.

As previously stated, the population increase resulting from the proposed project would require 0.4 additional sworn law enforcement personnel per the recommended ratio of 1.2 personnel for every 1,000 residents. This is not considered to be an increase substantial enough to result in the need for new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts. This impact is **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.3 PUBLIC SCHOOLS

3.10.3.1 EXISTING SETTING

LAKE ELSINORE UNIFIED SCHOOL DISTRICT

The Lake Elsinore Unified School District (LEUSD) was formed in 1989 and now serves a 131.78-square-mile area that includes Wildomar, Lake Elsinore, Canyon Lake, and several unincorporated communities, including Lakeland Village and Horsethief Canyon. The LEUSD operates 13 elementary schools, two K–8 schools, four middle schools, three comprehensive high schools, four alternative schools, and a virtual K–12 school. LEUSD schools are shown in **Table 3.10.3-1**.

TABLE 3.10.3-1
LEUSD SCHOOLS

Elementary Schools	
Cottonwood Canyon	Donald Graham
Earl Warren	Elsinore
Jean Hayman	Machado
Railroad Canyon	Rice Canyon
Ronald Reagan	Tuscany Hills
Wildomar	William Collier
Withrow	
K–8 Schools	
Luiseno	Lakeland Village

Middle Schools	
Canyon Lake	David A. Brown
Elsinore	Terra Cotta
High Schools	
Elsinore	Lakeside
Temescal Canyon	
Alternative Schools	
Gordon Kiefer Independent Study	Keith McCarthy Academy
Ortega High	Tri-Valley Community Day
Virtual K–12	
Southern California Online Academy	

Source: LEUSD 2015a

Charter Schools

Charter schools are public schools that are created or organized by a group of teachers, parents, community leaders, or a community-based organization. Charter schools may provide instruction in any grades K–12 and are generally sponsored by a local public school board or county board of education. Specific goals and operating procedures for the charter school are detailed in an agreement (or "charter") between the sponsoring board and charter organizers. Public charter schools may not charge tuition and may not discriminate against any pupil on the basis of ethnicity, national origin, gender, or disability (CCSA 2012). The State of California charters one school in the Wildomar area: Sycamore Academy. Sycamore Academy was established in 2009, offers grades K–6, and serves the Wildomar community and the surrounding area.

Transportation

The LEUSD has approved the establishment of a fee-based transportation program in order to continue transportation services to eligible students. Kindergarten students are eligible for the transportation program (school buses) if they reside more than 0.75 mile from the school, elementary students beyond 1.5 miles, middle school students beyond 2.5 miles, and high school students beyond 3.5 miles from the school. Parents desiring transportation services to transport children from their homes to the school must apply for the service annually, receive district approval, and pay a $170.00 semiannual fee.

Enrollment

Existing and Historical Enrollment

For the 2012–13 academic year, the Lake Elsinore Unified School District had an enrollment of 21,231 students. During the past ten years, the LEUSD's enrollments have risen from 18,933 students in the 2002–03 school year to 21,231 students in academic year 2012–13, representing an overall increase of 18.4 percent. As shown in **Table 3.10.3-2**, while the district was rapidly growing earlier in the decade, growth in recent years has significantly slowed, and in 2012–13, enrollment declined.

TABLE 3.10.3-2
LAKE ELSINORE UNIFIED SCHOOL DISTRICT ENROLLMENT 2002–03 THROUGH 2012–13

Academic Year	District Enrollment	Change from Previous Year	Percentage Change
2002–03	18,933	+1,164	6.6%
2003–04	19,711	+778	4.1%
2004–05	20,203	+492	2.5%
2005–06	20,652	+449	2.2%
2006–07	21,528	+876	4.2%
2007–08	22,109	+581	2.7%
2008–09	21,756	-353	-1.60%
2009–10	22,171	+415	1.9%
2010–11	22,065	-106	-0.5%
2011–12	22,171	+106	0.5%
2012–13	21,231	-940	-4.2%

Source: California Department of Education 2015

3.10.3.2 REGULATORY FRAMEWORK

STATE

Development Impact Fees/SB 50

Proposition 1A, the Kindergarten–University Public Education Facilities Bond Act of 1998, or Senate Bill (SB) 50, was approved by voters in November 1998. This proposition provided $6.7 billion in general obligation bonds for K–12 public school facilities and provided the first funding for the new School Facility Program, which provides state funding assistance for new construction and modernization. A primary result of SB 50 was the creation of different levels of developer fees. The Lake Elsinore Unified School District currently levies development impact fees on development within the district's boundaries consistent with SB 50. The current fees are $3.20 per square foot for new residential development and $0.51 per square foot for new commercial development (LEUSD 2015a).

3.10.3.3 IMPACTS AND MITIGATION MEASURES

STANDARD OF SIGNIFICANCE

The impact analysis provided below is based on the following CEQA Guidelines Appendix G thresholds of significance. A public schools impact is considered significant if implementation of the proposed project would:

1) Result in substantial adverse physical impacts associated with the provision of 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.

METHODOLOGY

To determine the level of impact the proposed project will have on the local public school system, the schoolchildren generation rates published by the Lake Elsinore Unified School District were used to predict how many children will be housed within the proposed project. The predicted numbers were then reviewed against both the current and historic enrollment numbers of the LEUSD to determine the significance of enrollment increases.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for School Facilities (Standard of Significance 1)

Impact 3.10.3.1 The proposed project will result in slightly increased enrollment in the local school district. Any impact would be **less than significant.**

The project site is located in the Lake Elsinore Unified School District (LEUSD). The district has established school impact mitigation fees to address the facility impacts created by residential, commercial, and industrial development.

According to the LEUSD's (2015b) School Facilities Needs Analysis, the generation rates for single-family homes include 0.2877 per unit for elementary school (K–5), 0.1376 per unit for middle school (grades 6–8), and 0.1702 per unit for high school (grades 9–12). Based on these rates, the project will generate 39 elementary school students, 19 middle school students, and 23 high school students, for a total of 81 students. As of the 2012–13 academic year, the LEUSD enrolled 21,231 students. The previous year, 2011–12, the LEUSD enrolled 22,171 students. The additional 81 students will not exceed district enrollment in previous academic years. Furthermore, the proposed project will represent an increase in current LEUSD enrollment of less than 1 percent.

Current state law requires that impacts to current school facilities be mitigated through mandatory development impact fees. The fees enacted within the LEUSD of $3.20 per square foot of residential development and $0.51 per square foot of commercial development will be collected for the proposed project. Therefore, this impact will be **less than significant**.

Mitigation Measures

None required.

3.10.3.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for public school impacts includes the district boundaries for the LEUSD for public school services. The LEUSD serves a 131.78-square-mile area that includes Wildomar, including the proposed project site. Any existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting could result in cumulative impacts.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Schools Impacts

Impact 3.10.3.2 The proposed project will result in a slight increase in population and will result in population growth when developed in conjunction with other existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting. The cumulative impacts are **less than significant**.

Implementation of the proposed project will result in population growth that would increase student enrollment in the Lake Elsinore Unified School District. In addition, the proposed project will be required to pay all applicable development impact fees. Any significant expansion of LEUSD school facilities or development of new school facilities would be subject to the appropriate CEQA environmental review, which would identify any site-specific impacts and provide mitigation to reduce those impacts. Therefore, cumulative impacts on school facilities are considered **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.4 WATER SUPPLY AND SERVICE

3.10.4.1 EXISTING SETTING

ELSINORE VALLEY MUNICIPAL WATER DISTRICT

The Elsinore Valley Municipal Water District (EVMWD) is a nonprofit public utility supplying water service to 35,000 water, wastewater, and agricultural service connections in the region as well as to two water agencies: the Farm Mutual Water Company and the Elsinore Water District (EVMWD 2012). The EVMWD is a subagency of the Western Municipal Water District, a member agency of the Metropolitan Water District of Southern California. The EVMWD serves the cities of Lake Elsinore, Canyon Lake, Murrieta, and Wildomar and the surrounding areas in unincorporated Riverside County. The EVWMD's water supply is a blend of local groundwater, surface water from Railroad Canyon Reservoir, and imported water. In an average year, approximately half of the EVWMD's water supply is imported, and the district's total water production equals approximately 27,000 acre-feet (EVMWD 2012).

3.10.4.2 REGULATORY FRAMEWORK

LOCAL

In order to comply with the Urban Water Management Planning Act of the California Water Code, the Elsinore Valley Municipal Water District prepared the Urban Water Management Plan. The most recent Urban Water Management Plan (UWMP) prepared by the EVMWD was adopted on June 9, 2011. The purpose of a UWMP is to determine the current levels of water use and to predict and plan for future water demand. The information contained in the EVMWD Urban Water Management Plan includes the water usage and predicted water demand of the service area of the Farm Mutual Water Company.

3.10.4.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following CEQA Guidelines Appendix G thresholds of significance. A water service impact is considered significant if implementation of the proposed project would:

1) Result in the need for new entitlements or a substantial expansion or alteration to local or regional water supplies that would result in a physical impact to the environment.

2) Result in the need for new systems or a substantial expansion or alteration to the local or regional water treatment or distribution facilities that would result in a physical impact to the environment.

3) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

As previously mentioned, water quality impacts are discussed in Section 3.8, Hydrology and Water Quality.

METHODOLOGY

To determine the potential impact the proposed project may have on local water supplies and potable water distribution facilities, information regarding current water use and predicted water demands in the 2011 EVWMD Urban Water Management Plan was referenced. In addition, the development standards of the Western Municipal Water District were reviewed and used to determine the proposed project's potential water demand. Documents and planning criteria of the local water agency, the Elsinore Valley Municipal Water District, were also reviewed and used to determine impacts.

PROJECT IMPACTS AND MITIGATION MEASURES

Water Supply Demand and Environmental Effects (Standards of Significance 1 and 3)

Impact 3.10.4.1 Implementation of the proposed project will slightly increase demand for water supply, which could result in effects on the physical environment. However, adequate water supply sources exist, and the proposed project's and the Elsinore Valley Municipal Water District's water conservation provisions would ensure adequate water service. This is considered a **less than significant** impact.

The EVMWD obtains its potable water supplies from imported water from the Metropolitan Water District and local surface water from Canyon Lake. In addition, the EVMWD has access to groundwater from the Elsinore Basin, Coldwater Basin, San Bernardino Bunker Hill Basin, Rialto-Colton Basin, and Riverside-North Basin. Almost all of the groundwater production for potable use occurs in the Elsinore Basin. Through recharge programs run by the EVMWD, the amount of annual groundwater pumping is nearly equal to the natural recharge (EVWMD 2011). California Department of Water Resources, Bulletin 118, does not identify the Elsinore Basin to be in a state

of overdraft (EVWMD 2011). Imported water supply is purchased from the Metropolitan Water District via the Eastern Municipal Water District and the Western Municipal Water District.

The EVMWD's existing recycled water demands are supplied by tertiary treated wastewater from the Regional Water Reclamation Facility (WRF), Railroad Canyon WRF, and Horsethief Canyon WRF. In the effort to minimize the need for imported water, the EVMWD plans to expand its recycled water system to provide recycled water for irrigation users and to maintain water levels in Lake Elsinore during normal and dry years.

The EVMWD's 2011 Urban Water Management Plan reports that the average daily per capita water use within its service area from 1999 to 2008 was 248 gallons per capita per day (base daily rate). Conservatively, the proposed project would result in 449 new people in the EVMWD service area, which would result in a residential water demand of 111,352 gallons per day, or approximately 124 acre-feet per year.

The Comprehensive Annual Financial Report produced by the EVMWD (2014) states that the district produced 26,055 acre-feet of water in fiscal year 2014 (July 1, 2013, through June 30, 2014). The report further states that of the 26,055 acre-feet of water produced, a total of 25,375 acre-feet of water was consumed. For the past ten years, the EVMWD has produced an average of approximately 27,235 acre-feet. During that same period, the lowest amount of water consumed by EVMWD customers was 23,046 acre-feet in 2011 and the highest amount of was 34,016 acre-feet in 2007.

With estimated water consumption of 124 acre-feet annually, the proposed project will represent an increase in water consumption by the EVMWD of 0.5 percent in years of low water consumption, 0.4 percent in years of high water consumption, and 0.5 percent over the historic average water consumption of the EVMWD's customers.

Considering the current estimations that were determined by utilizing the EVMWD and Western Municipal Water District water consumption assumptions, the proposed project will increase regional water consumption by less than 1 percent. This impact is **less than significant**.

Mitigation Measures

None required.

Water Supply Infrastructure (Standard of Significance 2)

Impact 3.10.4.2 Implementation of the proposed project would increase demand for water supply and thus require additional water supply infrastructure that could result in a physical impact to the environment. This is considered a **less than significant** impact.

The Elsinore Valley Municipal Water District has reviewed the proposed project and determined that the district can provide water to the proposed project. As noted above, the amount of water provided to the project is considered a small increase in the amount currently provided to the area. The EVMWD will be able to supply the estimated increase in the amount of water required by the proposed project. Other than the connection of the proposed project to existing water lines in Prielipp Road, the EVMWD has indicated that no other improvements to the water treatment or delivery system are necessary. The impacts of the proposed project on the water treatment and delivery system are **less than significant**.

Mitigation Measures

None required.

3.10.4.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for water services, including supplies and related infrastructure, consists of Elsinore Valley Municipal Water District boundaries, as well as other areas obtaining water from the Western Municipal Water District.

The cumulative setting includes all existing, planned, proposed, approved, and reasonably foreseeable development in the EVMWD service area and the larger service area of the Western Municipal Water District.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Water Supply Impacts

Impact 3.10.4.3 Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would increase the cumulative demand for water supplies. However, this increased demand will not be sufficient to lead to a requirement for new water facilities and related infrastructure. The project's contribution to cumulative water supply and infrastructure impacts is considered **less than cumulatively considerable**.

To determine future water demands in its service area, the EVMWD based the predictions contained in the 2011 UWMP on the existing year (2010) demands calculated as a product of the 2010 population and the 10-year baseline per capita water use. Starting in 2020, future demands were calculated as the product of the population, and the target water use (240 gallons per capita per day) was established for the EVMWD using the summation of three performance standards: indoor residential use, outdoor residential use, and commercial, industrial use, and institutional use. Water demand for 2015 was calculated as halfway between the usage in 2010 and 2020. Water use projections for years 2015, 2020, 2025, 2030, and 2035 are presented in **Table 3.10.4-1**.

TABLE 3.10.4-1
EVMWD DEMAND ASSUMPTIONS AND PREDICTIONS

Projections	2015	2020	2025	2030	2035
Population of service area	136,133	149,852	162,626	174,579	185,102
Employment	24,699	27,458	32,272	37,086	41,900
Housing	46,388	51,297	55,774	59,921	63,888
EVMWD water deliveries (acre-feet per year)	37,292	40,338	43,777	46,995	49,827
Total water sales to the Farm Mutual Water Company (acre-feet per year)	501	542	588	631	669

Source: EVWMD 2011

As previously stated, the proposed project will represent an increase in water consumption by the EVMWD of 0.5 percent in years of low water consumption, 0.4 percent in years of high water consumption, and 0.5 percent over the historic average water consumption of the EVMWD's customers. Considering the current estimations that were determined by utilizing the EVMWD and Western Municipal Water District water consumption assumptions, the proposed project will increase regional water consumption by less than 1 percent. This impact is **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.5 WASTEWATER SERVICES

3.10.5.1 EXISTING SETTING

The Elsinore Valley Municipal Water District maintains facilities to convey, treat, and dispose of municipal wastewater generated in a 96-square-mile area of western Riverside County. This service area includes the area of the proposed project and much of Wildomar, among other jurisdictions.

The EVMWD currently operates three wastewater treatment facilities: the Regional Wastewater Treatment Plant (WWTP), the Horsethief Canyon WWTP, and the Railroad Canyon WWTP. 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. These four treatment plants serve four major service areas in the EVMWD's wastewater collection system. Each service area consists of gravity collectors, trunk lines, lift stations, and force mains, which convey flow to the treatment plants. The regional area contains 21 lift stations, the Canyon Lake area contains 7 lift stations, and the Horsethief area contains 2 lift stations. A large portion of the EVMWD's wastewater collection system consists of collector and trunk sewer lines with diameters ranging from 8 to 15 inches. In addition to these collector and trunk lines, the EVMWD has two major interceptor sewers ranging in size from 12 to 27 inches in diameter. The EVMWD's system also contains 30 force mains, with diameters ranging in size from 4 to 16 inches.

3.10.5.2 REGULATORY FRAMEWORK

FEDERAL

Clean Water Act

The Clean Water Act (CWA) is the primary federal legislation governing surface water quality protection. The statute employs a variety of regulatory and nonregulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water. Pollutants regulated under the CWA include "priority" pollutants, including various toxic pollutants; "conventional" pollutants, such as biochemical oxygen demand, total suspended solids, fecal coliform, oil and grease, and Ph; and "non-conventional" pollutants, including any pollutant not identified as either conventional or priority. The CWA regulates both direct and indirect discharges (EPA 2015).

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) program, Section 402 of the CWA, controls direct discharges into navigable waters. Direct discharges, or point source discharges, are from sources such as pipes and sewers. NPDES permits, issued by either the US Environmental Protection Agency (EPA) or an authorized state/tribe, contain industry-specific, technology-based, and/or water-quality-based limits and establish pollutant monitoring and reporting requirements. (The EPA has authorized 40 states to administer the NPDES program, including California, under which the regional boards administer the NPDES program.) A facility that intends to discharge into the nation's waters must obtain a permit before initiating a discharge. A permit applicant must provide quantitative analytical data identifying the types of pollutants present in the facility's effluent and the permit will then set forth the conditions and effluent limitations under which a facility may make a discharge (EPA 2015).

STATE

Porter-Cologne Water Quality Act

In 1969, the California legislature enacted the Porter-Cologne Water Quality Control Act to preserve, enhance, and restore the quality of the state's water resources. The act established the State Water Resources Control Board and the nine Regional Water Quality Control Boards as the principal state agencies with the responsibility for controlling water quality in California. Under the act, water quality policy is established, water quality standards are enforced for both surface water and groundwater, and the discharges of pollutants from point and nonpoint sources are regulated. The act authorizes the SWRCB to establish water quality principles and guidelines for long-range resource planning including groundwater and surface water management programs and control and use of recycled water (DOE 2015).

State Water Resources Control Board

Created by the California legislature in 1967, the five-member State Water Resources Control Board (SWRCB) allocates water rights, adjudicates water right disputes, develops statewide water protection plans, establishes water quality standards, and guides the nine Regional Water Quality Control Boards located in the major watersheds of the state. The joint authority of water allocation and water quality protection enables the SWRCB to provide comprehensive protection for California's waters (SWRCB 2015).

The SWRCB is responsible for implementing the Clean Water Act and issues NPDES permits to cities and counties through Regional Water Quality Control Boards (RWQCBs). Wildomar is located in the jurisdiction of two RWQCBs: the San Diego RWQCB (Region 9) and the Santa Ana RWQCB (Region 8). The proposed project is specifically within the San Diego Regional Water Quality Control Board (SDRWQCB).

REGIONAL

San Diego Regional Water Quality Control Board

The SDRWQCB provides planning, monitoring, and enforcement techniques for surface water and groundwater quality in San Diego County and western Riverside County, including in Wildomar and the surrounding area. The SDRWQCB develops and enforces water quality objectives and implements plans that will best protect the area's waters while recognizing local differences in climate, topography, geology, and hydrology. The RWQCB also protects and

enforces the many uses of water, including the needs of industry, agriculture, municipal districts, and the environment (SDRWQCB 2015).

Water Reuse Requirements (Permits)

The SDRWQCB issues water reuse requirements (permits) for projects that reuse treated wastewater. These permits include water quality protections as well as public health protections by incorporating criteria established in Title 22. The SDRWQCB may incorporate requirements into the permit in addition to those specified in Title 22. These requirements typically include periodic inspection of recycled water systems, periodic cross-connection testing, periodic training of personnel that operate recycled water systems, maintaining a database and/or permitting individual use sites, periodic monitoring of recycled water and groundwater quality, and periodic reporting.

Waste Discharge Requirements

The San Diego Regional Water Quality Control Board typically requires a waste discharge requirement (WDR) permit for any facility or person discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system. Those discharging pollutants (or proposing to discharge pollutants) into surface waters must obtain an NPDES permit from the SDRWQCB. The NPDES permit serves as the WDR permit. For other types of discharges, such as those affecting groundwater or in a diffused manner (e.g., erosion from soil disturbance or waste discharges to land), a Report of Waste Discharge must be filed with the SDRWQCB in order to obtain a WDR permit. For specific situations, the RWQCB may waive the requirement to obtain a WDR permit for discharges to land or may determine that a proposed discharge can be permitted more effectively through enrollment in a general NPDES permit or general WDR permit (SDRWQCB 2015).

LOCAL

Wastewater Master Plan

The EVMWD's (2008) Wastewater Master Plan evaluates the capacity of the district's wastewater collection system during peak wet weather flows and describes current services and plans to connect currently unserved areas and future development areas to the district's sanitary sewer system. The plan provides a detailed capital improvement program for the necessary improvements to the existing wastewater collection system facilities and improvements needed for future growth, as well as a detailed cost summary and implementation plan.

3.10.5.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The following standards are based on CEQA Guidelines Appendix G. A significant impact to wastewater service would occur if implementation of the proposed project would:

1) Require or result in the construction of new water or wastewater treatment facilities or expansion or existing facilities, the construction of which could cause significant environmental effects.

2) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

METHODOLOGY

Evaluation of potential impacts on wastewater facilities and services was based on the Elsinore Valley Municipal Water District's 2011 Urban Water Management Plan and 2008 Wastewater Master Plan. Wastewater demand projections, as well as infrastructure conditions and needs, discussed in these documents were compared to potential impacts resulting from development of the proposed project.

PROJECT IMPACTS AND MITIGATION MEASURES

Waste Discharge Requirements and Conveyance and Treatment Standards (Standards of Significance 1 and 2)

Impact 3.10.5.1 Implementation of the proposed project will not result in wastewater discharge that would exceed the wastewater treatment requirements of the San Diego Regional Water Quality Control Board. This impact is considered **less than significant.**

The proposed project will include connection to the EVMWD wastewater system via an 8-inch sewer pipe in Prielipp Road and Elizabeth Lane.

The EVMWD currently operates three wastewater treatment facilities: the Regional WWTP, the Horsethief Canyon WWTP, and the Railroad Canyon WWTP. 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 proposed project will be within the Regional WWTP service area, which has its wastewater conveyed by 24 lift stations and treated by the Regional Water Reclamation Facility (EVMWD 2008).

An estimated increase in demand for wastewater facilities as a result of the project can be predicted based on anticipated increases in population and wastewater demand rates per capita. According to the EVMWD's Design Standards and Standard Drawings (2013, Section 2, p. 18), the district has a current baseline wastewater flow rate of 100 gallons per capita per day. Based on this baseline rate, the proposed project would result in an increased demand for wastewater treatment by approximately 44,900 gallons per day. Of the 24 lift stations operating with the Regional WRF service area, wastewater produced by the proposed project will be drawn by the B-2 Regional Lift Station, which includes three 25-horsepower pumps and has a firm capacity (the capacity of the lift station with the largest pump out of service) of 3,456,000 gallons per day. Therefore, the projected increase in wastewater as a result of the project would represent an increase of 1.3 percent of the existing capacity of the WRF.

In addition, according to the EVMWD Design Standards and Standard Drawings (2013), the district conducts a wastewater system analysis review for each new development project to determine the backbone infrastructure needs on a case-by-case basis, and any needed facilities as determined by the EVMWD are included in a development agreement for each project.

As stated, the proposed project will increase wastewater generation by 1.3 percent. Furthermore, the EVMWD wastewater system analysis review will ensure that the water district has

adequate infrastructure to meet the demand associated with the project before it is developed. This impact is **less than significant**.

Mitigation Measures

None required.

3.10.5.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The EVMWD's (2008) Wastewater Master Plan analyzes current and future wastewater demand by developing projections for average dry weather flows, average wet weather flows, and peak wet weather flows. These projections are based on past wastewater demands and population growth estimates. Of the three projection categories—average dry weather flows, average wet weather flows, and peak wet weather flows—the peak wet weather flow projection is the most conservative in that it anticipates the highest volume of wastewater flow. The peak wet weather wastewater flows in the Regional Wastewater Treatment Plant service area are predicted to be 15.3 million gallons per day.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Wastewater Service Impacts

Impact 3.10.5.2 Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting, would contribute to the cumulative demand for wastewater service. However, continued implementation of EVMWD standards would ensure adequate wastewater facilities are provided. This impact is considered to be **less than cumulatively considerable**.

The proposed project will construct all of the wastewater collection systems necessary to meet its needs. No future phases of the project will require additional wastewater collection or treatment facilities. Therefore, the proposed project would not contribute to cumulative wastewater infrastructure impacts, and this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.6 SOLID WASTE SERVICES

3.10.6.1 EXISTING SETTING

Solid waste services for the proposed project site would be provided by contract with Waste Management of the Inland Empire. Waste Management currently serves over 220,000 residents by disposing of over 17,000 tons of waste on a weekly basis.

Solid waste collection from the region is trucked to the Moreno Valley Transfer Station, which is owned and operated by Waste Management and which also serves as a component of the Riverside County Waste Management Department's (RCWMD) network of solid waste facilities. The transfer station is located approximately 25 miles from the proposed project site at 17700

Indian Street in Moreno Valley. Following collection at the transfer station, the waste is taken to one of three landfills: El Sobrante, Lamb Canyon, or Badlands. The El Sobrante Landfill (CalRecycle Solid Waste Information System Number 33-AA-0217), which is owned and operated by USA Waste Services of California, is the facility closest to and most likely to receive waste from the project site. The other two landfills are owned and operated by the County of Riverside.

Solid waste collection and disposal is funded through monthly service fees paid by service users. Funding options support disposal sites, diversion activities, public education programs, hazardous waste collection, and transportation programs, along with other requirements of state and federal laws. Other fees are provided by a surcharge on residential collection bills for recycling programs, tipping fees, the sale of recyclables, waste hauler franchise fees, special programs (recycling and hazardous materials), and grants (RCWMD 2015).

3.10.6.2 REGULATORY FRAMEWORK

FEDERAL

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), an amendment to the Solid Waste Disposal Act of 1965, was enacted in 1976 to address the huge volumes of municipal and industrial solid waste generated nationwide. The RCRA gives the US Environmental Protection Agency the authority to control hazardous waste from "cradle to grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. The RCRA also sets forth a framework for the management of nonhazardous solid wastes. The federal Hazardous and Solid Waste Amendments are the 1984 amendments to the RCRA that focused on waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program. Amendments to the RCRA in 1986 enabled the EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances (EPA 2015).

STATE

California Integrated Waste Management Act

The California Integrated Waste Management Act of 1989 (Public Resources Code Section 42900–42927) requires all California cities and counties to reduce the volume of waste deposited in landfills by 50 percent by the year 2000 and continue to remain at 50 percent or higher for each subsequent year. The purpose of this act is to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible.

The California Integrated Waste Management Act requires each city and county in the state to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element (SRRE) that demonstrates how the jurisdiction will meet the act's mandated diversion goals. Each jurisdiction's SRRE must include specific components, as defined in Public Resources Code Sections 41003 and 41303. In addition, the SRRE must include a program for management of solid waste generated in the jurisdiction that is consistent with the following hierarchy: (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. Included in this

hierarchy is the requirement to emphasize and maximize the use of all feasible source reduction, recycling, and composting options in order to reduce the amount of solid waste that must be disposed of by transformation and land disposal (Public Resources Code Sections 40051, 41002, and 41302) (CalRecycle 2013).

REGIONAL

Riverside County Waste Management Department

The RCWMD is responsible for the landfilling of nonhazardous county waste. In this effort, the RCWMD operates six landfills and has a contract agreement for waste disposal with an additional private landfill; it also administers several transfer station leases. The RCWMD ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal.

LOCAL

Wildomar Source Reduction and Recycling Element

On April 27, 2011, the City of Wildomar adopted its Source Reduction and Recycling Element, which is required to fulfill the requirements of the California Integrated Waste Management Act of 1989. The law requires that all cities and counties in California divert 50 percent of the total waste generated within their jurisdiction from landfill disposed annually by the year 2000. The adopted element includes a Source Reduction and Recycling Element, a Household Hazardous Waste Element, and a Non-Disposal Facility Element. Waste Management of the Inland Empire is the solid waste hauler under contract to the City of Wildomar.

City of Wildomar Municipal Code

Title 8, Health and Safety, of the Wildomar Municipal Code sets forth the City's solid waste provisions, including restrictions on disposing of any garbage, rubbish, or waste matter in the city other than at a disposal site established by the City Council or designated by the City Manager, prohibitions on solid waste collectors disposing of recyclable materials, and restrictions on accumulation of solid waste on residential properties.

3.10.6.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following CEQA Guidelines Appendix G. A solid waste impact is considered significant if implementation of the proposed project would:

1) Be served by a landfill without sufficient permitted capacity to accommodate the project's solid waste disposal needs.

2) Fail to comply with federal, state, and local statutes and regulations related to solid waste.

METHODOLOGY

Evaluation of potential solid waste service impacts was based on information from the CalRecycle website. The capacity of landfills and other solid waste facilities was evaluated based on reporting from CalRecycle.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Solid Waste Disposal (Standard of Significance 1)

Impact 3.10.6.1 Implementation of the proposed project will generate increased amounts of solid waste that will need to be disposed of in landfills or recycled. This impact is considered **less than significant**.

Implementation of the proposed project will result in an additional 449 new residents who will generate solid waste that will require disposal and recycling. CalRecycle provides unofficial estimates of solid waste generation and disposal rates for five different land use or business types: commercial, industrial, institutional, residential, and service.

The solid waste generated as a result of the proposed project is expected to be sent to the El Sobrante Landfill. Assuming that each person generates 0.41 tons of solid waste each year, as estimated by CalRecycle (2009) for Riverside County residents, the project would create an additional 184 tons of solid waste per year (0.5 tons per day) (449 additional residents x 0.41 = 184). The estimated amount of generated solid waste would not exceed the landfill's maximum permitted disposal as the El Sobrante Landfill has a processing capacity of 16,054 tons of waste per day. Therefore, the El Sobrante Landfill would be able to accommodate waste generated under the project's projected growth rate. As identified above, adequate landfill capacity is available to meet the needs of the proposed project. This impact would be considered **less than significant.**

Mitigation Measures

None required.

Compliance with Federal, State, and Local Statutes for Solid Waste (Standard of Significance 2)

Impact 3.10.6.2 The proposed project would not fail to comply with federal, state, and local statutes and regulations related to solid waste. This impact is considered **less than significant**.

Wildomar Municipal Code Title 8, Chapter 8.20 regulates refuse disposal sites in Wildomar. Section 8.20.050 requires that each solid waste facility operator perform random load checks across load types of residential, commercial, and industrial to detect hazardous waste before such incoming waste is transferred to and/or disposed at the landfill. The goals of the ordinance and check program are to (1) prevent hazardous waste from being placed in a landfill not permitted to receive such waste, and (2) educate and discourage customers from bringing in such material. The code mandates the number of checks per day, depending on the daily tonnage. The load checks are random and an inspection form is required for each check. Chapter 8.104 mandates that solid waste be collected in the city and establishes the methodology and timing for collection. Because it is required by comply with the SRRE and City ordinances, the proposed project will comply with federal, state, and local regulations regarding solid waste. This impact is considered **less than significant**.

Mitigation Measures

None required.

3.10.6.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for solid waste includes all existing, planned, proposed, approved, and reasonably foreseeable development in Riverside County. Future development associated with the proposed project, as well as in the surrounding region, would result in an increased cumulative demand for solid waste collection and disposal in regional landfills.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Solid Waste Impacts

Impact 3.10.6.3 Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development in the region, would result in increased demand for solid waste services. This impact is **less than cumulatively considerable**.

The proposed project, when considered with all existing, planned, proposed, approved, and reasonably foreseeable development in the region, will not produce a significant amount of solid waste. Any impact would be **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.7 PARKS AND RECREATION

3.10.7.1 EXISTING SETTING

Wildomar owns and manages three public parks—Marna O'Brien Park, Regency Heritage Park, and Windsong Park—which encompass approximately 14 acres.[1] In addition to the 14 acres of public parks, the city has approximately 307 acres of land dedicated to open space recreation and 221 acres of land dedicated to open space conservation. A summary of the park and open space acreages in Wildomar is shown in **Table 3.10.7-1.**

[1] In August 2012, the City stopped funding Regency Heritage and Windsong Park, making both facilities nonoperational. However, on November 6, 2012, Wildomar residents approved a $28 annual parcel tax (Measure Z) to assist in the funding of park operations and related park activities as noted in the measure. The special tax went into effect July 1, 2013. The City is in the process of restoring and reopening the parks.

TABLE 3.10.7-1
PARK AND OPEN SPACE FACILITIES

Open Space	Acreage
Marna O'Brien Park	8.94
Regency Heritage Park	3.26
Windsong Park	2.07
Open Space – Recreation	306.93
Park and Open Space - Recreation Subtotal	*321.20*
Open Space – Conservation	220.92
Total Open Space Acreage	**542.12**

Source: Colgan 2012

Wildomar's Municipal Code includes an open space requirement of 3 acres of neighborhood and community parkland per 1,000 residents. According to Section 16.20.020.D of the Wildomar Municipal Code, a park is defined as a parcel or parcels of land, exclusive of conserved open space, which is open and available for use by the general public and which serves the recreational needs of the public. As of 2015, Wildomar's estimated population is 34,148, which results in a parkland demand of approximately 102 acres. As demonstrated in **Table 3.10.7-1**, the city currently has approximately 321 acres of parkland and recreational open space, which exceeds the amount of parkland required per the Municipal Code by approximately 219 acres.

3.10.7.2 REGULATORY FRAMEWORK

STATE

Quimby Act

The goal of the 1975 Quimby Act (California Government Code Section 66477) was to require developers to help mitigate the impacts of property improvements by requiring them to set aside land, donate conservation easements, or pay fees for park improvements. The Quimby Act gave authority for passage of land dedication ordinances only to cities and counties, thus requiring special districts to work with cities and/or counties to receive parkland dedication and/or in-lieu fees. The fees must be paid and land conveyed directly to the local public agencies that provide parks and recreation services community-wide. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities (Westrup 2002).

Originally, the Quimby Act was designed to ensure "adequate" open space acreage in jurisdictions adopting Quimby Act standards (e.g., 3–5 acres per 1,000 residents). In some California communities, the acreage fee was very high where property values were high, and many local governments did not differentiate on their Quimby fees between infill projects and greenbelt developments. In 1982, the Quimby Act was substantially amended via Assembly Bill (AB) 1600. The amendments further defined acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied (nexus) to a project's impacts as identified through traffic studies required by CEQA. In other words, AB 1600 requires agencies to clearly show a reasonable relationship between the public need for the recreation facility or park land

and the type of development project upon which the fee is imposed (Westrup 2002). Cities or counties with a high ratio of parkland to inhabitants can set a standard of 5 acres per 1,000 residents for new development. Cities or counties with a lower ratio can only require the provision of up to 3 acres of parkland per 1,000 residents. The calculation of a city's or county's parkland-to-population ratio is based on a comparison of the population count of the last federal census to the amount of city- or county-owned parkland.

LOCAL

Wildomar Community Services Department

The City of Wildomar Community Services Department oversees the development and maintenance of local parks and assists in coordinating disaster preparedness programs. Open space in the city is maintained by private landowners or associations.

City of Wildomar Municipal Code

Chapter 16.20 of Title 16 requires fees in lieu of dedication or dedication of parkland at a ratio of 3 acres per 1,000 residents. The code defines a park as a parcel or parcels of land, exclusive of natural open space, which is open and available for use by the general public and which serves the recreational needs of the public.

3.10.7.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following CEQA Guidelines Appendix G thresholds of significance. A park and recreation impact is significant if implementation of the proposed project would:

1) 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.

2) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

METHODOLOGY

Evaluation of the proposed project was based on review of the current facilities and the City's Municipal Code. This material was compared to the proposed project's specific park and recreation service–related impacts. The impact analysis below focuses on whether those impacts would have a significant effect on the physical environment.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for Parks and Recreation Facilities (Standards of Significance 1 and 2)

Impact 3.10.7.1 Implementation of the proposed project would result in a population increase of approximately 449 residents and would increase demand for city parks and recreation facilities. There will be a **less than significant** impact to parks and recreation facilities.

As previously stated, Wildomar's Municipal Code includes an open space requirement of 3 acres of neighborhood and community parkland per 1,000 residents. The project will result in 345 persons in townhomes and 104 persons in assisted/skilled living units for a total of approximately 449 new residents, which equates to the need for 1.3 additional acres of parkland and/or recreation facilities. However as previously described, the City's current parkland and recreational open space inventory includes 321 acres, which would equal a surplus of 217 acres after implementation of the project. Furthermore, the proposed project includes construction of private recreational facilities, including a pool and clubhouse. Private open space courtyards will also be constructed in the senior housing areas. Therefore, the proposed project would not result in the need for the construction of additional neighborhood and regional parks or other recreational facilities. Additionally, prior to issuance of any building permit, the project applicant must pay the required development impact fees for parkland pursuant to Municipal Code Section 16.20.020 and in effect at the time of building permit issuance. The proposed project would result in a **less than significant** demand for City parks and recreation facilities.

Mitigation Measures

None required.

3.10.7.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for parks and recreation consists of the City of Wildomar's jurisdictional boundary, which encompasses 13.2 square miles. Any existing, planned, proposed, approved, and reasonably foreseeable development in the city could contribute to cumulative impacts.

Cumulative Park and Recreation Demands

Impact 3.10.7.2 Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development, would increase the use of existing parks and would require additional park and recreation facilities within the cumulative setting, the provision of which could have an adverse physical effect on the environment. This would be a **less than cumulatively considerable** impact.

The City's current parkland and recreational open space inventory includes 321 acres, which would equal a surplus of 217 acres after implementation of the project. Furthermore, the proposed project includes construction of private recreational facilities, including a pool and a clubhouse. Private open space courtyards will also be constructed in the senior housing areas. Therefore, the proposed project would not result in the need for the construction of additional neighborhood and regional parks or other recreational facilities. Additionally, prior to issuance of any building permit, the project applicant must pay the required development impact fees for parkland pursuant to Municipal Code Section 16.20.020 and in effect at the time of building permit issuance. This impact would be **less than cumulatively considerable**.

Mitigation Measures

None required.

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3.11 Traffic and Circulation

This section presents the results of the traffic impact analysis (TIA) prepared by Urban Crossroads (2015) for the proposed project (see **Appendix 3.11-A**). The TIA evaluated the potential impacts to traffic and circulation associated with development of the proposed project and recommended improvements to mitigate impacts considered significant in comparison to established regulatory thresholds.

3.11.1 EXISTING SETTING

The nine study area intersection locations listed in **Table 3.11-1** were selected for the TIA based on the following: (1) Wildomar's TIA analysis methodology that requires analysis of intersection locations with 50 or more peak-hour project trips and (2) input from the City of Wildomar Engineering Division. **Figure 3.11-1** illustrates the intersections in the study area. Of the nine study area intersections, six currently exist as part of the city's circulation network. The other three study area intersections are proposed as part of the project (project driveways) and do not currently exist.

TABLE 3.11-1
INTERSECTION ANALYSIS LOCATIONS

ID	Intersection Location	Jurisdiction
1	George Avenue/Clinton Keith Road	Wildomar
2	Inland Valley Drive/Clinton Keith Road	Wildomar
3	Inland Valley Drive/Prielipp Road	Wildomar
4	Salida Del Sol/Yamas Drive/Clinton Keith Road	Wildomar
5	Driveway 1/Prielipp Road	Wildomar
6	Elizabeth Lane/Clinton Keith Road	Wildomar
7	Elizabeth Lane/Driveway 2	Wildomar
8A	Elizabeth Lane/Driveway 3	Wildomar
8B	Elizabeth Lane/Driveway 4	Wildomar
9	Elizabeth Lane/Prielipp Road	Wildomar

Source: Urban Crossroads 2015

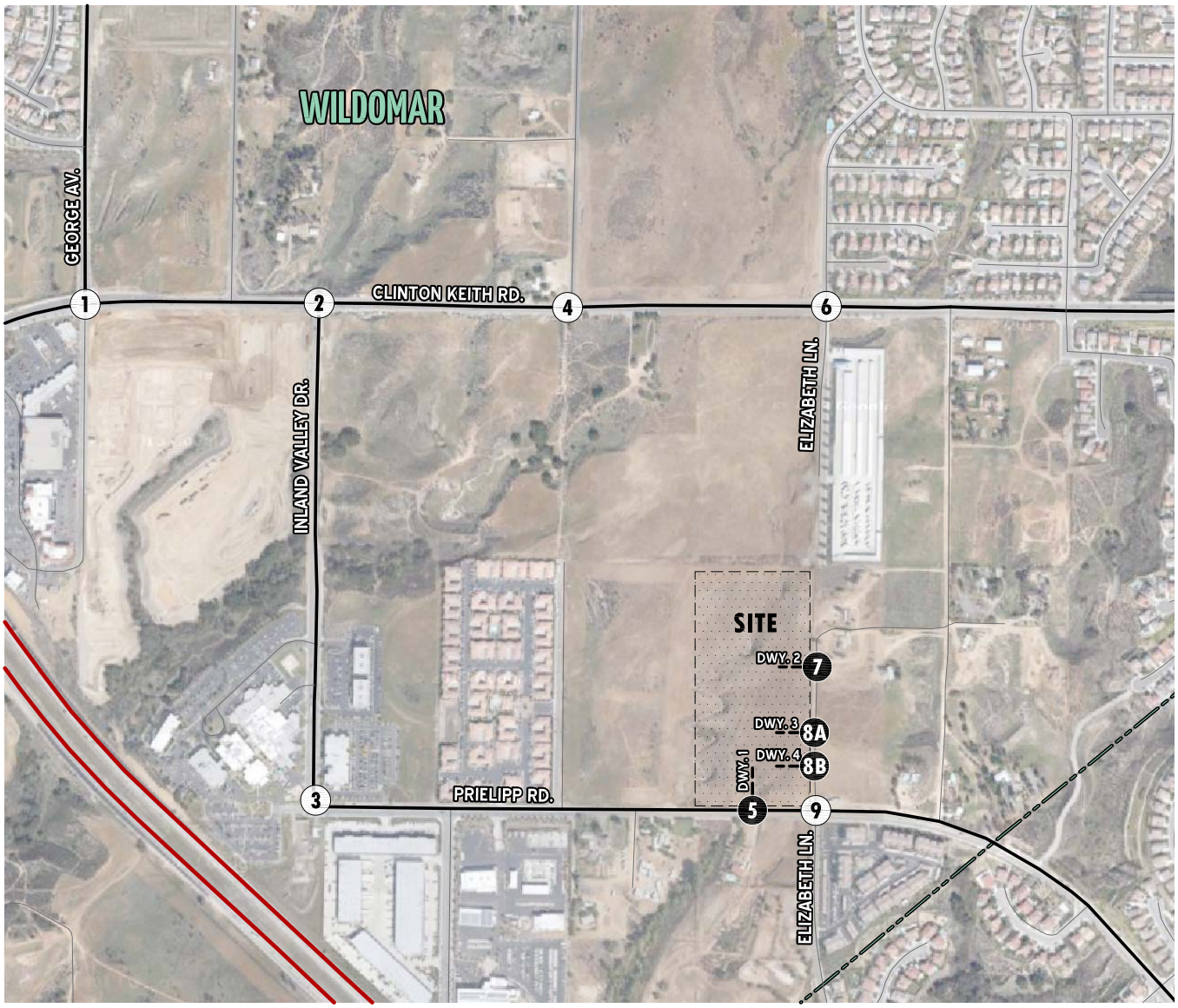
TRANSIT SERVICE

The study area is currently served by the Riverside Transit Agency (RTA), a public transit agency serving the unincorporated Riverside County region near Wildomar. Based on a review of the existing transit routes in the vicinity of the proposed project, there appears to be one existing line that could feasibly serve the project, RTA Route 23 with an existing bus stop near the corner of Prielipp Road and Inland Valley Drive (Urban Crossroads 2015, p. 25). Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate. A map of existing routes in the vicinity of the project site is illustrated on **Figure 3.11-2**.

BICYCLE AND PEDESTRIAN FACILITIES

Field observations conducted in May 2013 indicate very little pedestrian and bicycle activity in the study area. **Figure 3.11-3** illustrates the City of Wildomar Regional Community Multi-Use Trail System. Review of the adopted City trails map shows that no trails are currently planned on or adjacent to the project site. Existing pedestrian facilities in the study area are shown on **Figure 3.11-4**.

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LEGEND:

9 = EXISTING INTERSECTION

9 = FUTURE INTERSECTION

Source: Urban Crossroads

NOT TO SCALE

N

Figure 3.11-1

Project Study Area Intersections

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LEGEND:

= RTA ROUTE 23

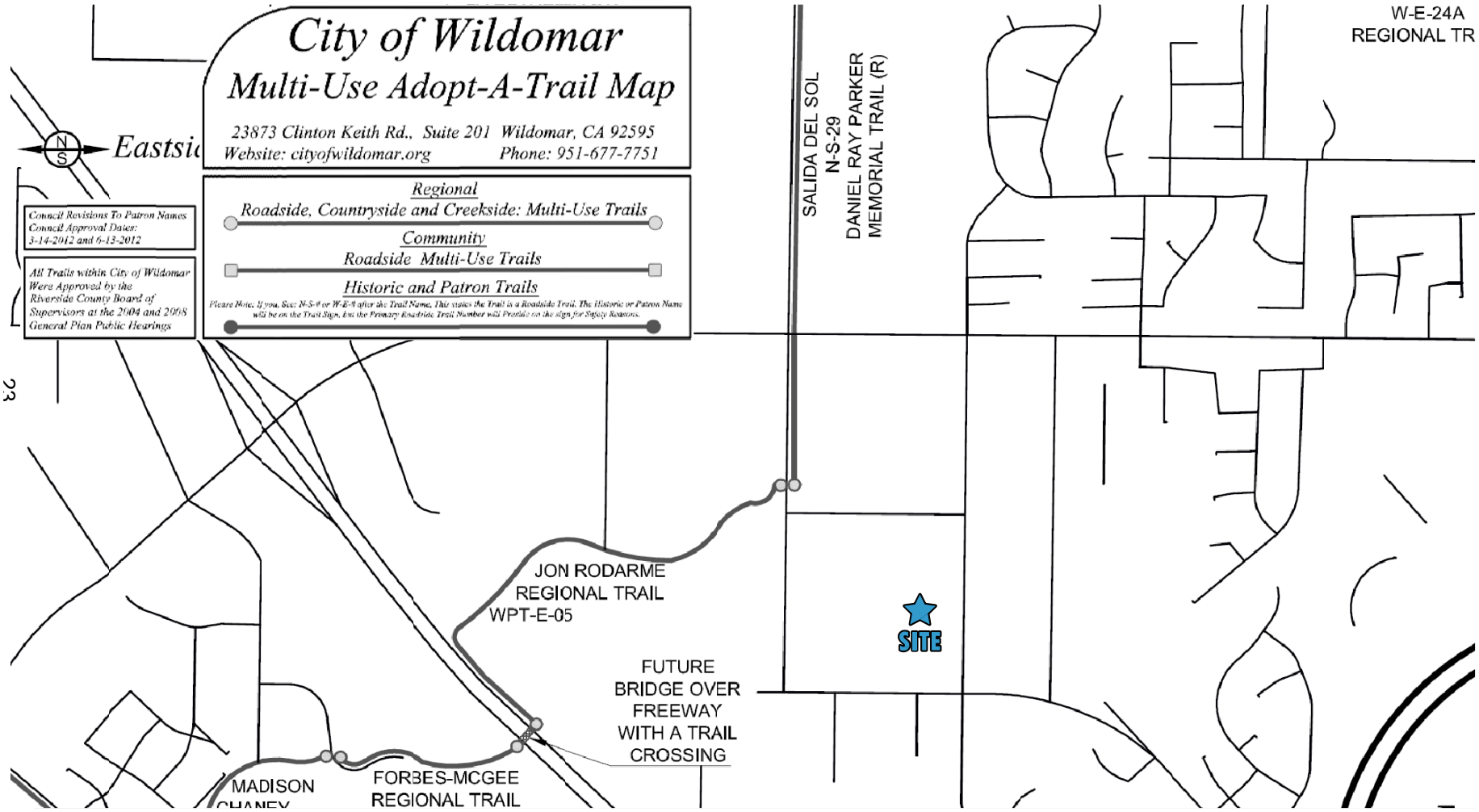
Source: Urban Crossroads

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Figure 3.11-2
Existing Transit Services

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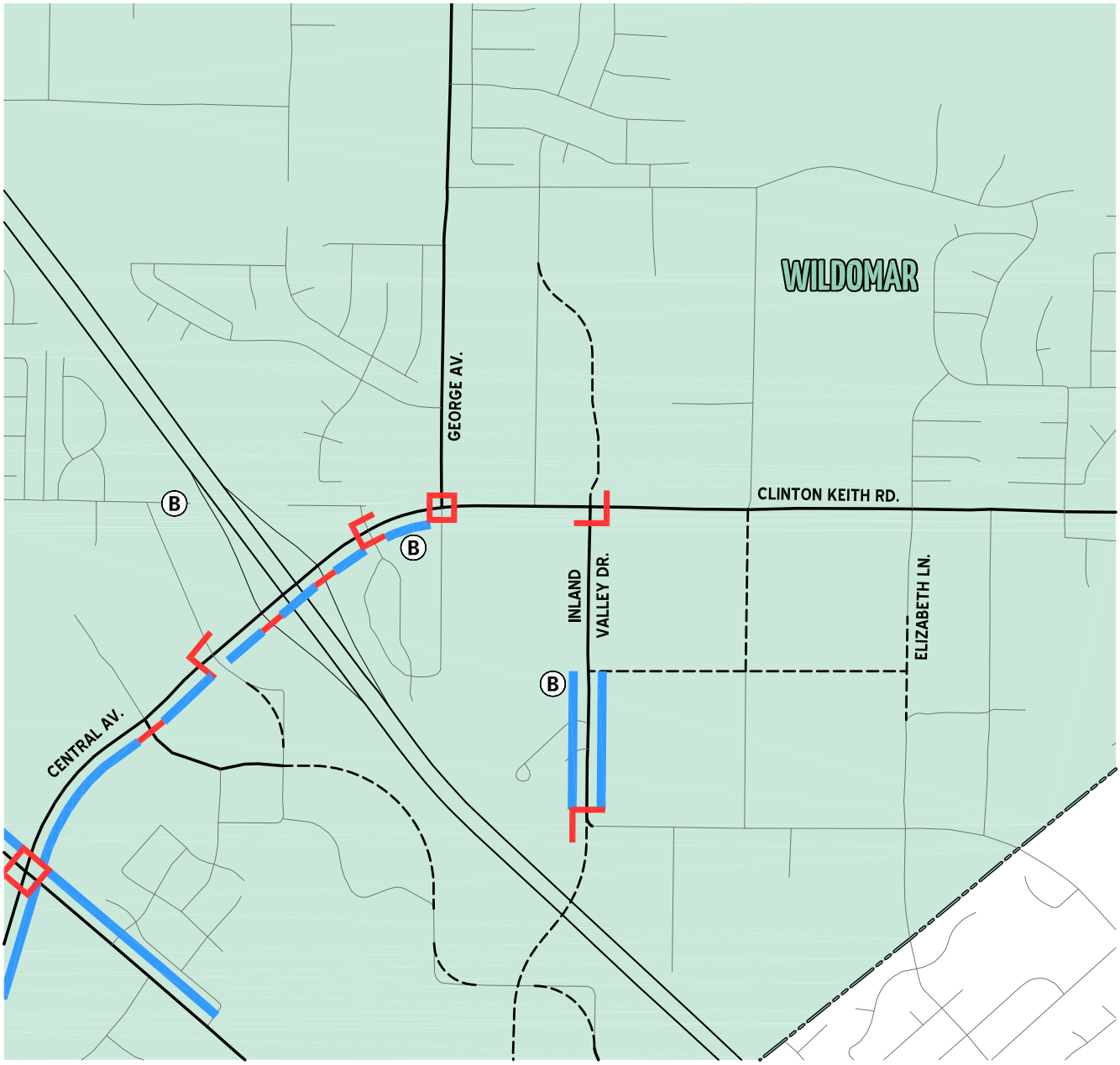
Source: Urban Crossroads

Not to scale

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Figure 3.11-3
Multi-Use Adopt-A-Trail System

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LEGEND:

- Ⓑ = BUS STOP
- = BIKE LANE
- = CROSSWALK
- = CROSSWALK (SCHOOL ZONE)
- = SIDEWALK

Source: Urban Crossroads

NOT TO SCALE

N

Figure 3.11-4
Existing Pedestrian Facilities

Existing (2013) condition peak-hour traffic operations were evaluated for the project study area transportation facilities based on the analysis methodologies presented in the Methodology subsection below. The intersection operations analysis results are summarized in terms of levels of service (LOS) in **Table 3.11-2.** LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined, ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow. As shown in **Table 3.11-2**, the existing study area intersections are currently operating at acceptable LOS C or D or better during the peak hours, with the exception of:

- Salida Del Sol/Yamas Drive/Clinton Keith Road – LOS D PM peak hour only
- Elizabeth Lane/Clinton Keith Road – LOS D AM peak hour and LOS E PM peak hour

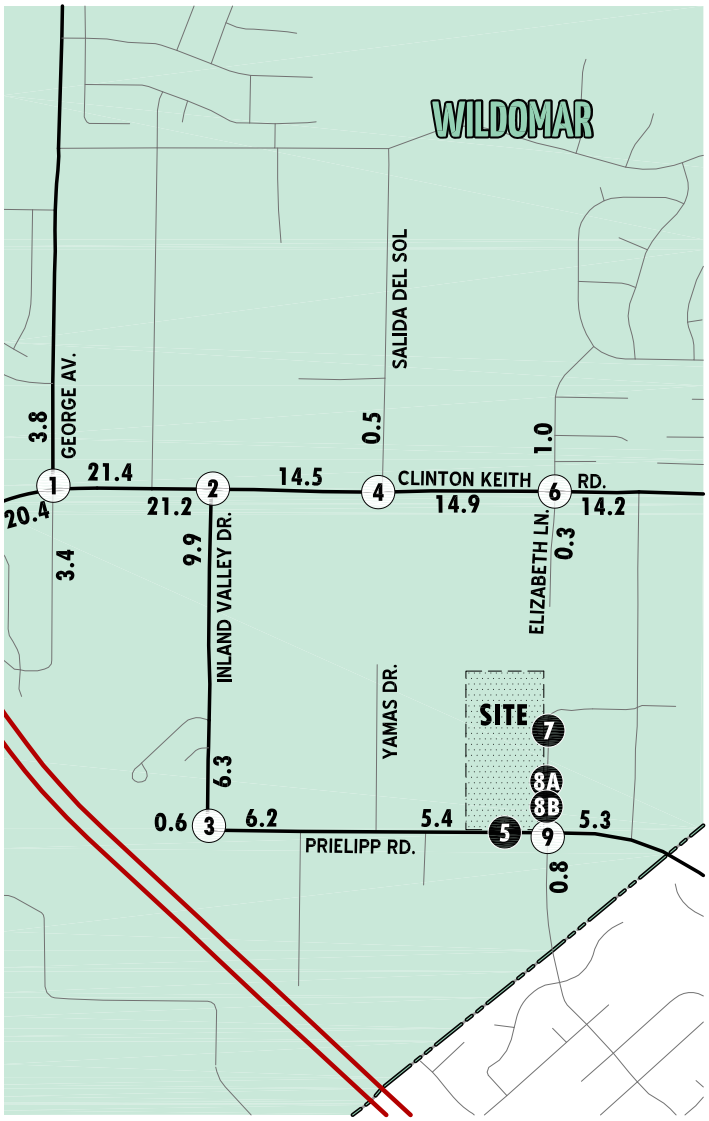
Existing (2013) average daily traffic (ADT) volumes on roadways throughout the study area are shown on **Figure 3.11-5**, in addition to peak-hour intersection volumes. Existing ADT volumes are based on factored intersection peak-hour counts collected by Urban Crossroads using the following formula for each intersection leg:

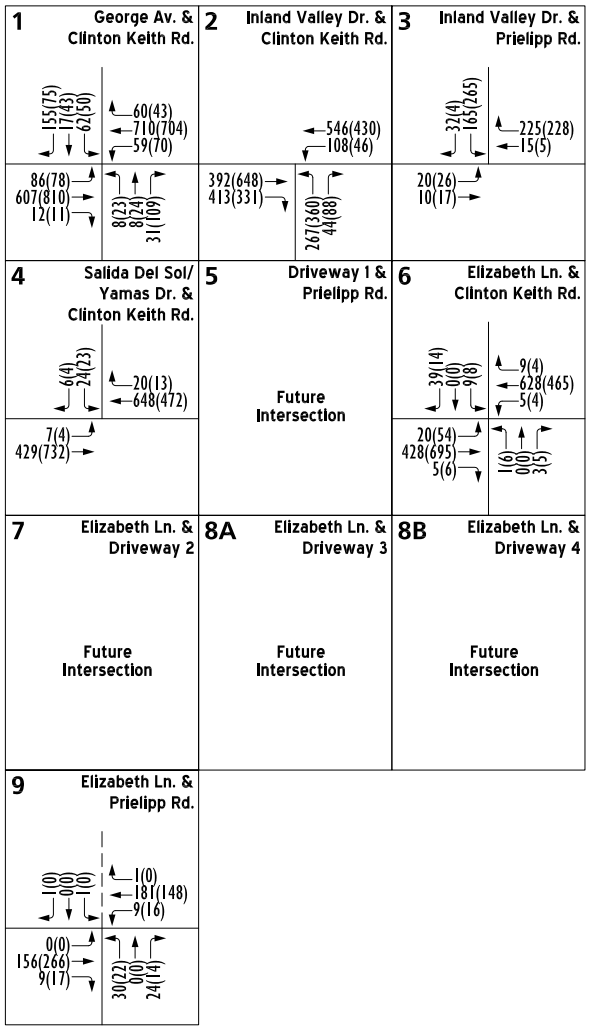
PM peak hour (approach volume + exit volume) x 12 = leg volume

The PM peak-hour volume typically represents approximately 8 percent of daily traffic. The equation shown above was utilized to estimate average daily traffic.

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LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

26(31) = AM(PM) PEAK HOUR VOLUMES

Source: Urban Crossroads

NOT TO SCALE

N

Figure 3.11-5
Existing Conditions ADT

TABLE 3.11-2
INTERSECTION ANALYSIS FOR EXISTING (2013) CONDITIONS

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	George Avenue/Clinton Keith Road	TS	1	1	0	1	1	1	1	1	1	1	1	d	31.3	31.5	C	C
2	Inland Valley Drive/Clinton Keith Road	TS	1	0	1	0	0	0	0	1	1	1	1	0	19.9	22.0	B	C
3	Inland Valley Drive/Prielipp Road	AWS	0	0	0	1	0	1	1	1	0	0	1	1	9.3	11.8	A	B
4	Salida Del Sol/Clinton Keith Road	CSS	0	0	0	0	1	0	1	1	0	0	1	0	21.4	**25.1**	C	**D**
5	Driveway 1/Prielipp Road	—	Future Intersection												—	—	—	—
6	Elizabeth Lane/Clinton Keith Road	CSS	0	1	0	0	1	d	1	1	0	1	1	d	**28.0**	**36.4**	**D**	**E**
7	Elizabeth Lane/Driveway 2	—	Future Intersection												—	—	—	—
8A	Elizabeth Lane/Driveway 3	—	Future Intersection												—	—	—	—
8B	Elizabeth Lane/Driveway 4	—	Future Intersection												—	—	—	—
9	Elizabeth Lane/Prielipp Road	CSS	0	1	d	0	1	0	1	1	0	1	1	0	11.8	12.0	B	B

Source: Urban Crossroads 2015

1. *When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. (L = left; T = through; R = right; d= de facto right turn lane). A through lane shown opposite of a nonexistent intersection leg denotes a shared left-right turn lane rather than an actual through lane.*
2. *Delay and LOS calculated using Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown.*
3. *AWS = all-way stop; CSS = cross-street stop; TS = traffic signal*
   ***Bold** = Unsatisfactory level of service/significant impact as defined by City of Wildomar standards.*

3.11.2 REGULATORY FRAMEWORK

STATE

Caltrans Traffic Operation Standards

The California Department of Transportation (Caltrans) *Guide for the Preparation of Traffic Impact Studies* (2002) includes criteria for evaluating the effects of land use development and changes to the circulation system on state highways. Caltrans maintains a target level of service at the transition between LOS C and LOS D for freeway facilities.

REGIONAL

Riverside Transit Agency

The Riverside Transit Agency was established as a joint powers agency in 1975 and began operating bus service in 1977. RTA is the consolidated transportation service agency for western Riverside County, with a service area of approximately 2,500 square miles. It is responsible for coordinating transit services throughout the service area, providing driver training, assistance with grant applications, and development of short-range transit plans.

RTA provides both local and regional services throughout the region with 36 fixed routes, eight CommuterLink routes, and dial-a-ride services. Wildomar is served by Route 7, which heads north to the City of Lake Elsinore, Route 8, which heads around Lake Elsinore, and Route 23, which heads toward the City of Murrieta. The routes include connections to other routes into and beyond Riverside County.

Riverside County Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California, including Riverside County, to prepare a Congestion Management Program (CMP). The 2011 Riverside County CMP, which was prepared by the Riverside County Transportation Commission (RCTC) in consultation with the County and the cities in Riverside County, is intended to more directly align land use, transportation, and air quality management efforts and to promote reasonable growth management programs that effectively use statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements.

The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by the RCTC to evaluate the condition of the Congestion Management System (CMS) as well as meet other monitoring requirements at the state and federal levels. Per the adopted level of service standard of LOS E, when a CMS segment falls to LOS F, a deficiency plan is required. Preparation of a deficiency plan will be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency will also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including transportation demand management (TDM) strategies and transit alternatives, and a schedule for mitigating the deficiency. To ensure that the CMS is appropriately monitored to reduce the occurrence of CMP deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the CMS.

LOCAL

City of Wildomar General Plan

Several General Plan policies relate to circulation; however, many are vague and not implementable. The policies listed below are the most relevant to the proposed project.

C 2.1: Maintain the following target Levels of Service:

LOS "C" along all County [City] maintained roads and conventional state highways. As an exception, LOS "D" may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways, or freeway ramp intersections.

LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.

ELAP 11.1: Design and develop the vehicular roadway system per Figure 7, Circulation, and in accordance with the functional classifications and standards specified in the Planned Circulation Systems section of the General Plan Circulation Element.

ELAP 12.1: Implement the Trails and Bikeway System, Figure 8, through such means as dedication or purchase, as discussed in the Trails and Greenways section of the General Plan Multipurpose Open Space Element and in the Non-motorized Transportation section of the General Plan Circulation Element.

The City of Wildomar is included in the Elsinore Area Plan, which is a Community Development area. As such, LOS C is the target, but LOS D may be allowed as indicated in Policy C 2.1. Prielipp Road is a secondary highway, whereas Elizabeth Lane and Bunny Trail are collector roadways.

3.11.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. Transportation impacts are considered significant when the project would:

1) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

2) Conflict with an applicable congestion management program, including, but not limited to, level of service standard and travel demand measure or other standards established by the county congestion management agency for designated roads or highways.

3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

5) Result in inadequate emergency access.

6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The nearest airport is Skylark Field Airport, which is located approximately 6 miles northwest of the proposed project site. Due to the airport's distance from the project site, the proposed project would not result in any change in air traffic patterns. As such, this issue area (Standard of Significance 3) will not be analyzed further in this EIR.

SIGNIFICANCE THRESHOLD

Based on the City's guidelines, a significant impact occurs when the addition of project traffic, as defined by any "with project" scenario, causes an intersection that operates at an acceptable level of service under the "without project" traffic condition (i.e., LOS C or D or better) to fall to an unacceptable level of service (i.e., LOS E or F). Therefore, the following criteria were utilized to identify significant project-related traffic impacts:

- If an intersection is projected to operate at an acceptable level of service without the project and the addition of project traffic, as measured by 50 or more peak-hour trips, is expected to cause the intersection to operate at an unacceptable level of service, the impact is considered significant.

In addition, for intersections within the jurisdictional authority of the City of Wildomar, the City requires that an additional test be performed for intersection locations found to operate at a deficient level of service (i.e., LOS E or F) under pre-project conditions:

- If an intersection is projected to operate at an unacceptable level of service without the project, and the addition of project traffic (as measured by 50 peak-hour trips or more) results in an increase of more than 5.0 seconds to the peak-hour delay, the impact is considered significant. Mitigation is then required to bring the "with project" scenario delay to within 5.0 seconds of the pre-project condition.

A significant cumulative impact has been identified when an intersection is projected to operate below the requisite level of service standard under pre-project conditions and the project's measurable increase in traffic, as defined by 50 or more peak-hour trips, contributes to the deficiency. Cumulative traffic impacts are created as a result of a combination of the proposed project together with other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable level of service operations with or without the project.

A project's contribution to a cumulatively significant impact can be reduced to less than significant if the project is required to implement or fund its fair share of improvements designed to alleviate the potential cumulative impact. If full funding of future cumulative improvements is not reasonably assured, a temporary unmitigated cumulative impact would be identified and would exist until the needed improvement is fully funded and constructed.

In cases where the TIA prepared for the proposed project identifies that the project would have a significant cumulative impact to a roadway facility, and the recommended mitigation

measure is a fair-share monetary contribution, the following methodology was applied to determine the fair-share contribution. A project's fair-share contribution at an off-site study area intersection is determined based on the following equation, which is the ratio of project traffic to new traffic, and new traffic is total future traffic minus existing baseline traffic:

Project Fair Share % = Project Traffic / (Post-2035 Total Traffic – Existing Baseline Traffic)

METHODOLOGY

Project Trip Generation

Trip generation represents the amount of traffic that is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based on forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses proposed for a given development. Trip generation rates used to estimate project traffic are shown in **Table 3.11-3** and a summary of the project's trip generation is shown in **Table 3.11-4**. The trip generation rates are based on data collected by the Institute of Transportation Engineers (ITE) for condominium/townhome (ITE Land Use Code 230), assisted living facility (ITE Land Use Code 254), and skilled nursing facility (ITE Land Use Code 620) land uses in their recently published *Trip Generation Manual*, 9th Edition (2012).

The project is estimated to generate a net total of approximately 1,129 net trip-ends per day on a typical weekday, with approximately 81 net weekday AM peak-hour trips and 99 net weekday PM peak-hour trips.

TABLE 3.11-3
PROJECT TRIP GENERATION RATES[1]

Land Use	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Condo/Townhome	DU	230	0.07	0.37	0.44	0.35	0.17	0.52	5.81
Assisted Living	Beds	254	0.09	0.05	0.14	0.10	0.12	0.22	2.66
Skilled Nursing[3]	Beds	620	0.09	0.08	0.17	0.07	0.15	0.22	2.74

Source: Urban Crossroads 2015
1. Trip Generation Source: ITE Trip Generation Manual, 9th Edition (2012)
2. DU = dwelling unit
3. AM peak-hour split is unavailable for ITE Land Use 620. As such, a split of 50% has been utilized.

TABLE 3.11-4
PROJECT TRIP GENERATION SUMMARY

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Condo/Townhome	10	54	64	51	25	76	848
Assisted Living	5	3	8	5	6	11	144
Skilled Nursing	5	4	9	4	8	12	137
Total	**20**	**61**	**81**	**60**	**39**	**99**	**1,129**

Source: Urban Crossroads 2015

Project Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be used by project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the project traffic would distribute. The project trip distributions were developed based on anticipated travel patterns to and from the project site for the traffic associated with the proposed project. Trip distributions were developed by Urban Crossroads based on a "select zone" model run from the City-focused version of the Riverside County Traffic Analysis Model (RivTAM). Further refinements to these distributions have been made based on the proposed land uses, existing transportation network, and anticipated travel patterns.

Modal Split

Although the use of public transit, walking, and/or bicycling have the potential to reduce project-related traffic, such reductions were taken into consideration in the traffic study in order to provide a conservative analysis of the project's potential to result in significant traffic impacts.

Project Trip Assignment

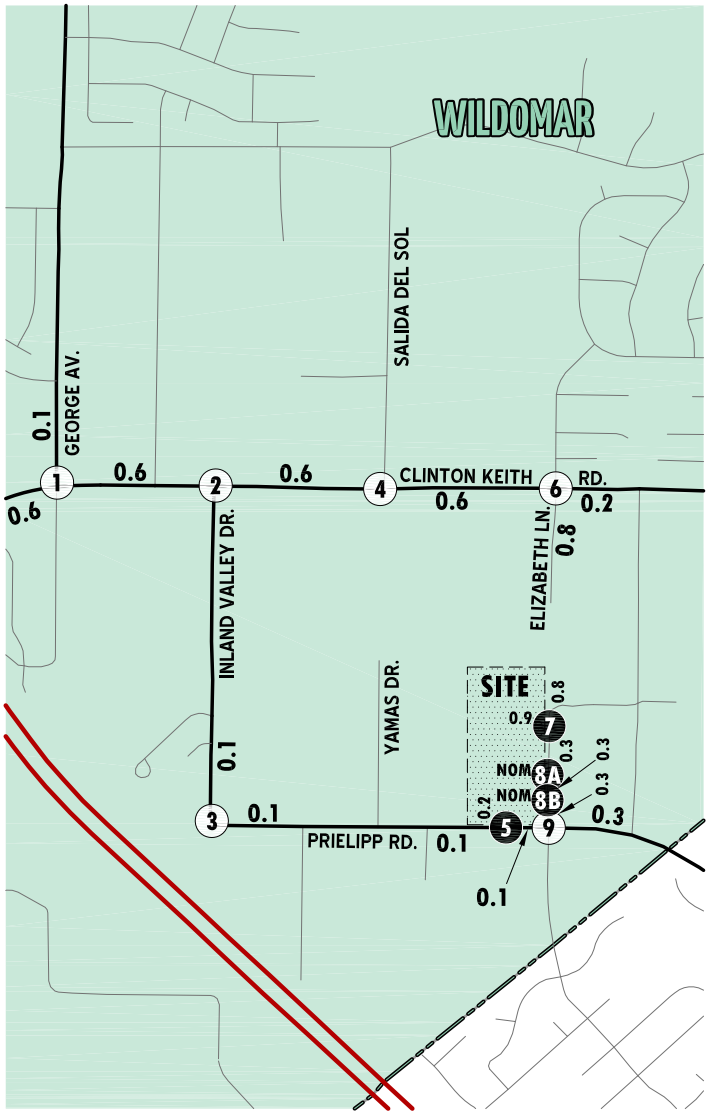
The assignment of traffic from the project area to the adjoining roadway system is based on the project trip generation, trip distribution, and arterial highway and local street system improvements that would be in place by the time of initial occupancy of the project. Based on the identified project traffic generation and trip distribution patterns, project average daily traffic (ADT) and weekday AM and PM peak-hour volumes are shown on **Figure 3.11-6**.

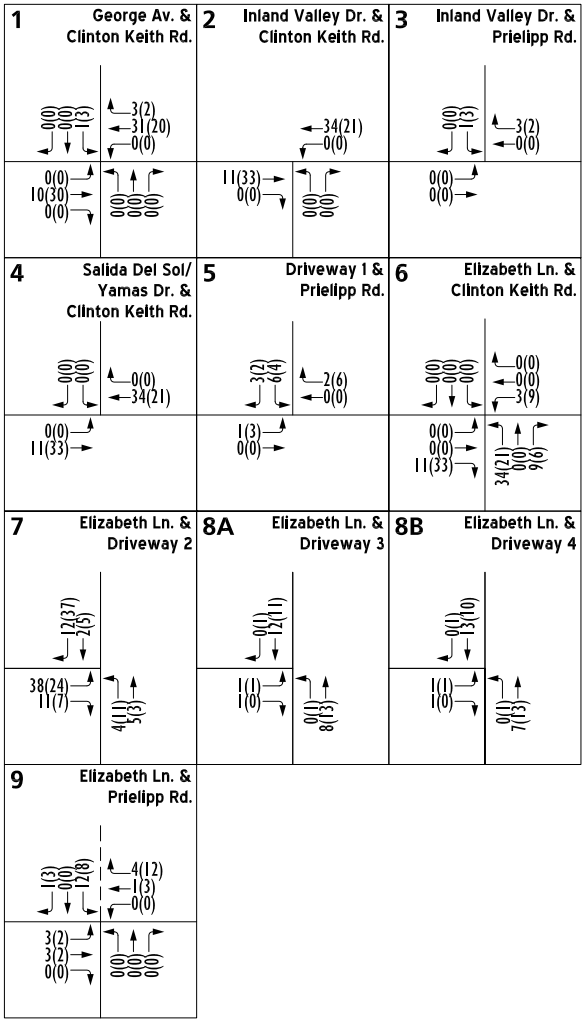
Background Traffic

Future year traffic forecasts were based on four years of background (ambient) growth at 2 percent per year for 2017 traffic conditions. The total ambient growth is 8.24 percent for 2017 traffic conditions (compounded growth of 2 percent per year over four years). This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak-hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

According to information published by the Riverside County Information Technology GIS staff as input to the Southern California Association of Governments (SCAG) Regional Transportation

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LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

26(31) = AM(PM) PEAK HOUR VOLUMES

Source: Urban Crossroads

NOT TO SCALE

N

Figure 3.11-6

Project Only Average ADT

Plan (2012), the population of western Riverside County is projected to increase by 41 percent in the period between 2010 and 2035, a compounded rate of approximately 1.38 percent annually (Urban Crossroads 2015, p. 35). During the same period, employment in western Riverside County is expected to increase by 112 percent, or 3.06 percent compounded annually (Urban Crossroads 2015, p. 35).

Therefore, the use of an annual growth rate of 2 percent would appear to accurately approximate the anticipated regional growth in traffic volumes in the city, especially when considered with the addition of project-related traffic and traffic generated by other known development projects. As such, the growth in traffic volumes assumed in this section would tend to overstate, as opposed to understate, the potential impacts to traffic and circulation.

Traffic Forecasts

To provide a comprehensive assessment of the potential project-related and cumulative traffic impacts, two types of analyses, "buildup" and "buildout," were performed in support of this work effort. The buildup method was used to approximate traffic forecasts for both Existing Plus Project and Opening Year (2017) traffic conditions. The Existing Plus Project scenario is intended to identify the significant project impacts associated with the proposed project, while the Opening Year (2017) scenario is intended to identify near-term cumulative impacts on both the existing and planned near-term circulation system. The Existing Plus Project traffic conditions include existing traffic in addition to the traffic generated by the proposed project. The Opening Year (2017) traffic conditions include background traffic, traffic generated by other cumulative development projects within the study area, and traffic generated by the proposed project. (The buildout approach is used to forecast the General Plan buildout (post-2035) without and with project conditions of the study area.)

Intersection Capacity Analysis

As previously described, traffic operations of transportation facilities are described using the term *level of service*. LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined, ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. The *Highway Capacity Manual* (HCM) (Transportation Research Board 2000) methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control.

The intersection LOS analysis is based on the traffic volumes observed during the peak-hour conditions using traffic count data collected on August 21, 2013, and September 17, 2013, while schools in the Lake Elsinore Unified School District were in session. The following peak hours were selected for analysis:

- Weekday AM peak hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM peak hour (peak hour between 4:00 PM and 6:00 PM)

Roadway Segment Capacity Analysis

In general, intersection operations analysis provides a more realistic assessment of traffic conditions on a road than the roadway segment analysis. As stated above, the LOS of a roadway segment is typically dependent on the quality of traffic flow at the intersections along a roadway (Transportation Research Board 2000). In other words, the performance and LOS of a roadway segment is heavily influenced by the ability of the intersections to accommodate peak-hour volumes. Therefore, for the purposes of this analysis, the project will be deemed to have significant impacts to study area roadway segments if the analyses exhibit unacceptable levels of service at study area intersections.

Signalized Intersections

The City of Wildomar requires signalized intersection operations analysis based on the methodology described in Chapter 16 of the *Highway Capacity Manual*. Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in **Table 3.11-5**. All signalized study area intersections were analyzed using the software package Traffix (Version 8.0 R1, 2008).

TABLE 3.11-5
SIGNALIZED INTERSECTION LOS THRESHOLDS

Level of Service	Description	Average Control Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up

Source: Urban Crossroads 2015
V/C = volume-to-capacity

The peak-hour traffic volumes have been adjusted using a peak-hour factor (PHF) to reflect peak 15-minute volumes. Common practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., PHF = [Hourly Volume]/[4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs were used for Existing (2013), Existing Plus Project, and Opening Year (2017) traffic conditions for the purposes of analysis. A PHF of 0.92 or

higher was used for all study area intersections for Wildomar General Plan buildout (post-2035) without and with project traffic conditions.

Unsignalized Intersections

The City of Wildomar requires the operations of unsignalized intersections to be evaluated using the methodology described in Chapter 17 of the HCM (also consistent with Riverside County traffic study guidelines). The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see **Table 3.11-6**).

TABLE 3.11-6
UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Level of Service	Description	Average Control per Vehicle (Seconds)
A	Little or no delays	0 to 10.00
B	Short traffic delays	10.01 to 15.00
C	Average traffic delays	15.01 to 25.00
D	Long traffic delays	25.01 to 35.00
E	Very long traffic delays	35.01 to 50.00
F	Extreme traffic delays with intersection capacity exceeded	> 50.00

Source: Urban Crossroads 2015

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

Traffic Signal Warrant Analysis Methodology

The term *signal warrants* refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. The TIA used the signal warrant criteria presented in the latest edition of the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (MUTCD), as amended by the MUTCD 2012 California Supplement, for all study area intersections.

The signal warrant criteria for existing (2013) conditions are based on several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. According to the TIA, both the MUTCD and the MUTCD 2012 California Supplement indicate that the installation of a traffic signal should be considered if one or more of the signal warrants are met. Specifically, the TIA utilized Peak Hour Volume-Based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions. Warrant 3 criteria are basically identical for both the MUTCD and the MUTCD 2012 California Supplement. Warrant 3 was deemed appropriate to use for the TIA by Urban Crossroads because it provides specialized warrant criteria for intersections with rural characteristics (e.g., located in communities with populations of less than 10,000 or with adjacent major streets operating at or

above 40 miles per hour). For the purposes of the TIA, the speed limit was the basis for determining whether urban or rural warrants were used for a given intersection.

Future unsignalized intersections were assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning-level ADT-based signal warrant analysis worksheets.

Traffic signal warrant analyses were performed for the following unsignalized study area intersections and future intersections shown in **Table 3.11-7**.

TABLE 3.11-7
EXISTING AND FUTURE UNSIGNALIZED TRAFFIC SIGNAL WARRANT ANALYSES LOCATIONS

ID	Intersection Location	Jurisdiction
3	Inland Valley Drive/Prielipp Road	Wildomar
4	Salida Del Sol/Yamas Drive/Clinton Keith Road	Wildomar
5	Driveway 1/Prielipp Road	Wildomar
6	Elizabeth Lane/Clinton Keith Road	Wildomar
7	Elizabeth Lane/Driveway 2	Wildomar
8A	Elizabeth Lane/Driveway 3	Wildomar
8B	Elizabeth Lane/Driveway 4	Wildomar
9	Elizabeth Lane/Prielipp Road	Wildomar

Source: Urban Crossroads 2015

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above LOS D or operate below LOS D and not meet a signal warrant.

LOS Criteria/Threshold of Significance

As previously described, General Plan Circulation Element Policy C 2.1 states that the City will maintain the following countywide target level of service:

- LOS C on all City maintained roads and conventional state highways.
- LOS D as an exception allowed in Community Development areas at intersections of any combination of Secondary Highways, Major Highways, Arterial, Urban Arterials, Expressways, conventional state highways, or freeway ramp intersections.
- LOS E as an exception allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.

Additionally, if an intersection is projected to operate at an unacceptable level of service without the project, and the addition of project traffic (as measured by 50 peak-hour trips or more) results in an increase of more than 5.0 seconds to the peak-hour delay, the impact is

considered significant. Mitigation is then required to bring the "with project" scenario delay to within 5.0 seconds of the pre-project condition.

A summary of acceptable level of service by study area intersection is shown in **Table 3.11-8**.

TABLE 3.11-8
ACCEPTABLE LEVEL OF SERVICE PER INTERSECTION

ID	Intersection Location	Acceptable LOS
1	George Avenue/Clinton Keith Road	D
2	Inland Valley Drive/Clinton Keith Road	D
3	Inland Valley Drive/Prielipp Road	D
4	Salida Del Sol/Clinton Keith Road	C
5	Driveway 1/Prielipp Road	C
6	Elizabeth Lane/Clinton Keith Road	C
7	Elizabeth Lane/Driveway 2	C
8A	Elizabeth Lane/Driveway 3	C
8B	Elizabeth Lane/Driveway 4	C
9	Elizabeth Lane/Prielipp Road	C

Source: Urban Crossroads 2015

Traffic Operations Analysis Methodology

For the purpose of the TIA, potential impacts to traffic and circulation were assessed for each of the following conditions:

Existing (2013) Conditions (1 scenario)

Information for the existing year (2013) is disclosed to represent the baseline traffic conditions as they existed at the time the TIA was prepared.

Existing Plus Project Conditions (1 scenario)

The existing year (2013) with project analysis determines direct project-related traffic impacts that would occur on the existing roadway system in the theoretical scenario of the project being placed on existing conditions. Based on discussions with City staff, project impacts have been determined through a comparison of the existing (2013) versus existing with project traffic conditions. As such, the existing with project scenario is provided to assess direct project impacts and to identify the associated project mitigation measures.

Opening Year (2017) Without and With Project Conditions (2 Scenarios) – Ambient Growth and Cumulative Development Projects (EAC and EAPC)

The opening year (2017) without and with project conditions analyses will be utilized to determine both direct project-related and cumulative traffic impacts. To account for background traffic, 31 other known cumulative projects in the study area were included in addition to 8.24-percent of ambient growth. This list of cumulative projects was compiled from information provided by the Planning Department and Engineering Department, in an effort to

identify pending development projects and development applications on file with the City. The opening year (2017) scenario is provided to assess the cumulative impacts and to identify the associated mitigation measures through a comparison of opening year (2017) without and with project traffic conditions.

Cumulative Analysis Methodology

The CEQA Guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. The cumulative setting for the proposed project includes the buildout population and land use mix of the Wildomar General Plan. Traffic projections for General Plan buildout (post-2035) without project conditions were derived from a version of the Riverside County Traffic Analysis Model (RivTAM) modified to represent General Plan buildout conditions for Wildomar using accepted procedures for model forecast refinement and smoothing.

The General Plan buildout (post-2035) without and with project traffic conditions analyses will be utilized to determine whether improvements funded through regional transportation mitigation fee programs, such as the Transportation Uniform Mitigation Fee (TUMF), City Development Impact Fee (DIF) programs, or other approved funding mechanism can accommodate the long-range cumulative traffic at the target LOS identified in the City of Wildomar General Plan. If the funded improvements can provide the target LOS, then the project's payment into the TUMF and DIF will be considered as cumulative mitigation through the conditions of approval. Other improvements needed beyond the funded improvements (such as localized improvements to non-TUMF, or DIF facilities) are identified as such. **Table 4-3** (**Appendix 3.11**) in the TIA lists the cumulative development projects in the City of Wildomar and surrounding communities

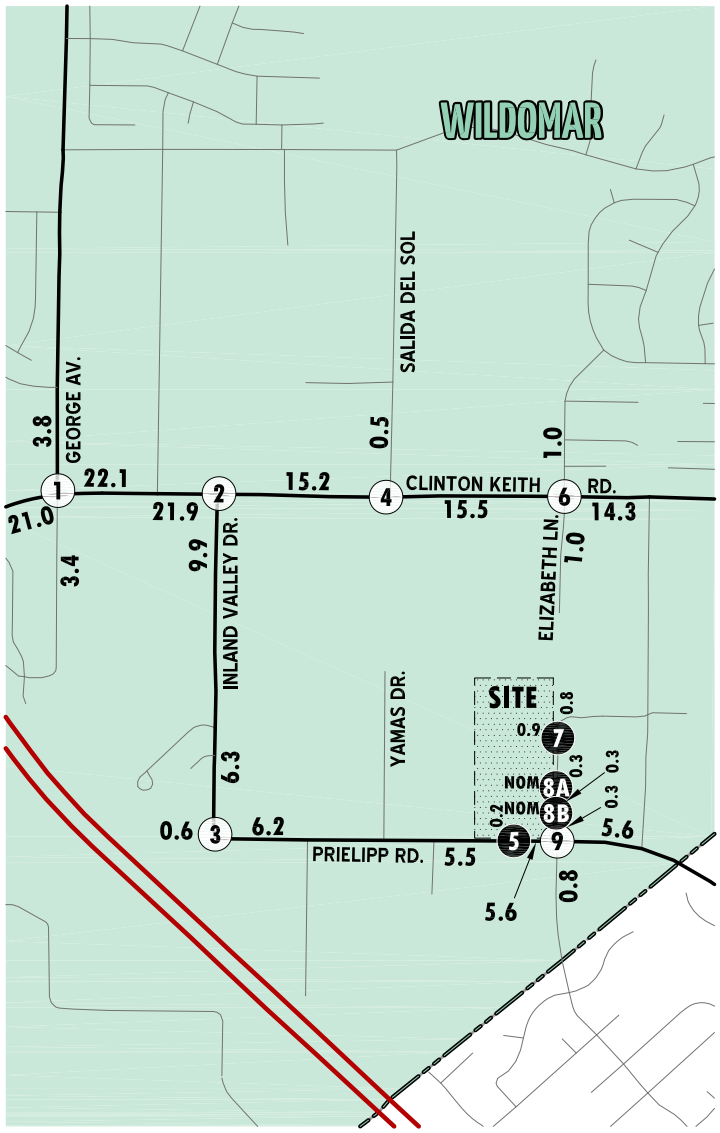
PROJECT IMPACTS AND MITIGATION MEASURES

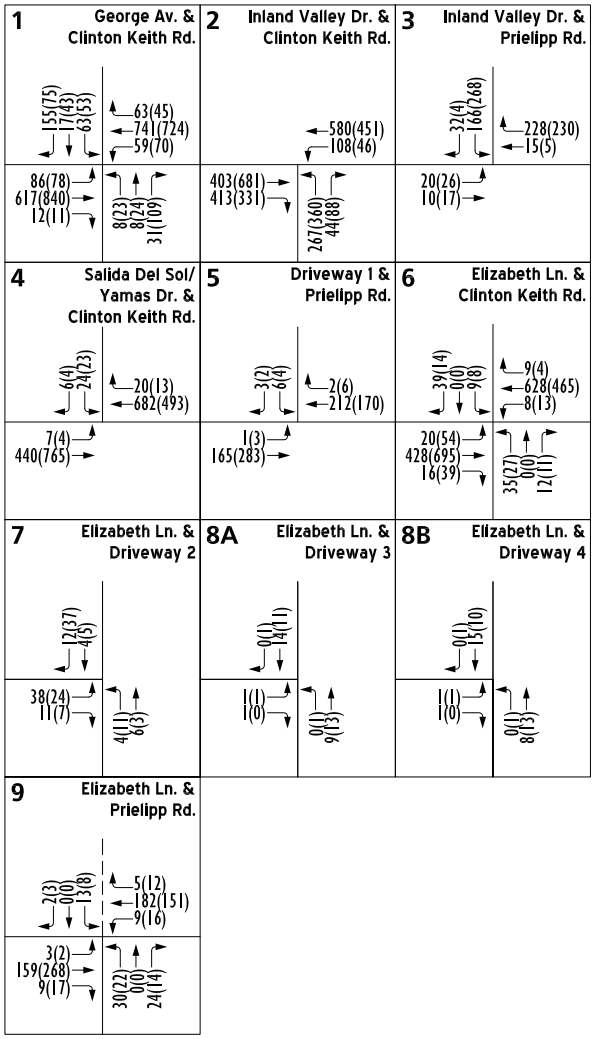
Substantial Increase in Traffic Volume – Existing Plus Project (Standards of Significance 1 and 2)

Impact 3.11.1 The proposed project would result in an increase in traffic under the Existing Plus Project scenario that is substantial in relation to the existing traffic load and capacity of the street system or exceeds an established level of service standard (i.e., results in a substantial increase in either the volume-to-capacity ratio and/or the level of service at intersections). This impact is considered **less than significant**.

Existing Plus Project peak-hour traffic operations were evaluated for the study area intersections based on the analysis methodologies presented above. The Existing Plus Project scenario includes Existing (2013) traffic volumes plus project traffic. **Figure 3.11-7** shows the ADT volumes which can be expected for Existing Plus Project conditions. Existing Plus Project AM and PM peak-hour intersection turning movement volumes are also shown in **Figure 3.11-7**. The intersection analysis results are summarized in **Table 3.11-9.**

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LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

26(31) = AM(PM) PEAK HOUR VOLUMES

NOM = NOMINAL, LESS THAN 50 VEHICLES PER DAY

Source: Urban Crossroads

NOT TO SCALE

N

Figure 3.11-7

Existing Plus Project ADT

TABLE 3.11-9
INTERSECTION ANALYSIS FOR EXISTING PLUS PROJECT CONDITIONS

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Existing (2013)				Existing Plus Project			
			Northbound			Southbound			Eastbound			Westbound			Delay[2] (secs.)		Level of Service		Delay[2] (secs.)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	AM	PM	AM	PM
1	George Avenue/Clinton Keith Road	TS	1	1	0	1	1	1	1	1	1	1	1	d	31.3	31.5	C	C	32.5	32.8	C	C
2	Inland Valley Drive/Clinton Keith Road	TS	1	0	1	0	0	0	0	1	1	1	1	0	19.9	22.0	B	C	20.0	22.4	B	C
3	Inland Valley Drive/Prielipp Road	AWS	0	0	0	1	0	1	1	1	0	0	1	1	9.3	11.8	A	B	9.3	11.9	A	B
4	Salida Del Sol/Clinton Keith Road	CSS	0	0	0	0	1	0	1	1	0	0	1	0	21.4	**25.1**	C	**D**	22.7	**26.5**	C	**D**
5	Driveway 1/Prielipp Road	CSS	0	0	0	0	1	0	0	1	0	0	1	0	—	—	—	—	10.6	11.0	B	B
6	Elizabeth Lane/Clinton Keith Road	CSS	0	1	0	0	1	d	1	1	0	1	1	d	**28.0**	**36.4**	**D**	**E**	**32.9**	**39.8**	**D**	**E**
7	Elizabeth Lane/Driveway 2	CSS	0	1	0	0	1	0	0	1	0	0	0	0	—	—	—	—	8.8	8.8	A	A
8A	Elizabeth Lane/Driveway 3	CSS	0	1	0	0	1	0	0	1	0	0	0	0	—	—	—	—	8.5	8.5	A	A
8B	Elizabeth Lane/Driveway 4	CSS	0	1	0	0	1	0	0	1	0	0	0	0	—	—	—	—	8.5	8.6	A	A
9	Elizabeth Lane/Prielipp Road	CSS	0	1	d	0	1	0	1	1	0	1	1	0	11.8	12.0	B	B	11.9	11.9	B	B

Source: Urban Crossroads 2015

1. *When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. (L = left; T = through; R = right; d= de facto right turn lane). A through lane shown opposite of a nonexistent intersection leg denotes a shared left-right turn lane rather than an actual through lane.*
2. *Delay and LOS calculated using Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown.*
3. *AWS = all-way stop; CSS = cross-street stop; TS = traffic signal*
   ***Bold** = Unsatisfactory level of service*

As shown in **Table 3.11-9**, the addition of project traffic would not result in an acceptably operating intersection to operate unacceptably. Also, the addition of project traffic would not result in an increase of delay of more than 5.0 seconds at either of the two intersections that already operate unacceptably under Existing (2013) conditions. For Existing Plus Project conditions, no additional study area intersections appear to warrant a traffic signal beyond those identified under Existing (2013) conditions. This impact is **less than significant**.

Mitigation Measures

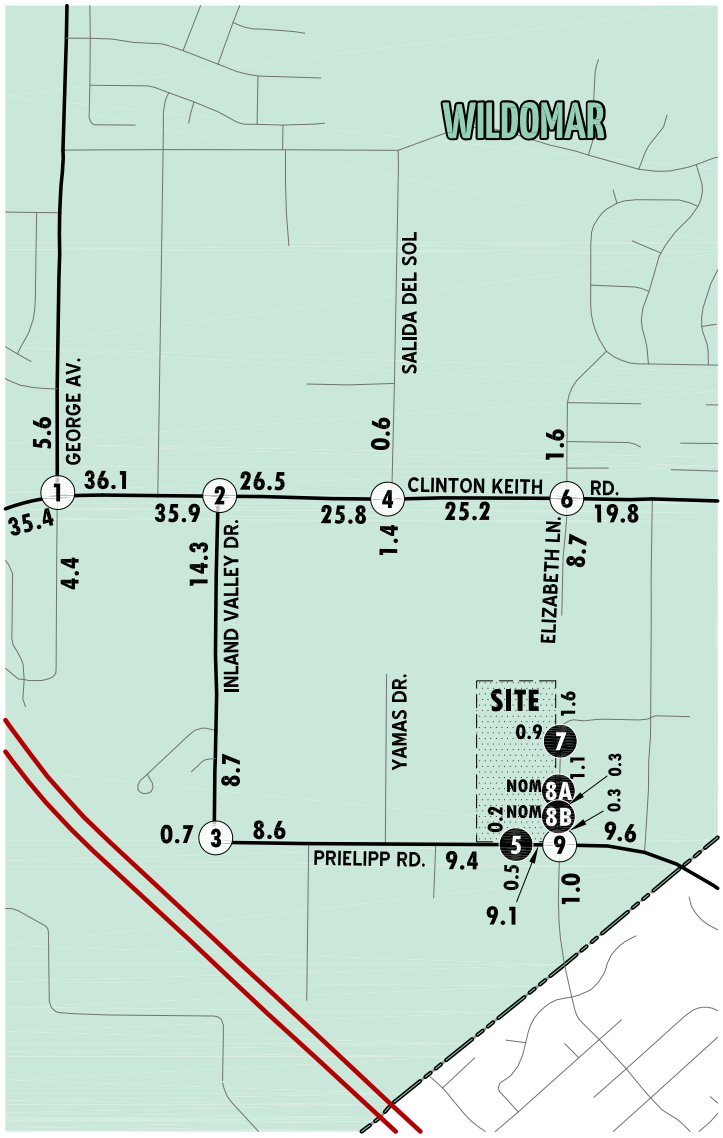
None required.

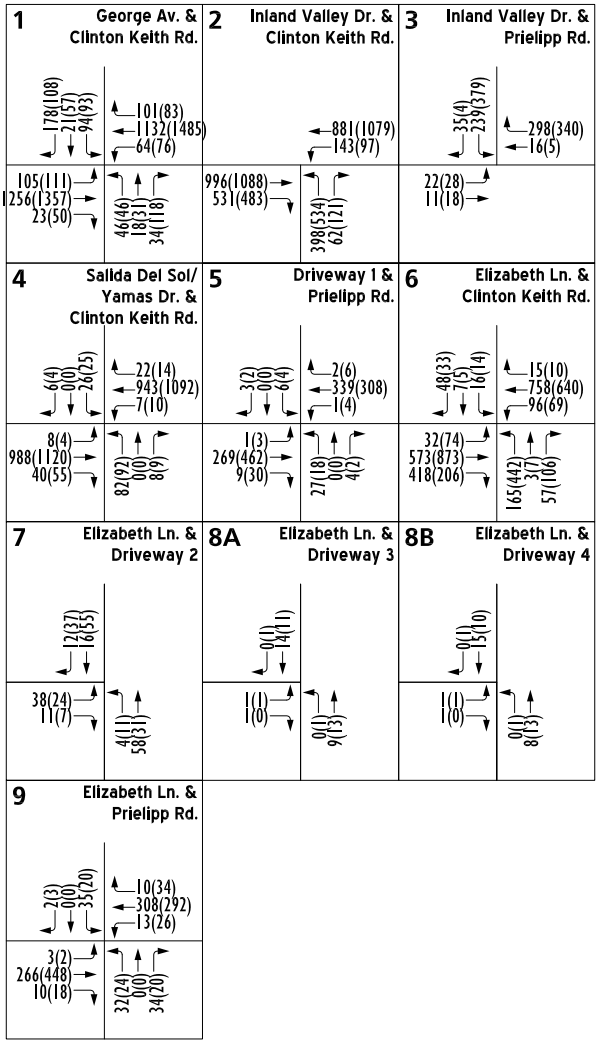
Substantial Increase in Traffic Volume – Opening Year (2017) With Project (Standards of Significance 1 and 2)

Impact 3.11.2 The proposed project would result in an increase in traffic under the Opening Year (2017) With Project scenario that is substantial in relation to the existing traffic load and capacity of the street system or exceeds an established level of service standard (i.e., result in a substantial increase in either the volume-to-capacity ratio and/or the level of service at intersections). This impact is considered **significant and unavoidable**.

Opening Year (2017) With Project peak-hour traffic operations were evaluated for the study area intersections. The Opening Year (2017) With Project scenario includes Existing (2013) traffic volumes plus an ambient growth factor of 8.24 percent, traffic from pending and approved development projects in the area, and the addition of project traffic in 2017. **Figure 3.11-8** shows the ADT volumes that can be expected for Opening Year (2017) With Project conditions. Opening Year (2017) With Project AM and PM peak-hour intersection turning movement volumes are also shown in **Figure 3.11-8**. The intersection analysis results are summarized in **Table 3.11-10**, which also presents Opening Year (2017) peak-hour traffic data without the proposed project.

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LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

26(31) = AM(PM) PEAK HOUR VOLUMES

NOM = NOMINAL, LESS THAN 50 VEHICLES PER DAY

Source: Urban Crossroads

NOT TO SCALE

N

Figure 3.11-8
Opening Year ADT

TABLE 3.11-10
INTERSECTION ANALYSIS FOR OPENING YEAR (2017) CONDITIONS – WITH AND WITHOUT PROJECT

#	Intersection	Funding Source[1]	Traffic Control[2]	Intersection Approach Lanes[3]												Without Project				With Project			
				Northbound			Southbound			Eastbound			Westbound			Delay[4] (secs.)		Level of Service		Delay[4] (secs.)		Level of Service	
				L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	AM	PM	AM	PM
1	George Avenue/Clinton Keith Road	DIF	TS	1	1	0	1	1	1	1	1	1	1	1	d	**163.8**	**192.7**	**F**	**F**	**171.7[5]**	**201.8[5]**	**F**	**F**
2	Inland Valley Drive/Clinton Keith Road	DIF	TS	1	0	1	0	0	0	0	1	1	1	1	0	43.3	**59.9**	D	**F[6]**	**44.2**	**64.1**	**F[6]**	**F[6]**
3	Inland Valley Drive/Prielipp Road	DIF	AWS	0	0	0	1	0	1	1	1	0	0	1	1	11.0	19.4	B	C	11.1	19.7	B	C
4	Salida Del Sol/Clinton Keith Road	TUMF	CSS	0	1	0	0	1	0	1	1	0	0	1	0	**656.9**	**1,444.6**	**F**	**F**	**738.4[5]**	**1,627.6[5]**	**F**	**F**
5	Driveway 1/Prielipp Road	Project	CSS	0	1	0	0	1	0	0	1	0	0	1	0	—	—	—	—	15.0	18.7	B	C
6	Elizabeth Lane/Clinton Keith Road	TUMF	CSS	0	1	0	0	1	d	1	1	0	1	1	d	**1,704.3**	**5,805.5**	**F**	**F**	**2,262.4[5]**	**6,678.1[5]**	**F**	**F**
7	Elizabeth Lane/Driveway 2	Project	CSS	0	1	0	0	1	0	0	1	0	0	0	0	—	—	—	—	9.1	9.2	A	A
8A	Elizabeth Lane/Driveway 3	Project	CSS	0	1	0	0	1	0	0	1	0	0	0	0	—	—	—	—	8.5	8.6	A	A
8B	Elizabeth Lane/Driveway 4	Project	CSS	0	1	0	0	1	0	0	1	0	0	0	0	—	—	—	—	8.5	8.6	A	A
9	Elizabeth Lane/Prielipp Road	Project	CSS	0	1	d	0	1	0	1	1	0	1	1	0	16.0	19.7	C	C	16.7	20.2	C	C

Source: Urban Crossroads 2015

1. *TUMF funded intersections are based on the January 2015 Southwest Zone 5-year Transportation Improvement Program Amendment (**Appendix 3.11**); DIF funded intersections are based on the City of Wildomar Impact Fee Study Report (City of Wildomar 2014).*
2. *AWS = all-way stop; CSS = cross-street stop; TS = traffic signal*
3. *When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. (L = left; T = through; R = right; d= de facto right turn lane). A through lane shown opposite of a nonexistent intersection leg denotes a shared left-right turn lane rather than an actual through lane.*
4. *Delay and LOS calculated using Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown.*
5. *Project impact related to an increase in the peak-hour delay of more than 5 seconds*
6. *V/C is greater than 1.00; LOS F*

Bold *= Unsatisfactory level of service*
Bold *= Significant impact as defined by City of Wildomar standards*

As shown in **Table 3.11-10**, the George Avenue/Clinton Keith Road, Salida Del Sol/Clinton Keith Road, and Elizabeth Lane/Clinton Keith Road intersections are anticipated to experience unacceptable level of service during both the AM and PM peak hours during the Opening Year (2017) without the project. In addition, the Inland Valley Drive/Clinton Keith Road intersection will operate at an unacceptable level of service during the PM peak hour in 2017 without the project.

The addition of project traffic in the Opening Year (2017) is not anticipated to result in any additional deficient intersection beyond those identified for 2017 without the project, with the exception of the Inland Valley Drive/Clinton Keith Road intersection, which would experience a reduction in level of service from the acceptable LOS D to the unacceptable LOS F during the AM peak hour. Furthermore, the Salida Del Sol/Clinton Keith Road and Elizabeth Lane/Clinton Keith Road intersections were found to warrant a traffic signal under the Opening Year 2017 With Project scenario (Urban Crossroads 2015, p. 53). A signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate to a poor level of service.

As previously described, 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, Western Riverside County Transportation Uniform Mitigation Fee, and the recently adopted City Traffic Signal Development Impact Fee (DIF) (Article I, Development Impact Fees, of Chapter 3.44),[1] the project applicant will be required to participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions. Specifically, this will be done through the payment of Western Riverside County Transportation Uniform Mitigation Fees and City of Wildomar Development Impact Fees. Per Municipal Code Chapters 3.40 and 3.44, these fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases.

Each of the following improvements has been identified as being included as part of the TUMF funding program or City DIF funding program.

George Avenue/Clinton Keith Road (#1)

- Restripe the eastbound right turn lane as a shared through-right turn lane (TUMF)
- Construct a westbound shared through-right turn lane (TUMF)

Inland Valley Drive/Clinton Keith Road (#2)

- Construct an eastbound through lane (TUMF)
- Construct a westbound through lane (TUMF)

[1] During its June 10, 2015, meeting, the City Council adopted Resolution No. 2015-24, Chapter 3.44 (City Traffic Signal Development Impact Fee) of the City of Wildomar Municipal Code and approved Ordinance No. 106, which repeals Chapter 10.40 (Traffic Signal Cost Mitigation Fee Program) of the City's Municipal Code.

Salida Del Sol/Yamas Drive/Clinton Keith Road (#4)

- Construct an eastbound shared through-right turn lane (TUMF)
- Construct a westbound left turn lane (TUMF)

Elizabeth Lane/Clinton Keith Road (#6)

- Construct an eastbound shared through-right turn lane (TUMF)
- Construct a westbound shared through-right turn lane (TUMF)

In addition to the TUMF and DIF funding programs, the project applicant will be required to participate in a fair-share contribution, as directed by the City. When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. As such, mitigation measure **MM 3.11.2** requires a 2-percent fair share contribution for Salida Del Sol/Yamas Drive/Clinton Keith Road and a 2.8-percent fair share contribution for Elizabeth Lane/Clinton Keith Road (as calculated by Urban Crossroads (2015)) fair-share contribution. Applicant fees are required to be received prior to occupancy of the proposed project.

Mitigation Measures

MM 3.11.2 The project applicant shall be required to construct or pay its fair share of the following traffic improvements:

Salida Del Sol/Yamas Drive/Clinton Keith Road (#4)

- Install a traffic signal
- Construct a northbound left turn lane
- Construct a northbound shared through-right turn lane
- Construct a southbound left turn lane

Elizabeth Lane/Clinton Keith Road (#6)

- Install a traffic signal
- Construct a northbound left turn lane
- Restripe the southbound approach to provide one left turn lane and one shared through-right turn lane

The effectiveness of implementation of these transportation improvement strategies is shown in **Table 3.11-11**.

TABLE 3.11-11
INTERSECTION ANALYSIS FOR OPENING YEAR (2017) WITH PROJECT CONDITIONS – WITH IMPROVEMENTS

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	George Avenue/Clinton Keith Road																	
	-- without improvements	TS	1	1	0	1	1	1	1	1	1	1	1	d	**171.7**	**201.8**	**F**	**F**
	-- with improvements	TS	1	1	0	1	1	1	1	2	0	1	2	0	29.2	31.0	C	C
2	Inland Valley Drive/Clinton Keith Road																	
	-- without improvements	TS	1	0	1	0	0	0	0	1	1	1	1	0	**44.2**	**64.1**	**F[4]**	**F[4]**
	-- with improvements	TS	1	0	1	0	0	0	0	2	1	1	2	0	23.0	26.3	C	C
4	Salida Del Sol/Clinton Keith Road																	
	-- without improvements	CSS	0	1	0	0	1	0	1	1	0	0	1	0	**738.4**	**1,627.6**	**F**	**F**
	-- with improvements	TS	1	1	0	1	1	0	1	2	0	1	1	0	23.4	32.9	C	C
6	Elizabeth Lane/Clinton Keith Road																	
	-- without improvements	CSS	0	1	0	0	1	d	1	1	0	1	1	d	**2,262.4**	**6,678.1**	**F**	**F**
	-- with improvements	TS	1	1	0	1	1	0	1	2	0	1	2	0	21.7	31.5	C	C

Source: Urban Crossroads 2015

1. *When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. (L = left; T = through; R = right; d= de facto right turn lane). A through lane shown opposite of a nonexistent intersection leg denotes a shared left-right turn lane rather than an actual through lane.*
2. *Delay and LOS calculated using Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown.*
3. *AWS = all-way stop; CSS = cross-street stop; TS = traffic signal*
4. *V/C is greater than 1.00; LOS F*

Bold *= Unsatisfactory level of service*

As shown in **Table 3.11-11**, implementation of the proposed mitigation measures will ensure that all intersections operate at an acceptable level of service under the Opening Year (2017) With Project Conditions scenario.

However, the City does not have the authority to implement TUMF funded program improvements independent of the Riverside County Transportation Commission and cannot be certain that the other projects shown in **Table 4-3** of the TIA (**Appendix 3.11**) will be built and will pay to address their impacts at the intersections addressed in **MM 3.11.2**. Without certain funding, the City cannot guarantee that the proposed improvements will be constructed as proposed by mitigation measure **MM 3.11.2**.

Because the City cannot be certain that the improvements will occur, the EIR must assume that the improvements may not occur and that the project impacts would remain as shown in **Table 3.11-10**. As shown in **Table 3.11-10**, the intersection analysis for opening year 2017 would result in significant impacts at George Avenue/Clinton Keith Road (Intersection #1); Inland Valley Drive/Clinton Keith Road (Intersection #2); Salida Del Sol/Clinton Keith Road (Intersection #4); and Elizabeth Lane/Clinton Keith Road (Intersection #6). While the City will collect fees representing the proportionate share of the proposed project's impact at the intersections identified in mitigation measure **MM 3.11.2**, for theses reasons, this impact remains **significant and unavoidable**.

Roadway or Traffic Hazard (Standard of Significance 4)

Impact 3.11.3 Implementation of the proposed project will not result in increased hazards due to a design feature or incompatible uses. This impact is considered **less than significant.**

The City of Wildomar implements development standards designed to ensure standard engineering practices are used for all improvements. The proposed project would be checked for compliance with these standards as part of the review process conducted by the City. The project includes improvements to the transportation and circulation system surrounding the site, and all such improvements would be designed and constructed to local, regional, and federal standards. As such, they would not introduce any hazardous design features.

The project is proposed to have access on Prielipp Road via Driveway 1 and Elizabeth Lane via Driveway 2 and Driveway 3. All three project driveways are proposed to be full access. Construction of on-site and site-adjacent improvements would occur in conjunction with adjacent project development activity or as needed for project access purposes. The site access driveway improvements for the project are included in the Traffic Impact Analysis and described in **Table 3.11-12**.

TABLE 3.11-12
SITE ACCESS DRIVEWAY IMPROVEMENTS

#	Access Driveway	Funding Source	Site Access Driveway Improvement
5	Driveway 1/Prielipp Road	Project Applicant	Installation of a stop control on the southbound approach and construction of the intersection with the following geometrics: • Northbound approach – N/A • Southbound approach – one shared left-right turn lane • Eastbound approach – one shared left-through lane • Westbound approach – one shared through-right turn lane
7	Elizabeth Lane/Driveway 2	Project Applicant	Installation of a stop control on the eastbound approach and construction of the intersection with the following geometrics: • Northbound approach – one shared left-through lane • Southbound approach – one shared through-right turn lane • Eastbound approach – one shared left-right lane • Westbound approach – N/A
8A	Elizabeth Lane/Driveway 3	Project Applicant	Installation of a stop control on the eastbound approach and construction of the intersection with the following geometrics: • Northbound approach – one shared left-through lane • Southbound approach – one shared through-right turn lane • Eastbound approach – one shared left-right lane • Westbound approach – N/A
8B	Elizabeth Lane/Driveway 4	Project Applicant	Installation of a stop control on the eastbound approach and construction of the intersection with the following geometrics: • Northbound Approach: one shared left-through lane • Southbound Approach: one shared through-right turn lane • Eastbound Approach: one shared left-right turn lane • Westbound Approach: N/A
9	Elizabeth Lane/Prielipp Road	Project Applicant	Installation of stop controls on the northbound and eastbound approaches and construction of the intersection with the following geometrics: • Northbound approach – one shared left-through-right turn lane • Southbound approach – one shared left-through-right turn lane • Eastbound approach – one left turn lane and one shared through-right turn lane • Westbound approach – one left turn lane and one shared through-right turn lane

Source: Urban Crossroads 2015

Additionally, as part of the development, the project would construct improvements on the site-adjacent roadways of Bunny Trail, Prielipp Road, and Elizabeth Lane. Roadway improvements necessary to provide site access are assumed to be constructed in conjunction with site development and are described below. These improvements would be constructed as adjacent portions of the project are developed.

On-Site Roadway Improvements

Bunny Trail – Bunny Trail is a future east–west-oriented roadway located along the project's northern boundary. It is proposed to be constructed at its ultimate half-section width as a collector (74-foot right-of-way) between the project's western boundary and Elizabeth Lane.

Prielipp Road – Prielipp Road is an east–west-oriented roadway located along the project's southern boundary. The roadway would be constructed at its ultimate half-section width as a secondary highway (100-foot right-of-way) between the project's western boundary and Elizabeth Lane.

Elizabeth Lane – Elizabeth Lane is a future north–south-oriented roadway located along the project's eastern boundary. It would be constructed at its ultimate half-section width as a collector (74-foot right-of- way) from the project's northern boundary to Prielipp Road.

Wherever necessary, roadways adjacent to the project, site access points, and site-adjacent intersections will be constructed to be consistent with or within the recommended roadway classifications and respective cross sections in the City of Wildomar General Plan Circulation Element. On-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the project site. As part of the City's review of all improvement plans, sight distance at each project access point will be reviewed with respect to City of Wildomar sight distance standards at the time of preparation of final grading, landscape, and street improvement plans. The proposed project does not include any dangerous design features, curves, or intersections. As such, impacts would be **less than significant.**

Mitigation Measures

None required.

Emergency Access (Standard of Significance 5)

Impact 3.11.4 Implementation of the proposed project could result in temporary blockages of Prielipp Road and Elizabeth Lane and other roadways, causing an impact to emergency access. This impact is considered **potentially significant**.

All of the roadways proposed with the project meet the City's design standards for access. During construction of improvements associated with the project, roadways may be temporarily blocked or subject to detours and delays, which could temporarily affect emergency access. Construction of the project will require the export of materials from the site and import of construction materials to the site. The exported materials will be transported via dump trucks. Each truck will generate one inbound and one outbound trip, accounting for a total of two truck trips per load of material exported. Export/import of materials is anticipated to consist of the export of soil from the site (approximately 34,497 cubic yards) and the importation of raw building materials, concrete, asphalt, etc.

In order to minimize the impact of construction truck traffic to the surrounding roadway network, trucks will utilize the most direct route between the site and I-15 via Clinton Keith Road. As required by mitigation measure **MM 3.11.4**, the export of materials will occur during off-peak hours in order to have a minimal traffic impact to the surrounding roadway network. Specifically, the hauling trips will be limited during the AM and PM peak commute hours. A construction traffic management plan will be implemented for the duration of the construction phase. Both Riverside County and the City of Wildomar require traffic management plans (TMP) for large-

scale construction projects. A TMP is prepared through coordination with emergency services personnel and made part of the construction requirements placed on the contractor. The TMP often requires public notice of construction schedules as well as contact information in case of emergency or concern with the construction site and/or roadways. A TMP can be customized to avoid construction during special events, holidays, or other periods of intense traffic demand. Of particular focus in a TMP is a requirement to ensure access to adjacent homes and property during the construction process. Coordination of the TMP with local and regional emergency personnel is required to ensure consistency. The following mitigation measure establishes the requirement for the TMP and minimizes the effect of construction activity on emergency access.

After construction, emergency access throughout the project site will be developed in accordance with applicable ordinances, standard conditions of approval, and permits related to emergency access and reduce this impact to a less than significant level.

Mitigation Measures

MM 3.11.4 The project applicant shall prepare and implement a traffic management plan (TMP) to minimize inconveniences during construction. Included among the provisions, the contractor shall coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP shall also limit construction activity to the extent feasible, and limit all soil export activities to occur outside of the typical weekday morning (7:00 AM to 9:00 AM) and weekday evening (4:00 PM to 6:00 PM) peak commute hours. The TMP shall include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone shall be maintained throughout the construction period.

Timing/Implementation: *Prior to and during construction*

Enforcement/Monitoring: *City of Wildomar Public Works and Planning Departments*

Implementation of mitigation measure **MM 3.11.4** will reduce this impact to a **less than significant** level.

Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities (Standard of Significance 6)

Impact 3.11.5 Implementation of the proposed project will not conflict with adopted policies, plans, or programs supporting alternative transportation. This is considered a **less than significant** impact.

The addition of population proposed by the project has the potential to increase the demand for public transit. There is one transit route that could serve the project, RTA Route 23. An RTA Route 23 bus stop is located at the corner of Elizabeth Lane and Prielipp Road. There is currently little pedestrian and bicycle activity in the area, and no trails are currently planned in the immediate vicinity of the project site. As such, the proposed project would provide the opportunity for RTA to expand its service area along Prielipp Road to better meet the needs of not only the proposed project but those residing and working in proximity to it. Additionally,

existing transit options would remain intact and not otherwise be affected by the project. Therefore, impacts related to existing alternative transportation would not result from the project, and the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation or the expansion of alternative transportation. Therefore, a **less than significant** impact would occur in terms of alternative transportation.

Mitigation Measures

None required.

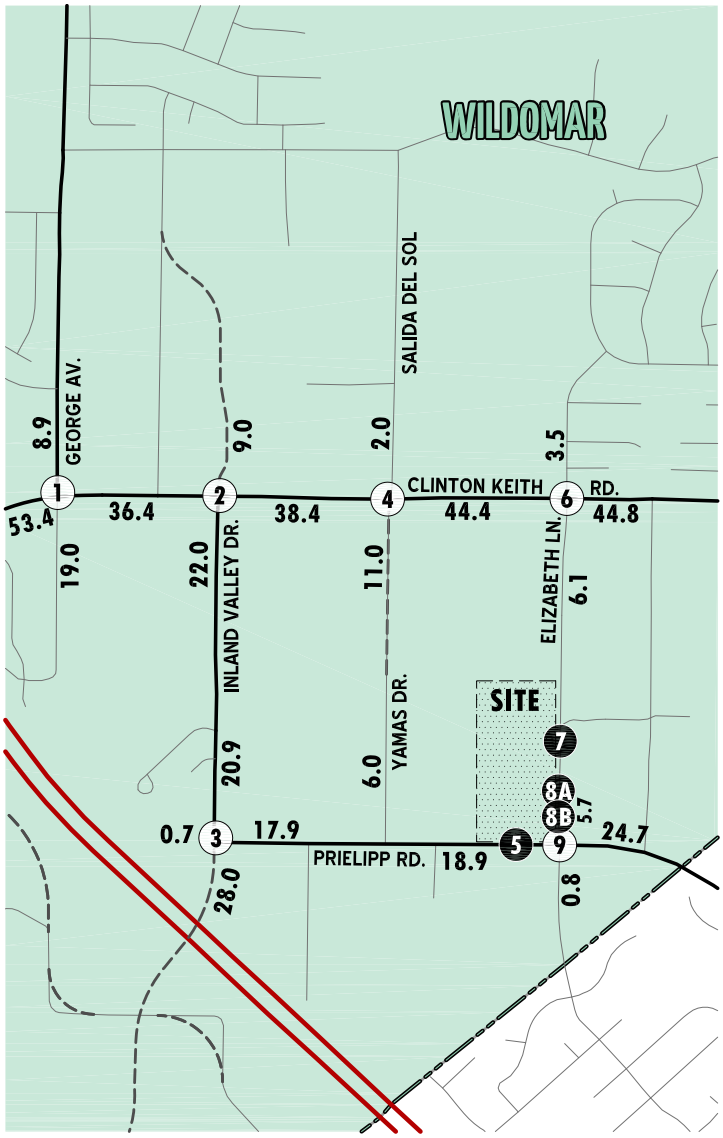
3.11.6 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting includes the buildout population and land use mix of the City of Wildomar General Plan. Additionally, a cumulative project list was developed for the purposes of this cumulative analysis. A cumulative development location map and a summary of cumulative development land uses are shown in **Appendix 3.11-A**. The AM and PM peak-hour volumes as well as the ADT that can be expected for Cumulative (Post-2035) Without Project traffic conditions are shown on **Figure 3.11-9**.

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T:_CSWork\Wildomar, City of\Horizons Project 14-0040\Figures



1 George Av. & Clinton Keith Rd.
470(210) 57(90) 47(99) | 66(22) 1199(1754) 112(131)
481(287) 1302(1466) 111(229) | 94(336) 62(78) 93(105)

2 Inland Valley Dr. & Clinton Keith Rd.
64(102) 190(241) 45(108) | 62(103) 1116(1295) 378(345)
73(94) 934(1233) 442(314) | 256(462) 125(324) 180(487)

3 Inland Valley Dr. & Prielipp Rd.
32(4) 420(686) 199(265) | 225(228) 15(5) 380(574)
20(26) 10(17) 0(0) | 0(0) 400(760) 380(700)

4 Salida Del Sol/ Yamas Dr. & Clinton Keith Rd.
22(60) 51(58) 74(69) | 59(80) 1177(1428) 370(126)
28(98) 991(1560) 159(81) | 117(156) 52(62) 192(154)

5 Driveway 1 & Prielipp Rd.
966(659) 1(4)
374(1309) 9(30) | 27(18) 4(2)

6 Elizabeth Ln. & Clinton Keith Rd.
62(27) 43(40) 25(62) | 23(20) 1249(1566) 125(60)
52(89) 1216(1590) 190(104) | 70(129) 30(52) 59(122)

7 Elizabeth Ln. & Driveway 2
Future Intersection

8A Elizabeth Ln. & Driveway 3
Future Intersection

8B Elizabeth Ln. & Driveway 4
Future Intersection

9 Elizabeth Ln. & Prielipp Rd.
174(69) 2(13) 113(111) | 119(124) 754(555) 17(32)
64(162) 292(1119) 12(24) | 36(29) 11(3) 42(23)

LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

26(31) = AM(PM) PEAK HOUR VOLUMES

Source: Urban Crossroads

NOT TO SCALE

N

Figure 3.11-9

Cumulative Without Project ADT

The intersection analysis results for Cumulative (Post-2035) Without Project conditions are summarized in **Table 3.11-15,** which indicates that all study area intersection locations will experience acceptable level of service (i.e., LOS C or D or better) during both of the peak hours with the exception of the intersections shown in **Table 3.11-13**.

TABLE 3.11-13
UNACCEPTABLY OPERATING INTERSECTIONS – CUMULATIVE (POST-2035) WITHOUT PROJECT CONDITIONS

ID	Intersection Location	Jurisdiction
3	Inland Valley Drive/Prielipp Road – LOS F AM and PM peak hours	Wildomar
4	Salida Del Sol/Yamas Drive/Clinton Keith Road – LOS F AM and PM peak hours	Wildomar
6	Elizabeth Lane/Clinton Keith Road – LOS F AM and PM peak hours	Wildomar
9	Elizabeth Lane/Prielipp Road – LOS F AM and PM peak hours	Wildomar

Source: Urban Crossroads 2015

Traffic signal warrant analysis for Cumulative (Post-2035) Without Project conditions resulted in the following intersection warranting a traffic signal in addition to those identified under Opening Year (2017) Without Project conditions as shown in **Table 3.11-14**.

TABLE 3.11-14
INTERSECTIONS WARRANTING TRAFFIC SIGNAL– CUMULATIVE (POST-2035) WITHOUT PROJECT CONDITIONS

ID	Intersection Location	Jurisdiction
3	Inland Valley Drive/Prielipp Road	Wildomar
9	Elizabeth Lane/Prielipp Road	Wildomar

Source: Urban Crossroads 2015

CUMULATIVE IMPACTS AND MITIGATION MEASURES

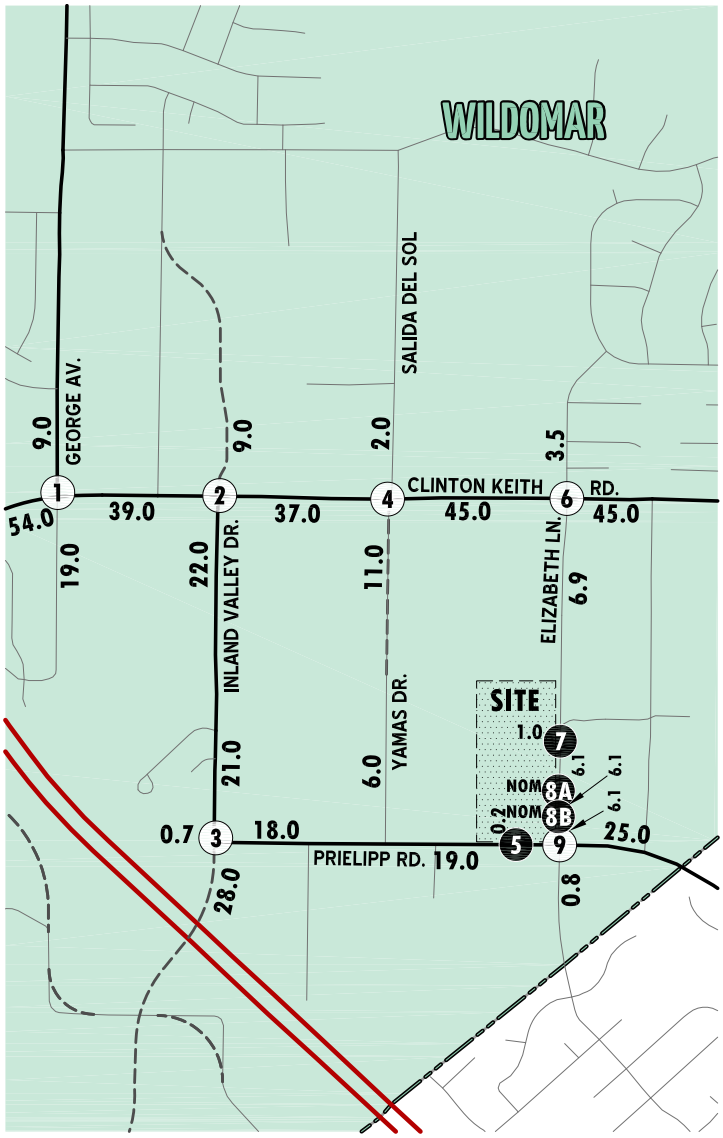
Cumulative Traffic Impacts on City Transportation Facilities

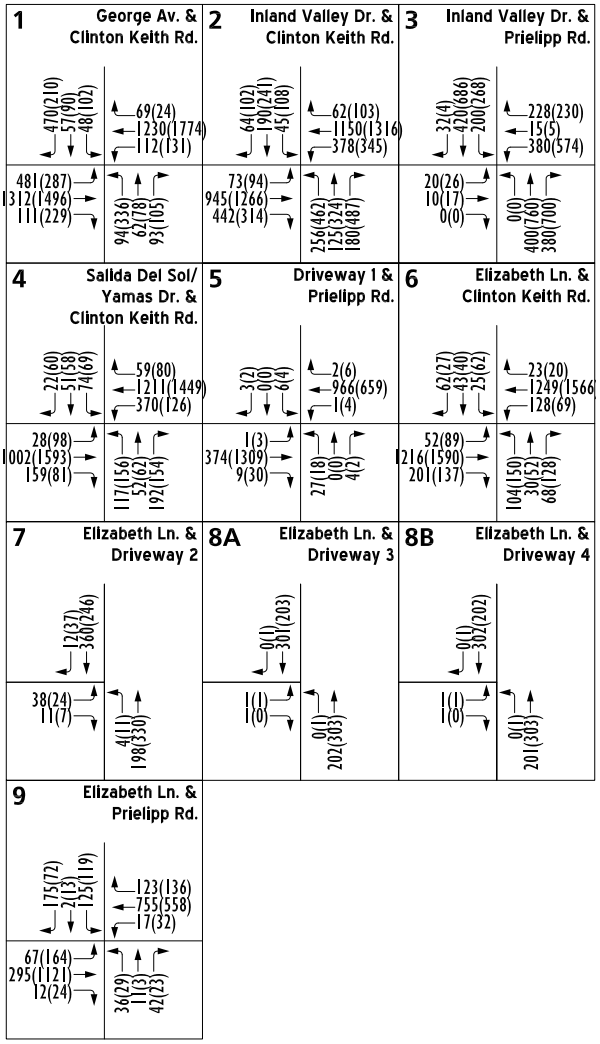
Impact 3.11.6 When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed project would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations. However, with the payment of off-site improvement fees, this is considered a **less than cumulatively considerable** impact.

Level of service calculations were conducted for the study intersections to evaluate their operations. **Figure 3.11-10** shows the ADT volumes that can be expected for Cumulative (Post-2035) With Project conditions. Cumulative (Post-2035) With Project AM and PM peak-hour intersection turning movement volumes are also shown in **Figure 3.11-10**. The intersection analysis results are summarized in **Table 3.11-15**, which also presents Cumulative (Post-2035) peak-hour traffic data without the proposed project.

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LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

26(31) = AM(PM) PEAK HOUR VOLUMES

NOM = NOMINAL, LESS THAN 50 VEHICLES PER DAY

Source: Urban Crossroads

NOT TO SCALE

N

Figure 3.11-10
Cumulative With Project ADT

TABLE 3.11-15
INTERSECTION ANALYSIS FOR CUMULATIVE (2035) CONDITIONS – WITH AND WITHOUT PROJECT

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Without Project				With Project			
			Northbound			Southbound			Eastbound			Westbound			Delay[2] (secs.)		Level of Service		Delay[2] (secs.)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	AM	PM	AM	PM
1	George Avenue/Clinton Keith Road	TS	1	1	0	1	2	1	2	3	1	1	3	1	48.7	47.4	D	D	49.2	47.9	D	D
2	Inland Valley Drive/Clinton Keith Road	TS	1	2	1	1	2	1	2	3	1	2	3	1	41.7	51.8	D	D	41.7	52.5	D	D
3	Inland Valley Drive/Prielipp Road	AWS	1	1	0	1	2	0	1	1	0	1	1	0	**159.4**	**616.5**	**F**	**F**	**159.5**	**616.5**	**F**	**F**
4	Salida Del Sol/Clinton Keith Road	CSS	0	1	0	0	1	0	1	1	0	0	1	0	—[5]	—[5]	**F**	**F**	—[5]	—[5]	**F**	**F**
5	Driveway 1/Prielipp Road	CSS	0	1	0	0	1	0	0	2	0	0	2	0	—	—	—	—	**27.3**	**110.4**	D	**F**[4]
6	Elizabeth Lane/Clinton Keith Road	CSS	0	1	0	0	1	d	1	2	0	1	2	d	—[5]	—[5]	**F**	**F**	—[5]	—[5]	**F**	**F**
7	Elizabeth Lane/Driveway 2	CSS	0	1	0	0	1	0	0	1	0	0	0	0	—	—	—	—	13.3	13.3	B	B
8A	Elizabeth Lane/Driveway 3	CSS	0	1	0	0	1	1	0	1	0	0	0	0	—	—	—	—	10.8	11.1	B	B
8B	Elizabeth Lane/Driveway 4	CSS	0	1	0	0	1	0	0	1	0	0	0	0	—	—	—	—	11.8	12.2	B	B
9	Elizabeth Lane/Prielipp Road	CSS	0	1	d	0	1	0	1	2	0	1	2	0	**282.9**	**1,139.1**	**F**	**F**	**350.4**	**1,281.3**	**F**	**F**

Source: Urban Crossroads 2015

1. *When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. (L = left; T = through; R = right; d= de facto right turn lane). A through lane shown opposite of a nonexistent intersection leg denotes a shared left-right turn lane, not a real through lane.*
2. *Delay and LOS calculated using Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. Per the 2000 Highway Capacity Manual, overall average intersection delay and LOS are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown.*
3. *AWS = all-way stop; CSS = cross-street stop; TS = traffic signal*
4. *This calculated deficiency results from the Traffix software, which does not take into account adjacent intersection operations and their effects on "grouping" or "platooning" of cross-street traffic along Prielipp Road. As HCM methodology for intersection operations analysis at a cross-street stop intersection is to report the delay of the most impacted movement, in the case of the northbound left turning vehicles from the cumulative development adjacent to the project, the reported delay is not representative of the average delay experienced by vehicles moving eastward and westward along Prielipp Road or entering and exiting the project on the north side of the street. The combination of Traffix software operations and HCM intersections operations reporting methodology results in a conservative analysis, as the calculations assume a worst-case scenario where cross-street traffic is distributed evenly throughout the analysis-hour which would provide the least amount of "gaps" in traffic flow along Prielipp Road. As it is anticipated that either or both adjacent intersections of Yamas Drive at Prielipp Road or Elizabeth Lane at Prielipp Road would be signalized in cumulative conditions, it is anticipated that the east–west traffic flow along Prielipp Road will not be uniform and will instead be "grouped" or "platooned" by these traffic signals, resulting in gaps for vehicles to enter and exit driveways. In addition, a review of the adjacent cumulative development's site plan reveals that vehicles will have access to the intersection of Elizabeth Lane and Prielipp Road in order to make northbound left turns. In anticipation of future signalization and its effects on traffic flow and the addition of a more accessible entry/exit point for the cumulative development at Elizabeth Lane and Prielipp Road, the intersection of Driveway 1 and Prielipp Road is not anticipated to operate at deficient LOS (LOS D or worse) during either peak hour.*
5. *Delay is theoretically infinite.*

Bold *= Unsatisfactory level of service;* ***Bold*** *= Significant cumulative impact*

As previously described, 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, Western Riverside County Transportation Uniform Mitigation Fee, and the adopted City Traffic Signal Development Impact Fee (DIF) (Article I, Development Impact Fees, of Chapter 3.44), the project applicant will be required to participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions. Specifically, this will be done through the payment of Western Riverside County TUMF, City of Wildomar DIF, and a fair-share contribution as directed by the City. Per Municipal Code Chapters 3.40 and 3.44, these fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases.

Transportation improvements have been listed under Impact 3.11.2. Each of these transportation improvements has been identified as being included as part of a TUMF funding program, City DIF funding program, or fair-share contribution. Applicant fees are required to be received prior to occupancy of the proposed project. The effectiveness of implementation of these transportation improvement strategies is shown in **Table 3.11-16**.

TABLE 3.11-16
INTERSECTION ANALYSIS FOR CUMULATIVE (POST-2035) WITH PROJECT CONDITIONS – WITH IMPROVEMENTS

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
4	Salida Del Sol/Clinton Keith Road																	
	-- without improvements	CSS	0	1	0	0	1	0	1	2	0	0	2	0	—[5]	—[5]	**F**	**F**
	-- with improvements	TS	1	1	0	1	1	0	1	2	0	1	2	0	31.5	26.8	C	C
6	Elizabeth Lane/Clinton Keith Road																	
	-- without improvements	CSS	0	1	0	0	1	D	1	2	0	1	2	0	—[5]	—[5]	**F**	**F**
	-- with improvements	TS	1	1	0	1	1	0	1	2	0	1	2	0	23.5	25.3	C	C
9	Elizabeth Lane/Prielipp Road																	
	-- without improvements	CSS	0	1	D	0	1	0	1	2	0	1	2	d	350.4	1,281.3	**F**	**F**
	-- with improvements	TS	1	1	0	1	1	0	1	2	0	1	2	0	20.9	22.3	C	C

Source: Urban Crossroads 2015

1. *When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. (L = left; T = through; R = right; d= de facto right turn lane). A through lane shown opposite of a nonexistent intersection leg denotes a shared left-right turn lane rather than an actual through lane.*
2. *Delay and LOS calculated using Traffix (Version 8.0 R1, 2008) for signalized and unsignalized intersections. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and LOS for the worst individual movement (or movements sharing a single lane) are shown.*
3. *AWS = all-way stop; CSS = cross-street stop; TS = traffic signal*
4. *V/C is greater than 1.00; LOS F*
5. *Delay is theoretically infinite.*

Bold *= Unsatisfactory level of service*

While the short term impacts are considered Significant and Unavoidable, the long term impacts are considered Less than Significant because the City reasonably assumes that other the improvements will eventually be constructed. Other TUMF funded facilities have been constructed in the Wildomar area, most notably the Clinton Keith Interchange, and others are in the process such as Bundy Canyon Road. Therefore, the City reasonably assumes that other impact fees paid by other developments subject to TUMF will eventually produce sufficient revenue to construct the improvements.

Therefore, since the project applicant will be required to participate in the funding of off-site improvements identified above per City Municipal Code Chapter 3.40, Western Riverside County Transportation Uniform Mitigation Fee, and Article I, Development Impact Fees, of Chapter 3.44, this impact is **less than cumulatively considerable**.

Mitigation Measures

None required.

REFERENCES

Caltrans (California Department of Transportation). 2002. *Guide for the Preparation of Traffic Impact Studies.*

RCTC (Riverside County Transportation Commission). 2011. *2011 Riverside County Congestion Management Program.*

RTA (Riverside Transit Agency). 2015. RTA website – About RTA. http://www.riversidetransit.com/index.php/about-rta/about-rta.

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3.12 POPULATION AND HOUSING

This section provides existing population and housing characteristics in Wildomar and evaluates potential population and housing impacts created by the proposed project.

3.12.1 EXISTING SETTING

POPULATION

This section discusses regional (Riverside County) and local (Wildomar) population and housing growth. As shown in **Table 3.12-1**, the growth of Wildomar is predicted to outpace the growth of western Riverside County as a whole.

TABLE 3.12-1
FORECAST POPULATIONS – WESTERN RIVERSIDE COUNTY AND WILDOMAR

Year	Western Riverside County		Wildomar	
	Population	Percentage Growth	Population	Percentage Growth
2000	1,236,309	—	14,064	—
2010	1,733,694	40.2%	32,176	128.8%
2020	2,003,412	15.6%	42,475	32.0%
2035	2,466,332	23.1%	53,664	26.3%

Source: Wildomar 2013a, Table 3.8-4
Notes: Population of the Western Riverside subregion, defined by the Western Riverside Council of Governments (WRCOG) as 80% of the unincorporated population and 81% of the incorporated population of Riverside County as a whole.

The City's Housing Element requires the City to redesignate and rezone land to demonstrate that Wildomar has land available for development to meet the City's Regional Housing Needs Allocation (RHNA) for the current planning period and the unmet need from the prior planning period. The City's RHNA for the 2013–2021 planning period is 2,535 dwelling units, and the unmet RHNA for the 2006–2012 planning period is 538 units. The City has completed the redesignations and rezoning required by the Housing Element.

As shown in **Table 3.12-2**, Wildomar's population growth generally kept pace with the growth in the county between 2007 and 2014, except for the year 2009 when growth in Wildomar occurred at a much higher rate than in the county.

TABLE 3.12-2
POPULATION GROWTH IN RIVERSIDE COUNTY AND WILDOMAR

Year	Riverside County			Wildomar		
	Population	Change	Percentage Growth	Population	Change	Percentage Change
2007	2,030,054	—	—	23,554	—	—
2008	2,077,183	47,129	2.3%	24,447	893	3.8%
2009	2,109,882	32,699	1.6%	31,374	6,927	28.3%
2010	2,189,641	79,759	3.8%	32,176	802	2.6%

Year	Riverside County			Wildomar		
	Population	Change	Percentage Growth	Population	Change	Percentage Change
2011	2,205,731	16,090	0.7%	32,414	238	0.7%
2012	2,227,577	21,846	1.0%	32,719	305	0.9%
2013	2,255,653	28,076	1.3%	33,182	463	1.4%
2014	2,279,967	24,314	1.1%	33,718	536	1.6%
2015	2,308,441	28,474	1.2%	34,148	430	1.2%

Sources: DOF 2014, 2015; Wildomar 2013a, Table 3.8-3

HOUSING

Table 3.12-3 illustrates the housing growth in Riverside County and Wildomar since 2007. As with the growth in population, the greatest increase in housing in the city occurred in 2009 with 42.6 percent growth.

TABLE 3.12-3
HOUSING GROWTH IN RIVERSIDE COUNTY AND WILDOMAR

Year	Riverside County			Wildomar		
	Total Dwelling Units	New Units	Percentage Growth	Total Dwelling Units	New Units	Percentage Growth
2007	753,286	—	—	7,232	—	—
2008	772,480	19,194	2.6%	7,455	223	3.1%
2009	779,077	6,597	0.9%	10,630	3,175	42.6%
2010	800,707	21,630	2.8%	10,806	176	1.7%
2011	804,913	4,206	0.5%	10,840	34	0.3%
2012	807,970	3,057	0.4%	10,847	7	0.1%
2013	812,234	4,264	0.5%	10,927	80	0.7%
2014	817,008	4,774	0.6%	11,047	120	1.1%

Sources: DOF 2014; Wildomar 2013a, Table 3.8-3

Table 3.12-4 summarizes the characteristics of the existing regional and local housing in 2014. According to California Department of Finance estimates, there are currently (2014) 817,008 housing units in Riverside County. Single-family housing accounts for just over 74 percent of all housing units. Comparatively, of the total 11,047 housing units in Wildomar, approximately 69 percent are single-family homes. In 2014, approximately 86 percent of the housing units in the county were occupied, leaving approximately 14 percent vacant. In Wildomar, approximately 92 percent of the housing units were occupied, with less than 8 percent of the city's housing inventory vacant. Slightly more than three persons on average resided in each occupied housing unit in both Riverside County and Wildomar; the average is slightly higher in Wildomar (3.3 in Wildomar and 3.2 in Riverside County).

TABLE 3.12-4
EXISTING REGIONAL AND LOCAL HOUSING CHARACTERISTICS – OCCUPANCY/TYPE (2014)

Area	Total Units	Occupied Units	Vacant Units	Persons per Household	Single-Family Units[1]	Multi-Family Units[2]	Mobile Homes
City of Wildomar	11,047	10,215	832	3.3	7,673	513	2,861
Riverside County	817,008	700,413	116,595	3.21	606,485	131,296	79,227

Source: DOF 2014
Notes: 1. Single-Family includes Single Detached and Single Attached categories
2. Multi-Family contains Two to Four and Five Plus categories

3.12.2 REGULATORY FRAMEWORK

STATE

California Housing Policies

State policies affecting land use regulations in cities throughout California are included in housing policies as established by the Housing Element of the Wildomar General Plan. The Housing Element is the primary policy document regarding the development, rehabilitation, and preservation of housing for all economic segments of the population within a jurisdiction and is required by law. Accordingly, the Housing Element identifies and analyzes the existing and projected housing needs and states goals toward providing sufficient housing. The element contains policies, quantified objectives, and implementation programs for the preservation, improvement, and development of housing in Wildomar.

State law sets out a process for determining each local jurisdiction's fair share of regional housing needs, called the Regional Housing Needs Allocation. As a first step in the process, the California Department of Housing and Community Development assigns each regional council of governments a needed number of new housing units for that region, including affordable housing.

California Relocation Assistance Act

The California Relocation Assistance Act (Government Code Section 7260, et seq.) establishes uniform policies to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of state and/or local government projects or programs. The California Relocation Assistance Act requires that comparable replacement housing be made available to displaced persons within a reasonable period of time prior to the displacement. Displaced persons or businesses are assured payment for their acquired property at fair market value. Relocation assistance in the form of advisory assistance and financial benefits would be provided at the local level. This includes aid in finding a new home location, payments to help cover moving costs, and additional payments for certain other costs.

LOCAL

Southern California Association of Governments – Regional Comprehensive Plan

The 2008 Regional Comprehensive Plan provides regional forecasts and policies for dealing with anticipated growth including population, housing, and employment throughout Southern

California. Growth projections contained in the plan are based on a compilation of county and local projections. Forecasts are used as the basis for formulation of regional plans dealing with regional air quality, housing, transportation and circulation, and other infrastructure issues.

City of Wildomar General Plan

The City of Wildomar has adopted the County of Riverside's General Plan, which contains goals and policies regarding housing and population. In 2013, the City of Wildomar updated the Housing Element to pertain to the City's needs. The Housing Element identifies and establishes the City's policies with respect to meeting the needs of existing and future residents. Additionally, the Housing Element establishes policies that will guide City decision-making and sets forth an action plan to implement its housing goals (Wildomar 2013b).

The City of Wildomar's Housing Element contains 24 policies related to energy conservation, equal housing opportunities, conservation and improvement of housing stock, special needs groups, governmental constraints, and adequate housing.

3.12.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Based on the California Environmental Quality Act (CEQA) Guidelines Appendix G Environmental Checklist, a population and/or housing impact is considered significant if implementation of the project would result in any of the following:

1) Induce substantial 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).

2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

METHODOLOGY

Evaluation of potential population/housing/employment impacts is based on demographic information provided by the US Census Bureau website for Wildomar. In addition, the Wildomar General Plan and Housing Element were referenced. For the purposes of determining population and housing impacts, the fiscal impact analysis prepared by the Natelson Dale Group, Inc. (2014) estimates an increase in population of 2.5 persons per townhome and 1.2 persons per each assisted/skilled living unit. These factors were used to estimate the population of the proposed project.

PROJECT IMPACTS AND MITIGATION MEASURES

Induce Substantial Population Growth (Standard of Significance 1)

Impact 3.12.1 The project would not induce substantial 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). This impact is considered **less than significant**.

The proposed project includes the development of 138 townhomes and 86 assisted living/skilled nursing housing units. The fiscal impact analysis prepared by the Natelson Dale Group (2014) estimates an increase in population of 2.5 persons per townhome and 1.2 persons per each assisted/skilled living unit. Considering this estimate, the project will result in 345 persons in townhomes and 104 persons in assisted/skilled living units. An increase of 449 persons in the city equates to approximately 1.3 percent of Wildomar's estimated 2015 population of 34,148. This estimation is conservative in that it does not account for households that relocate to the project site from within Wildomar.

The City's RHNA for the 2013–2021 planning period is 2,535 dwelling units. Based on the city's average household size of 3.3 residents per home, as shown in **Table 3.12-4**, the additional 2,535 housing units would result in an increase in population of approximately 8,366. The proposed project is within the number of additional units and residents that were estimated and accounted for in the City's Housing Element, which was adopted after an EIR was certified for the element.

The project does not extend infrastructure to previously undeveloped areas, nor is the project of such a magnitude that it would cause significant numbers of people to relocate to the area solely for the purpose of being close to the project site for employment purposes. Once developed, the assisted living/skilled nursing facility is anticipated to employ approximately 76 persons (Natelson Dale Group 2014, p. 2). Because of the small percentage by which the project would incrementally increase the city's overall population, the fact that the growth is within the RHNA projections of the Housing Element, and the growth is also within the forecast population for the city, as shown in **Table 3.12-1**, impacts related to this issue would be **less than significant**.

Mitigation Measures

None required.

Housing Displacement/Replacement Housing (Standard of Significance 2)

Impact 3.12.2 The project would not displace substantial numbers of existing housing and would not necessitate the construction of replacement housing elsewhere. **No impact** would occur.

The project site is currently vacant and contains no housing and/or residents. The proposed project will result in the provision of 224 additional dwelling units, which will provide additional housing supply in Wildomar. Therefore, the proposed project would not displace substantial numbers of existing housing or necessitate the construction of replacement housing elsewhere, and thus would have **no impact**.

Mitigation Measures

None required.

Population Displacement/Replacement Housing (Standard of Significance 3)

Impact 3.12.3 The project would not displace substantial numbers of people or necessitate the construction of replacement housing elsewhere. **No impact** would occur.

As previously stated, the project site is currently vacant and contains no housing and/or residents. The proposed project will result in the provision of 224 additional dwelling units, which will provide additional housing supply in the city. Therefore, the proposed project would not displace substantial numbers of existing people or necessitate the construction of replacement housing elsewhere. Thus, it would have **no impact.**

Mitigation Measures

None required.

3.12.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

The setting for the cumulative analysis generally includes Wildomar and the surrounding cities of Lake Elsinore and Canyon Lake to the north and northwest, Murrieta to the south and southeast, and Menifee to the east and all existing, proposed, approved, and planned projects in these areas. **Table 3.12-5** illustrates the growth forecast for these cities as projected by the Western Riverside Council of Governments (WRCOG).

TABLE 3.12-5
FUTURE GROWTH FORECASTS

City	Year	
	2020	2035
Wildomar	42,475	53,664
Lake Elsinore	70,500	93,800
Canyon Lake	11,000	11,700
Murrieta	109,300	121,100
Menifee	93,100	119,400

Source: Wildomar 2013a, Table 3.8-4; WRCOG 2011

Development in the cumulative setting area would change the intensity of land uses in the region and would provide additional housing, employment, shopping, and recreational opportunities. This projected regional growth would result in significant environmental effects. The reader is referred to the other technical sections of this EIR for a complete analysis of the anticipated cumulative environmental effects of anticipated regional growth in combination with the proposed project.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Growth Inducement

Impact 3.12.4 The proposed project, in combination with other existing, approved, proposed, and reasonably foreseeable development in Wildomar and the region, could result in substantial growth inducement. This impact is **less than cumulatively considerable**.

Cumulative development in Wildomar would result in substantial, direct population growth through the construction of new housing units and the creation of new employment opportunities. In addition, such development could result in indirect growth through the

extension of existing and the construction of new roadways and infrastructure. However, as described under Impact 3.12.1, the proposed project's potential to result in direct growth inducement is considered a less than significant impact on its own. As is shown in **Table 3.12-5,** Wildomar and surrounding cities are expected to increase in population in the coming years. The proposed project would be located in an area identified for residential and business park development in the Wildomar General Plan; therefore, the project would be consistent with these projected uses. As such, the proposed project would not induce growth not already considered in the General Plan and the population forecasts for the city and surrounding area. As such, this impact is considered to be **less than cumulatively considerable**.

Mitigation Measures

None required.

REFERENCES

DOF (California Department of Finance). 2014. *Table E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011–2014, with 2010 benchmark.* Accessed March 13, 2015. http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php.

———. 2015. *E-1 Cities, Counties, and the State Population Estimates with Annual Percent Change – January 1, 2014 and 2015.* Accessed May 6. http://www.dof.ca.gov/research/demographic/.

Natelson Dale Group, Inc. 2014. *Prielipp Road Project, City of Wildomar, CA, Fiscal Impact Analysis.*

Wildomar, City of. 2013a. *Housing Element Update 2013–2021 Draft Environmental Impact Report*.

———. 2013b. *City of Wildomar Housing Element.* http://www.cityofwildomar.org/uploads/files/planning/Adopted%20Housing%20Element%2012-11-13.pdf.

WRCOG (Western Riverside Council of Governments). 2011. *Western Riverside County Growth Forecasts 2010–2035.* http://www.wrcog.cog.ca.us/uploads/media_items/wrcog-growth-forecast-2010-2035.original.pdf.

3.13 Land Use

This section describes the existing and proposed land uses on the project site, characterizes surrounding land uses, identifies potential conflicts between uses, and discusses project consistency with the City's environmental policy and other applicable planning documents.

3.13.1 ENVIRONMENTAL SETTING

EXISTING LAND USES

The project site is ±20 acres and located on vacant land. One unvegetated drainage feature bisects the project site and meanders from north to south before exiting and then reentering the site near the southwest corner of the property. No structures exist on the property.

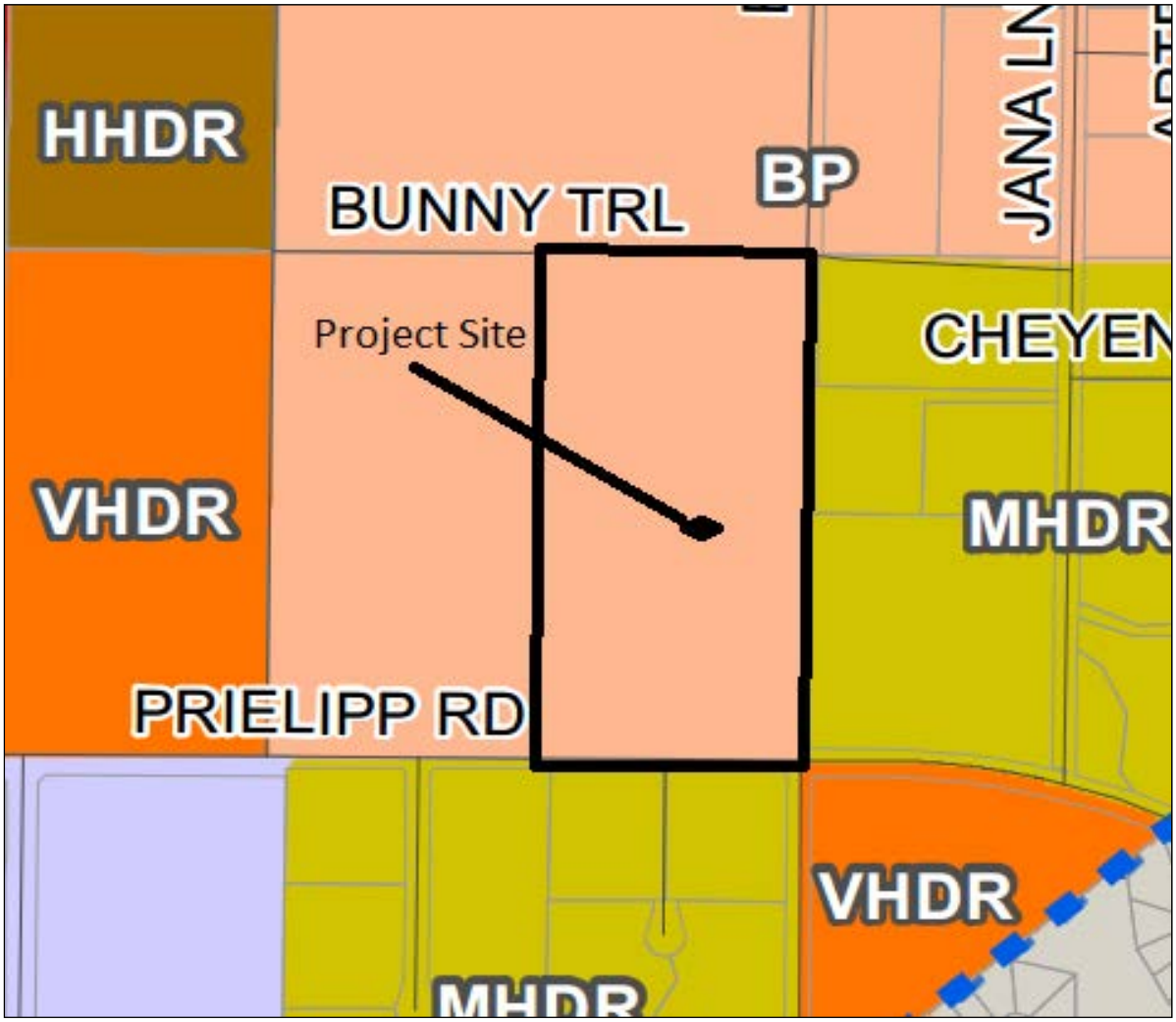
CURRENT GENERAL PLAN LAND USE DESIGNATIONS AND ZONING

The project site includes one parcel within the city limits (APN 380-250-023). The project site is currently designated in the Wildomar General Plan as Business Park (BP) and zoned Rural Residential (R-R). According to the City's General Plan, the BP land use designation allows employee-intensive uses, including research and development, technology centers, corporate and support office uses, "clean" industry, and supporting retail uses. Building intensity ranges from 0.25 to 0.6 floor area ratio. The Rural Residential zoning district allows low-density residential uses and a variety of other nonresidential uses. **Figures 3.13-1** and **3.13-2** show the project site's General Plan land use designation and zoning district.

ADJACENT LAND USES

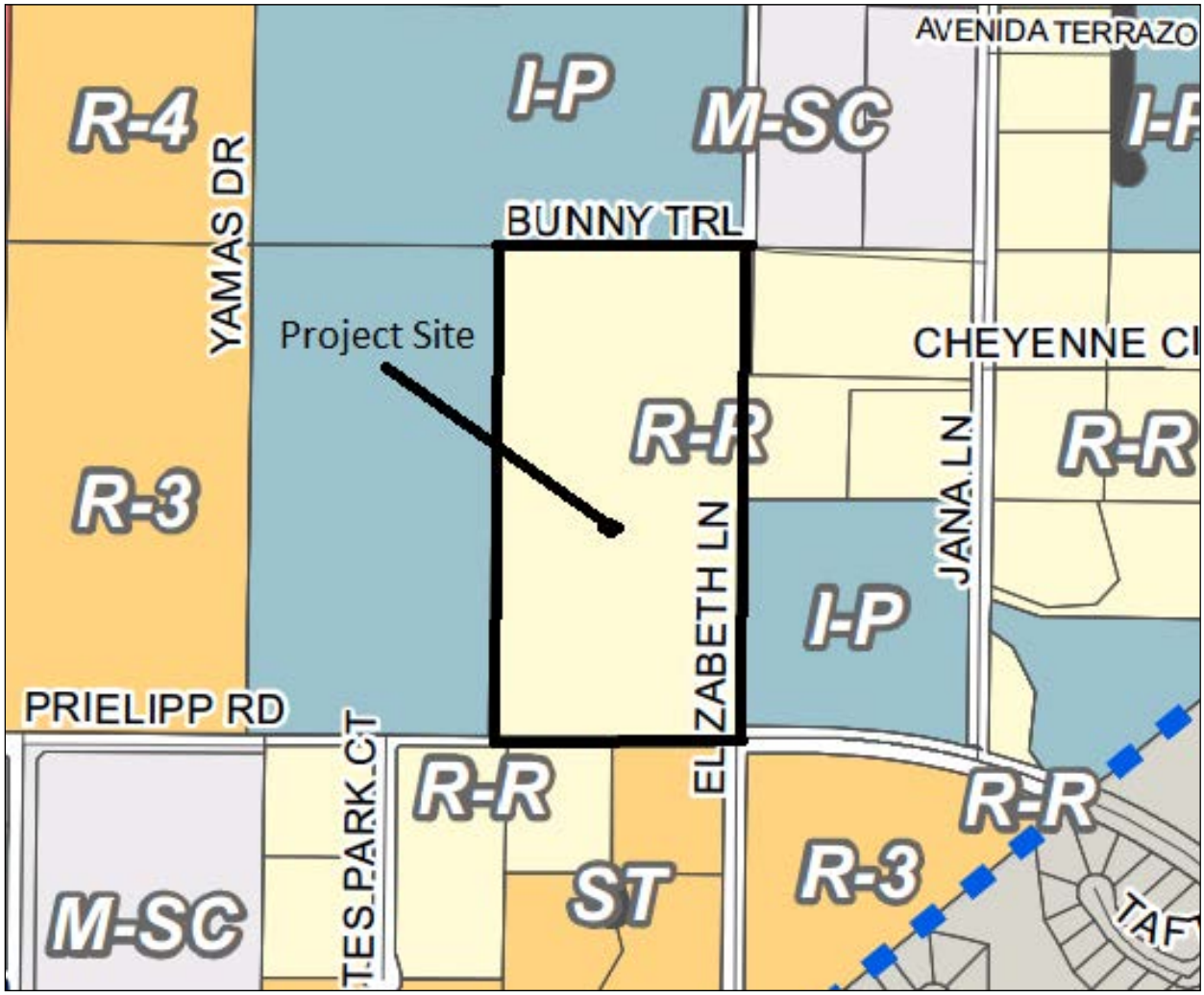
Surrounding land uses include a mix of rural and suburban residential development, open space, and a few commercial developments, with vacant land directly to the north. A storage rental facility is located adjacent to the northeast corner of the project site. To the east are rural residences, with higher-density residential land uses beyond. There are rural residences to the south of the site, with higher-density residential land uses and Interstate 15 (I-15) beyond. To the west is vacant land, with an apartment complex beyond. Commercial land uses are also located to the west of the site.

FIGURE 3.13-1
PROJECT SITE GENERAL PLAN DESIGNATION



Source: Wildomar 2015a

FIGURE 3.13-2
PROJECT SITE ZONING DISTRICT



Source: Wildomar 2015b

3.13.2 REGULATORY SETTING

REGIONAL

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is an association of all the local governments in the Southern California region. SCAG is the nation's largest metropolitan planning organization, representing 6 counties, 191 cities, including Wildomar, and more than 18 million residents. SCAG undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California now and in the future. Under the guidance of its Regional Council, SCAG's mission is to collaborate with its partners and facilitate a forum to develop and foster the realization of regional plans that improve the quality of life for residents of Southern California. SCAG's primary responsibility is to prepare all state and federally required transportation plans and programs that are necessary for securing transportation funding for highways, streets and roads, transit, bike and pedestrian facilities, and other transportation modes. SCAG also adopts the Regional Housing Needs Plan allocating affordable housing responsibilities to its member agencies (SCAG 2015).

LOCAL

City of Wildomar

General Plan

The Wildomar General Plan is the long-range guide for growth and development in the city. The General Plan provides a framework for decision-making related to planning and long-term development in the local and regional context. The policy provisions in the General Plan govern decisions relating to land use, traffic circulation, housing, community design, conservation and open space, noise, safety, and community facilities. The General Plan is also a tool to help City staff, City commissions, and the City Council make land use and public investment decisions and provides the framework for the City's Zoning Ordinance. It serves as the guide for the city as it grows over the next 15 to 20 years.

Zoning Ordinance

The Zoning Ordinance and Zoning Map, found in the City's Municipal Code (Chapter 17), provide specific development and land use regulations. Zoning regulations are designed to protect and promote the health, safety, and general welfare of residents, as well as preserve the character and integrity of neighborhoods.

The Wildomar Zoning Ordinance is a key implementation tool for the General Plan. Many of the goals, policies, and actions in the General Plan are achieved through zoning, which regulates public and private development. The City is responsible for ensuring that the Zoning Ordinance and the General Plan are in conformity. In most instances, this consistency will mean that land is designated in the General Plan and zoned for similar uses with similar development standards (i.e., similar densities and minimum parcel sizes). Where zoning and General Plan land use designations are not identical, General Plan policies should be consulted carefully for guidance in amending the Zoning Ordinance for consistency with the General Plan.

City Building Code

The State of California provides minimum standards for building design through the California Building Standards Code (CBSC) (California Code of Regulations, Title 24). Wildomar enforces the CBSC through its Municipal Code. The City Building Code (Wildomar Municipal Code, Title 8) incorporates the CBSC, including recent changes. The CBSC is based on the Uniform Building Code, which is used widely throughout the United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for conditions in California. State regulations and engineering standards related to geology, soils, and seismic activity in the Uniform Building Code are reflected in the CBSC requirements. Through the CBSC, the State of California provides a minimum standard for building design and construction.

Design Standards and Guidelines

The Design Standards and Guidelines are for the use of property owners and design professionals submitting development applications to the City Planning Department and are intended to provide the minimum specifications for land development. Provisions pertain to residential, commercial, industrial, wireless communications facility, and auto sale land uses.

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The MSHCP serves as a comprehensive, multi-jurisdictional habitat conservation plan, pursuant to Section (a)(1)(B) of the federal Endangered Species Act, as well as a natural communities conservation plan under the California Natural Community Conservation Planning Act of 2001. The plan encompasses all of Riverside County west of the crest of the San Jacinto Mountains to the Orange County line. The overall biological goal of the MSHCP is to conserve covered species and their habitats, as well as to maintain biological diversity and ecological processes while allowing for future economic growth in a rapidly urbanizing region.

Federal and state wildlife agencies approved permits required to implement the MSHCP on June 22, 2004. Implementation of the plan will conserve approximately 500,000 acres of habitat, including 347,000 acres of land already in public or quasi-public ownership and about 153,000 acres of land that will be purchased or conserved through other means, such as land acquisition, conservation easements, or designated open space. The money for purchasing private land will come from numerous sources, such as development mitigation fees, as well as from state and federal funds. The MSHCP includes a program for the collection of development mitigation fees, policies for the review of projects in areas where habitat must be conserved, and policies for the protection of riparian areas, vernal pools, and narrow endemic plants. It also includes requirements to perform plant, bird, reptile, and mammal surveys in certain areas.

The primary intent of the MSHCP is to provide for the conservation of a range of plants and animals and in return, provide take coverage and mitigation for projects throughout western Riverside County to avoid the cost and delays of mitigating biological impacts on a project-by-project basis. The plan would allow the incidental take (for development purposes) of species and their habitat from development. The City of Wildomar is a permittee to the MSHCP.

Stephens' Kangaroo Rat Habitat Conservation Plan

Wildomar is located within the boundary of the adopted habitat conservation plan (HCP) for the endangered Stephens' kangaroo rat (SKR) implemented by the Riverside County Habitat Conservation Agency. The SKR HCP mitigates impacts from development on the Stephens' kangaroo rat by establishing a network of preserves and a system for managing and monitoring them. Through implementation of the SKR HCP, more than $45 million has been dedicated to the establishment and management of a system of regional preserves designed to ensure the persistence of the Stephens' kangaroo rat in the habitat conservation plan area. This effort has resulted in the permanent conservation of approximately 50 percent of the SKR occupied habitat remaining in the habitat conservation plan area. Through direct funding and in-kind contributions, SKR habitat in the regional reserve system is managed to ensure its continuing ability to support the species. The City of Wildomar is a member agency of the Riverside County Habitat Conservation Agency. The city is located within the SKR HCP area and is required to comply with applicable provisions of the habitat conservation plan.

3.13.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

California Environmental Quality Act (CEQA) Guidelines Appendix G states that a project may have a significant effect on the environment if the project would:

1) Physically divide an established community.

2) Conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

3) Conflict with any applicable habitat conservation plan or natural community conservation plan.

The potential for the proposed project to conflict with the applicable habitat conservation plans and/or natural community conservation plan was addressed in Section 3.3, Biological and Natural Resources, of this EIR. As such, this issue area (Standard of Significance 3) will not be analyzed further in this section and the reader is referred to Section 3.3 for that discussion.

METHODOLOGY

CEQA does not treat project consequences relating solely to land use, socioeconomic, or population, employment, or housing issues as direct physical impacts to the environment. An EIR may provide information regarding land use, planning, and socioeconomic effects; however, CEQA does not recognize these types of project consequences as typical impacts on the physical environment. The impact assessment in this section focuses on changes in land use, use compatibility, and General Plan consistency to the extent that potential General Plan conflicts may lead to physical impacts on the environment. Physical effects on the environment that could result from implementation of the project are addressed in the appropriate technical sections (Sections 3.1 through 3.14) of this EIR.

Because the potential impacts described in this section are related to land use compatibility and consistency with the General Plan and would not directly result in physical impacts on the environment, no mitigation is proposed. Any mitigation measures needed to address indirect physical impacts are addressed in the appropriate technical sections (Sections 3.1 through 3.14).

It should be noted that potential inconsistency with an adopted plan or policy does not necessarily mean that a significant physical impact would occur, but since the plans and policies analyzed here are specifically intended to avoid or mitigate potential environmental impacts, for the purposes of this analysis, inconsistencies with these plans and policies are considered to be significant impacts.

PROJECT IMPACTS AND MITIGATION MEASURES

Physically Divide an Established Community (Standard of Significance 1)

Impact 3.13.1 Implementation of the proposed project would not physically divide an established community. There would be **no impact**.

Division of an established community commonly occurs as a result of development of physical features that constitute a barrier to easy and frequent travel between two or more constituent parts of a community. For example, a large freeway structure with few crossings could effectively split a community.

The project proposes to construct residential land uses on an undeveloped site within the Wildomar city limits. The site is in a transitional area between commercial land uses to the west and residential land uses to the east. The location of future residential uses in this area is appropriate in that it would not introduce an incompatible land use to the area and there is no physical division of a community. There would be **no impact**.

Mitigation Measures

None required.

Potential Conflicts with Applicable Land Use Plans and Policies (Standard of Significance 2)

Impact 3.13.2 Implementation of the proposed project would not result in inconsistencies with adopted plans and policies intended to avoid or mitigate physical environmental effects. This would be a **less than significant** impact.

The project site includes a single parcel within the city, currently designated in the Wildomar General Plan as BP and zoned R-R. The project proposes to amend the City General Plan by changing the land use designation from BP to Commercial Retail (CR) on 7.33 net acres (southerly portion of the site) and to High Density Residential (HDR) on 10.68 net acres (northerly portion of the site). The proposed General Plan Amendment would allow the townhomes to be built on the HDR portion of the property and the senior living facility to be built on the CR portion. The project proposes to change the current zoning designation from R-R to C/1-C/P (General Commercial) on 7.73 acres (southerly portion) and from R-R to R-3 (General Residential) on 10.68 acres (northerly portion) (**Figures 3-13.1** and **3-13.2**).

As previously described, existing surrounding uses include a mix of rural and suburban residential development, open space, and a few commercial developments, with vacant land directly to the north. A rental storage facility is located adjacent to the northeast corner of the project site. To the east are rural residences, with higher-density residential land uses beyond. There are rural residences to the south of the site, with higher-density residential land uses and I-15 beyond. To the west is vacant land, with an apartment complex beyond. Commercial land uses are also located to the west of the site.

By assigning land use designations to parcels throughout the city, the General Plan seeks to avoid physical environmental effects that may otherwise result due to incompatible neighboring uses, such as residential development being constructed next to heavy industrial uses. This intent is further established in General Plan Policy LU-6.1 requiring land uses "develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts."

Both the existing land use designations for the site and the proposed project land use designations and development would result in compatible urban land uses in the project area that would minimize impacts. For instance, the proposed project includes the provision of a senior living facility in proximity to an existing hospital and planned medical office facilities. This aspect of the project would also help to implement Policies H-11 and H-13 of the General Plan Housing Element that encourage developers to produce affordable housing units for seniors and other special needs groups.

The proposed project is also consistent with other key provisions of the City's General Plan Land Use Element, including Policy LU-3.1 that seeks to establish communities that provide a balanced mix of land uses, including employment, recreation, shopping, and housing; Policy LU-18.1 that seeks to ensure new development does not adversely impact the character of the surrounding area; and Policies LU-23.1 and 23.5 that intend to steer commercial development to appropriate areas of the city, including those adjacent to high-density residential uses. The proposed project serves to further each of these key policies by providing a compatible balance of different residential and commercial uses, respecting the existing character of the community, and providing new commercial uses specifically designed to serve neighboring residential uses.

Therefore, the proposed project would help implement the primary objectives of the General Plan and thereby avoid and/or reduce environmental effects that may otherwise result from incompatible neighboring land uses. Accordingly, impacts would be **less than significant**.

Mitigation Measures

None required.

3.13.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The setting for this cumulative analysis generally includes Wildomar and the surrounding cities and unincorporated areas of Riverside County and all existing, proposed, approved, and planned projects in these areas. Development in the cumulative setting area would change the intensity of land uses in the region and would provide additional housing, employment, shopping, and recreational opportunities.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Land Use Impacts

Impact 3.13.3 The project would introduce growth in an area that is currently undeveloped and could encourage growth on lands in the city. This impact is **less than cumulatively considerable.**

Generally, land use conflicts are site-specific and do not result in cumulative impacts. Site-specific incompatibility issues are addressed and mitigated on a project-by-project basis through implementation of the City's General Plan policies, zoning regulations, and Design Standards and Guidelines, as well as through the environmental review process. The proposed project will provide for development in an area of the city that is currently vacant. The land has been designated for development since adoption of the City's General Plan. As previously stated, the proposed project consists of residential land uses with heightened density and would also provide senior living services and thus employees. This land use mix is compatible with the existing and anticipated development in the vicinity, which consists of high-density residential and commercial uses. Because development of the site is consistent with the City's expectations in this area, this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

REFERENCES

Riverside County. 2004. *Western Riverside County Multiple Species Habitat Conservation Plan Volume 1.*

SCAG (Southern California Association of Governments). 2015. Website. Accessed April 18. http://www.scag.ca.gov/about.htm.

Wildomar, City of. 2015a. General Plan Land Use Map. http://www.cityofwildomar.org/planning.asp.

———. 2015b. Zoning Map. http://www.cityofwildomar.org/planning.asp.

3.14 Effects Found Not to Be Significant

This section is based on the Notice of Preparation (NOP), dated January 26, 2015, and contained in **Appendix 1.0-A** of this Draft Environmental Impact Report (Draft EIR; DEIR). The NOP was prepared to identify the potentially significant effects of the proposed project and was circulated for public review between January 16, 2015, and February 17, 2015. In the course of evaluation, certain impacts were found to be less than significant because the characteristics of the proposed project would not create such impacts. This section provides a brief description of effects found not to be significant or less than significant, based on the NOP comments or more detailed analysis conducted as part of the EIR preparation process. Note that a number of impacts found to be less than significant are addressed in the various Draft EIR topical sections (Sections 3.1 through 3.13) to provide more comprehensive discussion as to why impacts are less than significant, in order to better inform decision-makers and the general public.

3.14.1 AGRICULTURAL AND FOREST RESOURCES

The project site is zoned R-R (Rural Residential) and does not contain any active farmland or forestland, nor does it support trees that could be commercially harvested. These conditions preclude the possibility of the proposed project converting forestland to non-forest use. No impacts would occur.

3.14.2 MINERAL RESOURCES

The proposed project is located in an area designated as MRZ-3 by the Wildomar General Plan (2008). 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. Neither the Preliminary Geotechnical and Fault Rupture Hazard Investigation prepared for the project site by Geocon West, Inc. (2014; **Appendix 3.6**) nor the Phase I Environmental Site Assessment prepared by Hillmann Consulting (2012; **Appendix 3.7**) revealed any significant potential for mineral resources on the site. 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 of value to the region or to the residents of the state. Therefore, no impacts would occur to mineral resources.

REFERENCES

Geocon West Inc. 2014. *Preliminary Geotechnical and Fault Rupture Hazard Investigation.*

Hillmann Consulting. 2012. *Phase I Environmental Site Assessment.*

Wildomar, City of. 2008. *City of Wildomar General Plan.*

4.0 – ALTERNATIVES

4.1 DEVELOPMENT OF PROJECT ALTERNATIVES

The range of alternatives included for analysis in an EIR is governed by the "rule of reason." The primary objective is formulating potential alternatives and choosing which ones to analyze to ensure that the selection and discussion of alternatives fosters informed decision-making and informed public participation. This approach avoids assessing an unmanageable number of alternatives or analyzing alternatives that differ too little to provide additional meaningful insights about their comparative environmental effects.

The California Environmental Quality Act (CEQA) Guidelines require that an environmental impact report (EIR) describe a reasonable range of alternatives to a project that would feasibly attain the basic project objectives but would avoid or substantially lessen one or more of the project's significant effects (CEQA Guidelines Section 15126.6(a)).

In addition, Sections 15126.6(a) and (b) of the CEQA Guidelines require the consideration of alternatives that could reduce or eliminate any significant adverse environmental effects of the proposed project, including alternatives that may be more costly or could otherwise impede the project's objectives. The range of alternatives considered must include those that offer substantial environmental advantages over the proposed project and may be feasibly accomplished in a successful manner considering economic, environmental, social, technological, and legal factors. The CEQA Guidelines also require analysis of a "No Project" alternative and identification of the environmentally superior alternative among those analyzed.

PROJECT OBJECTIVES

In identifying the range of alternatives for analysis in this EIR, the following basic project objectives were considered:

- Establish a mixed-use community for Wildomar with a balance of land uses including senior living, townhomes, and open space.
- Increase full- and part-time employment opportunities for Wildomar residents through development of a senior living community.
- Locate a senior living community within a convenient walking distance from existing and future hospital and medical office facilities and regional public transit stations.
- Create an appropriately sized senior living community that includes a mix of senior housing options and care levels.
- Include on-site recreation opportunities within the community for its residents.
- Utilize architectural styles and design elements which reflect Wildomar's heritage, namely through the use of ranch, farmhouse, and Craftsman styles.

SUMMARY OF SIGNIFICANT IMPACTS

The significant environmental impacts of the project that the alternatives will seek to eliminate or reduce were determined and based on the findings contained in each technical section as evaluated in Sections 3.1 through 3.13 of this Draft EIR. The specific significant environmental impacts associated with the General Plan as determined in this Draft EIR include the following:

Traffic and Circulation

- Substantial increase in traffic volume (**Impact 3.11.2**)

Significant and unavoidable impacts associated with traffic volume increase are due to the uncertainty of implementation of TUMF funded program improvements . While City ordinance requires payment of the TUMF, the City does not have the authority to implement TUMF funded programs independent of the Riverside County Transportation Commission and cannot guarantee that the TUMF funded projects will be built as required in **MM 3.11.2** (Section 3.11 of the EIR). Because this is a policy based impact it would apply for any development in the City subject to the TUMF program. As all projects in the City are subject to the TUMF program, any alternate site or project design would result in similar significant and unavoidable traffic impacts. Therefore, is no feasible alternative that would reduce or eliminate this significant and unavoidable impact..

4.2 ALTERNATIVE DESCRIPTIONS AND ANALYSIS

DESCRIPTION OF ALTERNATIVES

Alternative 1: No Project

CEQA Guidelines Section 15126.6(e) requires that a No Project Alternative be evaluated in an EIR. The No Project analysis must discuss the circumstance under which the project does not proceed. The comparison is that of the proposed project versus what can reasonably be expected to occur on the properties should the proposed project not be approved. The analysis allows decision-makers to compare the impacts of approving the project with the impacts of not approving the project (CEQA Guidelines Section 15126.6(e)(3)(B)). However, the No Project Alternative is not intended to be a no action alternative under CEQA.

It is important to note that the No Project Alternative does not necessarily mean the project site will remain in an undeveloped state. If no action is taken on the proposed project, it is reasonable to assume that another project would be proposed at some point in the future. The City of Wildomar designates this project site Business Park (BP). This land use designation is characterized by employee-intensive uses such as research and development, technology centers, corporate offices, "clean" industry, and supporting retail uses. The City of Wildomar Zoning Ordinance zones this site Rural Residential (R-R), which is intended to provide for the development of low-density residential uses. Just as with the proposed project, future development would require either a General Plan Amendment to change the designation to residential use or a change of zone to support a business park use in order for the land use designation and zoning district to be consistent with one another.

Under this alternative, the 20-acre site would be available for development of office space. It is likely that there would be several buildings on separate parcels rather than a single building. Multiple buildings will reduce the total potential building area, as each parcel must comply with storm drainage storage, landscape, and parking requirements. While the BP land use designation allows a total build area of 0.60, the City is more accustomed to projects with a floor area ratio (FAR) of 0.35. Therefore, this alternative assumes a total floor area ratio of 0.35 for a total assumed building size of 304,920 square feet.

Alternative 2: All Commercial Alternative

The proposed project includes a change for a portion of the site to commercial uses to support the senior living facility. This alternative would change the General Plan land use designation from Business Park (BP) to Commercial Retail (CR) and would also involve a zone change from Rural Residential (R-R) to General Commercial (C/1-C/P) for the entire site. Land uses allowed under this commercial-only alternative include uses that are commercial or service in nature (e.g., banks, barbershops, department stores, laundries and laundromats, restaurants and other eating establishments, retail sales, variety stores). This alternative is evaluated to determine if impacts associated with biological and natural resources, cultural and paleontological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and transportation and traffic are reduced.

Alternative 2 would allow the development of commercial retail uses, such as shopping centers, supermarkets, and convenience markets with gas station pumps. According to the Institute of Transportation Engineers (ITE), shopping centers generate 42.94 daily trips per 1,000 square feet, supermarkets generate 102.94 trips per 1,000 square feet, and a convenience market with gas station pumps can generate 845.60 daily trips per 1,000 square feet. So a shopping center with a minimum of 30,000 square feet, a supermarket that is 11,000 square feet or more, and a convenience market that is 2,000 square feet or more would each individually generate more trips per day than the proposed project. If combined, these uses would create significantly more trips per day than the proposed project.

PROJECT ALTERNATIVES CONSIDERED BUT REJECTED AS INFEASIBLE

Off-Site Alternative

Off-site alternatives are typically included in an environmental document to avoid, lessen, or eliminate the significant impacts of a project by considering the proposed development in an entirely different location. To be feasible, development of off-site locations must be able to fulfill the project purpose and meet most of the project's basic objectives. Locating this project off-site would result in similar development potential and associated impacts. For this reason, an off-site alternative is considered infeasible pursuant to CEQA Guidelines Section 15126.6(c) and is rejected as a feasible project alternative.

ANALYSIS OF ALTERNATIVES

Each alternative is compared to the proposed project. The project alternatives are evaluated in less detail than those of the proposed project, and the impacts are described in terms of difference in outcome compared with implementing the proposed project. **Table 4.0-1** at the end of this section provides an at-a-glance comparison of the environmental benefits and impacts of each alternative.

Comparative Impacts of Alternative 1: No Project

Aesthetics, Light, and Glare

Alternative 1 assumes the development of office (nonresidential) uses. Under this alternative, the development of nonresidential uses would most likely result in less activity on the site during non-peak hours (before 7:00 a.m. and after 7:00 p.m.), as such office uses are typically not used at night or on weekends. The limited hours of use would result in less need for lighting and a reduced effect of automobile headlights. However, the design of office uses is typically different

from residential uses, with different building materials used, such as more windows or other reflective materials, which have the potential to produce more glare. Additionally, the potential higher vertical design of office buildings could be in the line of sight to surrounding visual resources. The City's design review process would attenuate many of the potential impacts from professional office uses. Even though the resulting buildings are likely to be larger than surrounding buildings, impacts to visual resources would likely be similar to those of the proposed project.

Air Quality

The air quality analysis for the proposed project identified that particulate matter (PM_{10} and $PM_{2.5}$) emissions during construction would exceed the South Coast Air Quality Management District's (SCAQMD) pounds per day threshold, thus requiring mitigation measures to reduce impact levels. Construction of Alternative 1 would likely result in similar construction impacts, also requiring mitigation measures to reduce impacts. Additionally, professional offices generate more vehicular traffic than an assisted living facility and residential uses, and as a result, would be anticipated to have greater operational emissions than the proposed project. Overall, air pollutant emissions from Alternative 1 would be greater than the proposed project.

Biological and Natural Resources

The biological assessment for the site identified the potential for disturbance to burrowing owls, migratory birds, and riparian habitats associated with construction and operation. Alternative 1 would result in site disturbance similar to that of the proposed project. The mitigation measures outlined in Impact 3.3.1 would also apply to development under this alternative. Additionally, Alternative 1 assumes that the entire site will be graded and developed to support the office uses. All development in the city is subject to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), identical to the proposed project. Since compliance with the MSHCP is required, impacts for this alternative are considered similar to those of the proposed project. Overall, the impacts of this alternative would be the same as with the proposed project.

Climate Change and Greenhouse Gases

The greenhouse gas (GHG) emissions analysis for the proposed project identified that the majority of GHG emissions would come from automobiles. **Table 3.11-3** shows trip generation for the uses proposed by the project, and **Table 3.11-4** illustrates that, based on the types of uses proposed, 1,129 average daily automobile trips would be generated as a result of the proposed project. Office space typically generates more vehicular traffic and would result in a greater number of trips than an assisted living facility and residential uses. While GHG-generating automobile trips would be slightly offset compared to the project due because office space is typically not used on the weekends, Alternative 1 would still result in more mobile source GHG emissions than the proposed project. Therefore, operational emissions would be greater than the proposed project. Overall, GHG emissions would be more under Alternative 1.

Cultural and Paleontological Resources

While no cultural or paleontological resources were identified on any of parcels evaluated for the proposed project, mitigation measures were required to reduce the impacts to undiscovered cultural or paleontological resources. These same measures would be required for any land disturbances under Alternative 1. Therefore, cultural resources impacts would be similar for both the proposed project and Alternative 1.

Geology and Soils

Southern California, including the project area, is subject to the effects of seismic activity because of the active faults that traverse the area. The Temecula branch of the Elsinore fault is the closest surface trace of an active fault and is approximately 2 miles west of the project site. Further, a fault hazard investigation performed on the project site concluded that an unnamed fault runs through the project site, though it is not likely to result in surface rupture. Because Alternative 1 would allow development on the project site that includes grading to accommodate buildings, the impacts associated with seismicity, ground failure, and unstable or erodible soils would be the same as with the proposed project and would also require the implementation of mitigation measures to reduce impacts.

Hazards and Hazardous Materials

As identified in Impact 3.7.2, a Phase I Environmental Site Assessment concluded that no hazardous building materials are likely to occur on-site because the site is currently undeveloped. However, minor nuisance dumping, such as discarded tires, a hot tub, and other debris, were noted during site reconnaissance. Implementation of mitigation measure **MM 3.7.2** would reduce associated impacts to less than significant levels. Since this alternative would be required to implement the same mitigation measures to reduce impacts, Alternative 1 would be similar to the proposed project.

Hydrology and Water Quality

Similar to the proposed project, Alternative 1 would result in additional impervious surfaces on the project site. However, additional impervious areas associated with office spaces, such as additional parking, may be required. This would result in greater pavement area and therefore more runoff. However, similar to the proposed project, the alternative would be required to provide a stormwater pollution prevention plan (SWPPP) and to comply with National Pollutant Discharge Elimination System (NPDES) provisions (see mitigation measure **MM 3.8.1**) as well as comply with MS4 provisions. Therefore, impacts to hydrology and water quality would be similar to those of the proposed project.

Noise

The proposed project would result in operational phase traffic noise impacts to the proposed residences facing Elizabeth Lane and Prielipp Road. Mitigation measure **MM 3.9.5** would reduce these noise impacts to less than significant levels. This impact and need for mitigation would not occur under Alternative 1, since no residential uses would be developed. Overall operational noise levels associated with Alternative 1 would be greater than those of the proposed project since Alternative 1 contemplates office uses that would generate more traffic than the proposed project (see Transportation and Traffic below). Although traffic noise levels overall would be greater, the propose project impact associated with exposure of new residential units to noise and associated need for mitigation would be avoided. Therefore noise impacts associated with Alternative 1 are considered less than those under the proposed project.

Public Services, Utilities, and Recreation

In general, residential land uses produce a greater demand for public services than nonresidential uses, particularly for schools, parks, and recreation services. The development of office uses may reduce demand for police services slightly, and overall demand for fire protection services would likely be less than that of the project. The reduction in residential uses

would also reduce demand for parks, so public services and recreation impacts would be less severe than those of the proposed project.

Demand for utilities can vary depending on land use. According to the Elsinore Valley Municipal Water District (EVMWD) Design Standards and Standard Drawings (2013), the district conducts a water distribution and wastewater system analysis review for each new development project to determine the backbone infrastructure needs on a case-by-case basis, and any needed facilities as determined by the EVMWD are included in a development agreement for each project. In the case of development proposals, compliance with the EVMWD's Design Standards and Standard Drawings ensures that the water district has adequate infrastructure to meet the demand associated with all types of development in the area. Therefore, Alternative 1 water demand impacts would be similar to those of the proposed project.

The analysis in this Draft EIR assumed that solid waste generation would be 0.41 tons of solid waste per resident each year. Employee-generating land uses tend to have higher solid waste disposal rates than residential land uses. However, all development in Wildomar is subject to compliance with the City's approved Source Reduction and Recycling Element (SRRE), which identifies the programs and plans for meeting the 50 percent state diversion mandate intended to divert more solid waste from landfills. The SRRE includes a requirement for enclosures/ adequate space for and screening of recycling containers at businesses and multi-family dwellings. Furthermore, all development with nonresidential accounts generating more than 4 yards per week of solid waste and multi-family complexes with five units or more would be required to have a recycling program in place consistent with the mandatory nonresidential and multi-family recycling requirements of Assembly Bill 341. Nonetheless, Alternative 1 would result in more solid waste generation than the proposed project.

Transportation and Traffic

Per **Table 3.11.4**, it is estimated that 1,129 average daily automobile trips would be generated as a result of the project. Alternative 1 would allow the development of office space. According to the Institute of Transportation Engineers Trip Generation manual (2008), office space generates 11.01 trips per 1,000 square feet. Based on the ITE's estimate, if the project were to be developed at a FAR of 0.35 resulting in 304,920 square feet of development, total daily trips generated would be 3,357. Since Alternative 1 has the potential to generate far more daily trips than the proposed project, impacts associated with this issue area are considered greater with Alternative 1 than with the proposed project.

The proposed project would result in an increase in traffic under the Opening Year (2017) With Project scenario (with roadway improvements factored in) that is substantial in relation to the existing traffic load and capacity of the street system or exceeds an established level of service standard (i.e., result in a substantial increase in either the volume-to-capacity ratio and/or the level of service at intersections). However, the project applicant will be required to participate in the funding of off-site improvements identified per City Municipal Code Chapter 3.40, Western Riverside County and Transportation Uniform Mitigation Fee, and Chapter 10.40, Traffic Signal Cost Mitigation Fee. Alternative 1 would result in similar or greater impacts and would also be required to participate in the funding of off-site improvements. Therefore, these impacts are considered similar to the proposed project.

Lastly, implementation of the proposed project could result in temporary blockages of Prielipp Road and Elizabeth Lane and other roadways, causing an impact to emergency access. Implementation of mitigation measure **MM 3.11.4,** which requires a traffic management plan, is required to reduce impacts. Alternative 1 could also result in temporary blockages and would

also be required to develop a traffic management plan. Therefore, impacts associated with Alternative 1 are similar to those of the proposed project.

Population and Housing

The project proposes residential land uses on the site, which are estimated to allow 449 new residents in Wildomar. Since Alternative 1 would allow nonresidential development, no direct population growth would occur. However, development of professional offices would result in an opportunity for jobs and therefore possibly result in an indirect growth in population. Workers from surrounding areas could be anticipated to travel to/from the development, and some workers might relocate to Wildomar to avoid the need to commute. As of January 1, 2015, the California Department of Finance estimates that the housing vacancy rate in Wildomar is 7.5 percent. With an occupancy rate of 3.31 residents per unit, the State estimates that there is sufficient housing for 2,765 new residents, even if no other housing is constructed. Assuming 3 employees per 1,000 square feet of office space, approximately 915 new employees might be expected with the assumptions for building size in this alternative. If each new employee moved to the city, there remains sufficient housing stock for all of them as reported by the State. Therefore, Alternative 1 would result in similar impacts to population and housing as the proposed project.

Land Use

Just as with the proposed project, future development associated with the implementation of this alternative would require either a General Plan Amendment to change the designation to residential use or a change of zone to support a business park use in order for the land use designation and zoning district to be consistent with one another. However, the change in land use designation or zoning does not, in and of itself, constitute an environmental impact. Approval of the proposed project would eliminate all conflicts between the proposed project and the City General Plan and Zoning Ordinance. Furthermore, there are no General Plan policy provisions that prohibit General Plan Amendments or rezoning. No aspect of the proposed project would conflict with specific General Plan policies. Upon approval, the proposed project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As such, Alternative 1 would not result in any reduction of impacts related to land use; impacts would be similar to those of the proposed project.

Comparative Impacts of Alternative 2: All Commercial Alternative

Aesthetics, Light, and Glare

Alternative 2 would allow the development of nonresidential uses. Because the design of commercial uses is typically different from residential uses, with different building materials used, such as more windows or other reflective materials, Alternative 2 has the potential to produce more glare. Additionally, there is a potential that the higher vertical design of commercial buildings associated with commercial retail uses could be in the line of sight to surrounding visual resources. However, the City's design review process would attenuate many of the potential impacts from professional office uses. Even though the resulting buildings are likely to be larger than surrounding buildings, impacts to visual resources would likely be similar to those of the proposed project.

Air Quality

The air quality analysis for the proposed project identified that particulate matter (PM_{10} and $PM_{2.5}$) emissions during construction would exceed the SCAQMD's pounds per day threshold, thus requiring mitigation measures to reduce impact levels. Construction of Alternative 2 would likely result in similar construction impacts, also requiring mitigation measures to reduce impacts. Additionally, **Table 3.11-3** shows trip generation for the uses proposed by the project, and **Table 3.11-4** illustrates that, based on the types of uses proposed, 1,129 average daily automobile trips would be generated as a result of the proposed project. Depending on the type of establishment, commercial uses can generate more vehicular traffic than an assisted living facility and residential uses, and as a result, would have also have operational emissions that would be greater than the proposed project. Alternative 2 would result in more mobile source pollutant emissions during operations than the proposed project. Overall, air pollutant emissions would be greater under this alternative.

Biological and Natural Resources

The biological assessment for the site identified the potential for disturbance to burrowing owls, migratory birds, and riparian habitats associated with construction and operation. Alternative 2 would result in site disturbance similar to that of the proposed project. The mitigation measures outlined in Impact 3.3.1 would also apply to development under this alternative. Additionally, Alternative 2 assumes that the entire site will be graded and developed to support the commercial uses. All development in the city is subject to the MSHCP, identical to the proposed project. Since compliance with the MSHCP is required, impacts for this alternative are considered similar to those of the proposed project. Overall, the impacts of this alternative would be similar to the proposed project.

Climate Change and Greenhouse Gases

The GHG emissions analysis for the proposed project identified that the majority of GHG emissions would come from automobiles. **Table 3.11-3** shows trip generation for the uses proposed by the project, and **Table 3.11-4** illustrates that, based on the types of uses proposed, 1,129 average daily automobile trips would be generated as a result of the proposed project. Depending on the type of uses, commercial retail uses can generate more vehicular traffic and would result in a greater number of trips than an assisted living facility and residential uses. Alternative 2 would allow the development of commercial retail uses, such as shopping centers, supermarkets, and convenience markets with gas station pumps. According to the ITE, shopping centers generate 42.94 daily trips per 1,000 square feet, supermarkets generate 102.94 trips per 1,000 square feet, and a convenience market with gas station pumps can generate 845.60 daily trips per 1,000 square feet. A shopping center with a minimum of 30,000 square feet, a supermarket that is 11,000 square feet or more, and a convenience market that is 2,000 square feet or more would each individually generate more trips per day than the proposed project. If combined, these uses would create significantly more trips per day than the proposed project. Therefore, operational emissions with Alternative 2 have the potential to be greater than with the proposed project. Overall, more GHG emissions would result under Alternative 2.

Cultural and Paleontological Resources

While no cultural or paleontological resources were identified on any of parcels evaluated for the proposed project, mitigation measures were required to reduce the impacts to undiscovered cultural or paleontological resources. These same measures would be required for

any land disturbances under Alternative 2. Therefore, cultural resources impacts would be similar for both the proposed project and Alternative 2.

Geology and Soils

Southern California, including the project area, is subject to the effects of seismic activity because of the active faults that traverse the area. The Temecula branch of the Elsinore fault is the closest surface trace of an active fault and is approximately 2 miles west of the project site. Further, a fault hazard investigation performed on the project site concluded that an unnamed fault runs through the project site, though it is not likely to result in surface rupture. Because Alternative 2 would allow development on the project site that includes grading to accommodate buildings, the impacts associated with seismicity, ground failure, and unstable or erodible soils would be the same as the proposed project and would also require the implementation mitigation measures to reduce impacts.

Hazards and Hazardous Materials

As identified in Impact 3.7.2, a Phase I Environmental Site Assessment concluded that no hazardous building materials are likely to occur on-site because the site is currently undeveloped. However, minor nuisance dumping, such as discarded tires, a hot tub, and other debris, were noted during site reconnaissance. Implementation of mitigation measure **MM 3.7.2** would reduce associated impacts to less than significant levels. Since this alternative is required to implement the same mitigation measures to reduce impacts, Alternative 2 would be similar to the proposed project.

Hydrology and Water Quality

Similar to the proposed project, Alternative 2 would result in additional impervious surface on the project site. However, additional impervious areas associated with commercial retail uses, such as additional parking, may be required. This would result in greater pavement area and therefore more runoff. However, similar to the proposed project, the alternative would be required to provide a SWPPP as well as comply with the NPDES provisions (see mitigation measure **MM 3.8.1**) and with MS4 provisions. Therefore, impacts to hydrology and water quality would be similar to those of the proposed project.

Noise

The proposed project would result in operational phase traffic noise impacts to the proposed residences facing Elizabeth Lane and Prielipp Road. Mitigation measure **MM 3.9.5** would reduce these noise impacts to less than significant levels. This impact and need for mitigation would not occur under Alternative 2, since no residential uses would be developed. Overall operational noise levels associated with Alternative 2 would be greater than those of the proposed project since Alternative 2 contemplates commercial uses that would generate more traffic than the proposed project (see Transportation and Traffic below). Although traffic noise levels overall would be greater, the propose project impact associated with exposure of new residential units to noise and associated need for mitigation would be avoided. Therefore noise impacts associated with Alternative 2 are considered less than those under the proposed project.

Public Services, Utilities, and Recreation

In general, residential land uses produce a greater demand for public services than nonresidential uses, particularly for schools, parks, and recreation services. The development of

commercial uses may reduce demand for police services slightly, but overall demand for fire protection services would likely be similar to that of the project. The reduction in residential uses associated with this alternative would also reduce demand for parks, so public services and recreation impacts would be less severe than those of the proposed project.

Demand for utilities can vary depending on land use. According to the EVMWD Design Standards and Standard Drawings (2013), the district conducts a water distribution and wastewater system analysis review for each new development project to determine the backbone infrastructure needs on a case-by-case basis, and any needed facilities as determined by the EVMWD are included in a development agreement for each project. In the case of development proposals, compliance with the EVMWD's Design Standards and Standard Drawings ensures that the water district has adequate infrastructure to meet the demand associated with all types of development in the area. Therefore, Alternative 2 water demand impacts would be similar to those of the proposed project.

The analysis in this Draft EIR assumed that solid waste generation would be 0.41 tons of solid waste per resident each year. Employee-generating land uses tend to have higher solid waste disposal rates than residential land uses. However, all development in Wildomar is subject to compliance with the City's approved Source Reduction and Recycling Element (SRRE), which identifies the programs and plans for meeting the 50 percent state diversion mandate intended to divert more solid waste from landfills. The SRRE includes a requirement for enclosures/ adequate space for and screening of recycling containers at businesses and multi-family dwellings. Furthermore, all development with nonresidential accounts generating more than 4 yards per week of solid waste and multi-family complexes with five units or more would be required to have a recycling program in place consistent with the mandatory nonresidential and multi-family recycling requirements of Assembly Bill 341. Nonetheless, Alternative 2 would result in more solid waste generation than the proposed project.

Transportation and Traffic

Per **Table 3.11.4**, it is estimated that 1,129 average daily automobile trips would be generated as a result of the project. Alternative 2 would allow the development of commercial retail uses, such as shopping centers, supermarkets, and convenience markets with gas station pumps. According to the ITE, shopping centers generate 42.94 daily trips per 1,000 square feet, supermarkets generate 102.94 trips per 1,000 square feet, and a convenience market with gas station pumps can generate 845.60 daily trips per 1,000 square feet. A shopping center with a minimum of 30,000 square feet, a supermarket that is 11,000 square feet or more, and a convenience market that is 2,000 square feet or more would each individually generate more trips per day than the proposed project. If combined, these uses would create significantly more trips per day than the proposed project. Presumably, this could equate to more traffic than what is generated at an assisted living care facility and high-density residential uses proposed by the project (**Table 3.11.3**). For the Existing Plus Project Scenario, the proposed project does not cause an acceptably operating intersection to operate unacceptably. However, Alternative 2 has the potential to do so. As such, impacts associated with this issue area are considered greater with Alternative 2 than with the proposed project.

The proposed project would result in an increase in traffic under the Opening Year (2017) With Project scenario (with roadway improvements factored in) that is substantial in relation to the existing traffic load and capacity of the street system or exceeds an established level of service standard (i.e., result in a substantial increase in either the volume-to-capacity ratio and/or the level of service at intersections). However, the project applicant will be required to participate in the funding of off-site improvements identified per City Municipal Code Chapter 3.40, Western

Riverside County and Transportation Uniform Mitigation Fee, and Chapter 3.44 City Traffic Signal Development Impact Fee). Alternative 2 would result in similar or greater impacts and would also be required to participate in the funding of off-site improvements.

Lastly, implementation of the proposed project could result in temporary blockages of Prielipp Road and Elizabeth Lane and other roadways, causing an impact to emergency access. Implementation of mitigation measure **MM 3.11.4,** which requires a traffic management plan, is required to reduce impacts. Alternative 2 could also result in temporary blockages and would also be required to develop a traffic management plan. Therefore, these impacts are considered similar to those of the proposed project.

Population and Housing

The project proposes residential land uses on the site, which are estimated to allow 449 new residents in Wildomar. Since Alternative 2 would allow nonresidential development, no direct population growth would occur. However, development of commercial retail would result in an opportunity for jobs and therefore possibly result in an indirect growth in population. Workers from surrounding areas could be anticipated to travel to/from the development, and some workers might relocate to Wildomar to avoid the need to commute. As of January 1, 2015, the California Department of Finance estimates that the housing vacancy rate in Wildomar is 7.5 percent. With an occupancy rate of 3.31 residents per unit, the State estimates that there is sufficient housing for 2,765 new residents, even if no other housing is constructed. Assuming 3 employees per 1,000 square feet of commercial retail space, approximately 915 new employees might be expected with the assumptions for building size in this alternative. If each new employee moved to the city, there remains sufficient housing stock for all of them as reported by the State. Therefore, Alternative 2 would result in similar impacts to population and housing as the proposed project.

Land Use

Similar to the proposed project, implementation of this alternative would require a General Plan Amendment from Business Park (BP) to Commercial Retail (CR) and a change of zone from Rural Residential (R-R) to General Commercial (C/1-C/P) to accommodate commercial retail uses. Approval of the proposed project would eliminate all conflicts between the proposed project and the City General Plan and Zoning Ordinance. Furthermore, there are no General Plan policy provisions that prohibit General Plan Amendments or rezoning. No aspect of the proposed project would conflict with specific General Plan policies. Upon approval, the proposed project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As such, Alternative 2 would not result in any reduction of impacts related to land use; impacts would be similar to those of the proposed project.

4.3 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 4.0-1 provides a summary of the potential impacts of the alternatives evaluated in this section, as compared to the potential impacts of the proposed project. As demonstrated in Sections 3.1 through 3.14, the proposed project would result in significant and unavoidable impacts to Traffic and Circulation (Section 3.11). Both Alternative 1 and 2 would avoid the proposed project's noise impact to proposed residential uses and eliminate the need for associated mitigation. However, overall, both alternatives would result in greater impacts in regard to traffic, air quality, greenhouse gas emissions, public services, and utilities. Therefore,

both alternatives are considered environmentally superior for noise impacts, but the proposed project would be superior or equivalent for all other environmental concerns.

TABLE 4.0-1
ALTERNATIVES IMPACTS COMPARISON

Environmental Issue	Proposed Project Impact Finding (Mitigated)	Alt 1: No Project	Alt 2: All Commercial
Aesthetics, Light, and Glare	Less Than Significant	=	=
Air Quality	Less Than Significant	+	+
Biological and Natural Resources	Less Than Significant	=	=
Climate Change and Greenhouse Gases	Less Than Significant	+	+
Cultural and Paleontological Resources	Less Than Significant	=	=
Geology and Soils	Less Than Significant	=	=
Hazards and Hazardous Materials	Less Than Significant	=	=
Hydrology and Water Quality	Less Than Significant	=	=
Noise	Less Than Significant	-	-
Public Services, Utilities, and Recreation	Less Than Significant	+	+
Transportation and Traffic	Less Than Significant	+	+
Population and Housing	Less Than Significant	=	=
Land Use	Less Than Significant	=	=

- Impacts less than those under proposed project

+ Impacts greater than those under proposed project

= Impacts the same as those under proposed project, or no better or worse

REFERENCES

EVMWD (Elsinore Valley Municipal Water District). 2013. Design Standards and Standard Drawings: Volume I.

ITE (Institute of Transportation Engineers). 2008. *Trip Generation, 8th Edition.*

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5.0 – Other CEQA Analysis

This section discusses additional topics statutorily required by the California Environmental Quality Act (CEQA), including growth-inducing impacts and significant irreversible environmental changes/irretrievable commitment of resources.

5.1 GROWTH-INDUCING IMPACTS

INTRODUCTION

CEQA Guidelines Section 15126.2(d) requires that an environmental impact report (EIR) evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by CEQA Guidelines Section 15126.2(d) as follows:

> *...the way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth... Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also...the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.*

A project can have direct and/or indirect growth inducement potential. Direct growth inducement would result if a project, for example, involved construction of new housing. A project would have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, a project would indirectly induce growth if it would remove an obstacle to additional growth and development, such as removing a constraint on a required public service. For example, a project providing an increased water supply in an area where water service historically limited growth could be considered growth inducing.

The CEQA Guidelines further explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community and public services and infrastructure, increased traffic and noise, and adverse environmental impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

The CEQA Guidelines state that it is not assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment (CEQA Guidelines Section 15126.2[d]). However, growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide land use development patterns and growth policies that allow the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, and solid waste service. A project that would induce "disorderly" growth (growth that conflicts with local land use plans) could indirectly cause additional adverse environmental impacts and other public services impacts. Thus, to assess whether a growth-inducing project would result in adverse secondary effects, it is important to assess the degree to which the growth accommodated by a project would or would not be consistent with applicable land use plans.

COMPONENTS OF GROWTH

The timing, magnitude, and location of land development and population growth in a community or region are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and nonresidential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory policies or conditions.

PROJECT-SPECIFIC GROWTH-INDUCING IMPACTS

Growth Inducement Potential

The project proposes residential development. Therefore, the proposed project would directly induce growth both on the project site and in Wildomar as a whole. However, the proposed project will also provide services for the benefit of the residents of the community such as a senior living facility, assisted living facility, and indoor/outdoor recreational opportunities for on-site residents. Thus, growth on the project site would largely be confined to the project area and would avoid induced growth in the larger Wildomar region.

Development of the project site would also result in the improvement and extension of infrastructure facilities located in and/or adjoining the project site. Under typical project conditions, any time utility lines or other infrastructure is expanded, growth inducement occurs, as these improvements allow not only for the development responsible for expanding the infrastructure but also for any other projects proposed in the surrounding area as a result of the availability of new infrastructure. However, in the case of the proposed project, the surrounding area is already developed with residential and commercial uses that are currently serviced by existing infrastructure. As such, the project would not be expected to induce growth as a result of new infrastructure.

Growth Effects of the Project

The proposed project would result in an increase in Wildomar's population. This would, in turn, result in increased traffic, air pollutant emissions, operational and traffic noise, and demand for services. Environmental effects of developing the project site include potential effects on special-status species and their habitat, potential destruction or damage to cultural resources, increased erosion and runoff affecting soil stability and water quality, changes to drainage patterns and runoff, potential land use conflicts, increased light and glare, and changes to visual character. However, these issues are discussed throughout this Draft EIR in Sections 3.1 through 3.14. Mitigation is provided when needed.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Sections 21100(b)(2) and 21100.1(a) require that EIRs prepared for the adoption of a plan, policy, or ordinance of a public agency include a discussion of significant irreversible environmental changes of project implementation. In addition, CEQA Guidelines Section 16126.2(c) describes irreversible environmental changes as:

> *Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as*

highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Long-term irreversible environmental changes would include a change in the land use and visual character of the site, an increase in local and regional traffic and associated air pollutant emissions and noise level increases, an increase in the volumes of solid waste and wastewater generated in the area, and an increase in water consumption.

Development of the project site would irretrievably commit building materials and energy to the construction and maintenance of buildings and infrastructure proposed. Nonrenewable and limited resources that would likely be consumed as part of project site development would include, but are not limited to, oil, natural gas, gasoline, lumber, sand and gravel, asphalt, water, steel, and similar materials. In addition, the project site would result in an increased demand on public services and utilities (see Section 3.10).

5.3 ENERGY CONSERVATION

INTRODUCTION

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, largely in response to the oil crisis of the 1970s, the California legislature adopted Assembly Bill (AB) 1575, which created the California Energy Commission (CEC). The CEC's statutory mission is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct state responses to energy emergencies, and—perhaps most importantly—promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards. AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the California Resources Agency created Appendix F of the CEQA Guidelines.

CEQA Guidelines Appendix F is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. For the reasons set forth below, this EIR concludes that the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy and therefore would not create a significant impact on energy resources.

BACKGROUND

Energy usage is typically quantified using the British thermal unit (BTU). As a point of reference, the approximate amounts of energy contained in common energy sources are as follows:

Energy Source	BTUs
Gasoline	120,388–124,340 per gallon
Diesel Fuel	138,490 per gallon
Natural Gas (compressed gas)	22,453 per pound
Electricity	3,414 per kilowatt-hour

Sources: USDOE 2014

Given the nature of the proposed project, the following discussion focuses on the three sources of energy that are most relevant to the project—electricity and natural gas for the proposed facility, and transportation fuel for vehicle trips associated with the project.

Total energy usage in California was 7,641 trillion BTUs in 2012, which equates to an average of 201 million BTUs per capita. Of California's total energy usage, the breakdown by sector is 38.5 percent transportation, 22.8 percent industrial, 19.3 percent commercial, and 19.2 percent residential. Electricity and natural gas in California are generally consumed by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally accounted for by transportation-related energy use (EIA 2015). In 2014, taxable gasoline sales (including aviation gasoline) in California accounted for 14,702,632,422 gallons of gasoline (BOE 2015).

Current Energy Use

The project site is undeveloped. Therefore, current energy use on the project site can be assumed to be zero.

APPLICABLE REGULATIONS

Federal and state agencies regulate energy use and consumption through various means and programs. At the federal level, the US Department of Transportation, the US Department of Energy, and the US Environmental Protection Agency (EPA) are three agencies with substantial influence over energy policies and programs. Generally, federal agencies influence and regulate transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure improvements. At the state level, the California Public Utilities Commission (CPUC) and the California Energy Commission are two agencies with authority over different aspects of energy. The CPUC regulates privately owned utilities in the energy, rail, telecommunications, and water fields. The CEC collects and analyzes energy-related data, prepares statewide energy policy recommendations and plans, promotes and funds energy efficiency programs, and adopts and enforces appliance and building energy efficiency standards. California is exempt under federal law from setting state fuel economy standards for new on-road motor vehicles. Some of the more relevant state energy-related laws and plans are discussed below.

STATE

California Building Energy Efficiency Standards

The California Green Building Standards Code, CALGreen, was adopted as part of the California Building Standards Code (California Code of Regulations, Title 24, Part 11) and became effective January 1, 2011. Part 11 establishes voluntary standards 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 California Energy Commission recently adopted changes to the 2013 Building Energy Efficiency Standards contained in the California Code of Regulations, Title 24, Part 6 (also known as the California Energy Code) and associated administrative regulations in Part 11 (collectively referred to here as the standards). The 2013 Building Energy Efficiency Standards are 25 percent more efficient than previous standards for residential construction. The standards offer builders

better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

California Environmental Quality Act Guidelines

CEQA Guidelines Appendix F, Energy Conservation, requires consideration of project impacts on energy and focuses particularly on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy (Public Resources Code Section 21100[b][3]). The potentially significant energy implications of a project must be considered in an EIR to the extent relevant and applicable to the project.

PROJECT ENERGY CONSUMPTION AND CONSERVATION

Construction activities would involve heavy equipment use that would consume fossil fuel for site preparation (e.g., grading, trenching) and electricity as a temporary power source for electric-powered machinery and tools. Although construction activities would be intermittent, they would use energy in ways that could be considered wasteful or inefficient if measures are not in place to reduce energy demand. Occupancy of the new housing units would consume energy in the form of fossil fuels, as would vehicles used by project occupants and visitors, administrative and maintenance staff (if on-site), and workers.

As described previously, the proposed project would introduce energy usage on a site that is currently undeveloped and thus uses no energy. The project would consume energy in both the short term during project construction and in the long term during project operation. The analysis of electricity/natural gas usage is based on California Emissions Estimator Model (CalEEMod) air quality and greenhouse gas emissions modeling, which quantifies energy use for construction and occupancy with and without mitigation (CalEEMod construction outputs are coupled with conversion ratios obtained from the California Climate Action Registry (2009)). The results of CalEEMod modeling are included in **Appendix 3.4-A** of this EIR. Modeling was based primarily on the default settings in the computer program for Riverside County. The amount of fuel use was estimated using the California Air Resources Board's EMFAC2011 computer program, which also provides assumptions for typical daily fuel usage in Riverside County. This impact discussion assumes full growth potential of the project in order to present the maximum energy use.

Construction Phase

Construction activities would require the use of gasoline, diesel fuel, and other fuels. Energy use during construction typically involves the use of motor vehicles both for transportation of workers and equipment and for direct construction actions such as the use of cranes or lifts. Additional energy would be used for power tools and equipment used on-site, including but not limited to gas generators, air compressors, air handlers and filters, and other typical direct construction energy uses.

Using ratios provided in the Climate Action Registry (2009) General Reporting Protocol Version 3.1, construction associated with the proposed project would require approximately 199,212 gallons of diesel fuel (see **Appendix 5.0-A** for data outputs). This usage would constitute approximately 0.001 percent (199,212 gallons for project/14,702,632,422 gallons for state = 0.001 percent) of typical annual fuel usage in the state as reported by the California Board of Equalization (2015).

The demand for fuel and other energy resources would not result in the need for new or altered facilities given the temporary nature of construction. Furthermore, construction activities are not

anticipated to result in an inefficient use of energy, as construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would conserve the use of their supplies to minimize costs to the project. For these reasons and because of the temporary nature of construction activities, this would be less than significant impact.

Operational Phase

The proposed project would consume energy, as would traffic generated by new development.

Energy Consumption

Energy consumption associated with operation of the proposed project is summarized in **Table 5.0-1**. This usage would constitute approximately 0.0005 percent (7,597,617,818 BTUs for project/1,467,000,000,000,000 BTUs for all residential uses in the state = 0.0005 percent) of the typical annual energy consumption of residential square footage in the state as reported by the US Energy Information Administration (2015).

TABLE 5.0-1
PROJECT ENERGY CONSUMPTION FROM PROPOSED PROJECT

Source	Kilowatt Hours Annually	kBTU Annually	BTU Equivalent Annually
Proposed Project	1,227,287	3,407,660	7,597,617,818

Source: Urban Crossroads 2015.

The project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Title 24 standards significantly reduces energy usage, and it is generally assumed that compliance with Title 24 ensures projects will not result in the inefficient, wasteful, or unnecessary consumption of energy. Furthermore, the electricity provider in Riverside County, Southern California Edison, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020. Renewable energy is generally defined as energy that comes from resources that are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures projects will not result in the waste of the finite energy resources.

Vehicle Trips Fuel Consumption

According to the traffic analysis prepared for the project (Urban Crossroads 2015), the proposed project would generate 1,129 average daily trips. These additional daily traffic trips in Riverside County would result in the consumption of 320 gallons of automotive fuel daily (see **Appendix 5.0-B**). Per EMFAC2011, it is expected that throughout all of Riverside County, 3,045,220 gallons of automotive fuel will be consumed daily in 2017, the year of anticipated project buildout. Therefore, the increase of fuel usage generated by the proposed project would constitute approximately 0.01 percent (320 gallons of automotive fuel for project/3,045,220 gallons of automotive fuel for county = 0.01 percent) of typical daily fuel usage in the county, which is not considered substantial.

For the reasons described above, the proposed project would not place a substantial demand on regional energy supply or require significant additional capacity, or significantly increase peak and base period electricity demand, or cause wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, and/or maintenance, or preempt future energy development or future energy conservation.

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6.0 – ABBREVIATIONS

AB	Assembly Bill
ADT	average daily traffic
amsl	above mean sea level
AQMP	air quality management plan
BAU	business as usual
BMP	best management practice
BTU	British thermal unit
CAA	Clean Air Act
CAAQS	California ambient air quality standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Cal Fire	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	climate action plan
CARB	California Air Resources Board
CBSC	California Building Standards Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERT	Community Emergency Response Team
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CH_4	methane
CHP	California Highway Patrol
CMP	Congestion Management Program
CMS	Congestion Management System
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel

dBA	A-weighted decibel
DBESP	Determination of Biological Equivalent or Superior Preservation
DEIR	Draft Environmental Impact Report
DIF	Development Impact Fee
DOF	California Department of Finance
DTSC	California Department of Toxic Substances Control
EIR	environmental impact report
EPA	US Environmental Protection Agency
ESA	Endangered Species Act
EVMWD	Elsinore Valley Municipal Water District
F	Fahrenheit
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FGC	Fish and Game Code
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FIRM	Flood Insurance Rate Map
FR	Federal Register
FTA	Federal Transit Administration
GHG	greenhouse gas
GIS	geographic information system
GPA	General Plan Amendment
gpm	gallons per minute
GWP	global warming potential
HCM	Highway Capacity Manual
HCP	habitat conservation plan
HSR	high-speed rail
Hz	Hertz
I-15	Interstate 15
in/sec	inches per second
ITE	Institute of Transportation Engineers
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night average level (noise)
L_{eq}	equivalent noise level
LEUSD	Lake Elsinore Unified School District
LHMP	Local Hazard Mitigation Plan
LID	low impact development
L_{max}	maximum noise level
L_{min}	minimum noise level
LOS	level of service
LST	localized significance threshold

MBTA	Migratory Bird Treaty Act
mg/L	milligrams per liter
MLD	most likely descendant
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
mph	miles per hour
MPO	metropolitan planning organization
MS4	municipal separate storm sewer system
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
MT	metric ton
MUTCD	Manual on Uniform Traffic Control Devices
Mw	moment magnitude
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NCCP	natural community conservation plan
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NO	nitric oxide
NOC	Notice of Completion
NOP	Notice of Preparation
NO_2	nitrogen dioxide
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
N_2O	nitrous oxide
OPR	Office of Planning and Research
O_3	ozone
PCB	polychlorinated biphenyl
PHF	peak-hour factor
PM	particulate matter
$PM_{2.5}$	fine particulate matter
PM_{10}	coarse particulate matter
ppb	parts per billion
ppm	parts per million
ppv	peak particle velocity
PRC	Public Resources Code
PSA	project study area
RBBD	Roads and Bridge Benefit District
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCIP	Riverside County Integrated Project
RCRA	Resource Conservation and Recovery Act

RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
RCWMD	Riverside County Waste Management Department
REMEL	Reference Energy Mean Emission Level
RHNA	Regional Housing Needs Allocation
ROG	reactive organic gas
RPS	Renewables Portfolio Standard
RTA	Riverside Transit Agency
RTP	regional transportation plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	sustainable communities strategy
SDRWQCB	San Diego Regional Water Quality Control Board
SEL	Single Event Noise Level
SEMS	Standard Emergency Management System
SIP	State Implementation Plan
SKR	Stephens' kangaroo rat
SO_2	sulfur dioxide
SOx	sulfur oxide
SRA	source receptor area
SRRE	source reduction and recycling element
STC	Sound Transmission Class
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TDM	transportation demand management
TDS	total dissolved solids
TIA	traffic impact analysis
TMDL	total maximum daily load
TMP	traffic management plan
TUMF	Transportation Uniform Mitigation Fee
UBC	Uniform Building Code
USACE	US Army Corps of Engineers
USC	United States Code
USFWS	US Fish and Wildlife Service
USGS	US Geological Survey
UWMP	Urban Water Management Plan
V/C	volume-to-capacity (ratio)
VMT	vehicle miles traveled

VOC	volatile organic compound
WDR	waste discharge requirement
WQMP	water quality management plan
WRCOG	Western Riverside Council of Governments
WRF	water reclamation facility
WWTP	wastewater treatment plant

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7.0 – Report Preparers

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ATTACHMENT C

Horizons
Original City Council Report

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #2.1
PUBLIC HEARING
Meeting Date: February 10, 2016

TO: Mayor and City Council Members

FROM: Matthew C. Bassi, Planning Director

SUBJECT: Horizon's Mixed-Use Development Project – City Council review of an Environmental Impact Report, General Plan Amendment, Change of Zone, Tentative Tract Map, Conditional Use Permit and Plot Plan.

STAFF REPORT

RECOMMENDATION:
The Planning Commission recommends the City Council take the following actions:

1. Adopt a Resolution entitled:

RESOLUTION NO. 2016-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, CERTIFYING AN ENVIRONMENTAL IMPACT REPORT (EIR - SCH# 2015011021) INCLUDING ADOPTION OF A FINAL EIR, FINDINGS OF FACT / STATEMENT OF OVERRIDING CONSIDERATIONS, AND A MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) FOR THE HORIZONS MIXED-USE DEVELOPMENT PROJECT (PLANNING APPLICATION NO. 14-0040) CONSISTING OF A GENERAL PLAN AMENDMENT; CHANGE OF ZONE; A TENTATIVE TRACT MAP (TTM 36672); CONDITIONAL USE PERMIT; AND PLOT PLAN LOCATED AT THE NORTHWEST CORNER OF ELIZABETH LANE AND PRIELIPP ROAD (APN: 380-250-023).

If the above Resolution certifying the EIR is adopted, it is recommended that the City Council vote to continue consideration of the remaining Horizons Mixed-Use Development project and ordinance until after the close of the public hearing on the Grove Park Mixed-Use Development project (Agenda Item 2.1).

2. Adopt a Resolution entitled:

RESOLUTION NO. 2016-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT (PLANNING APPLICATION NO. 14-0040) TO CHANGE THE EXISTING LAND USE DESIGNATION ON APPROXIMATELY 18.41 NET ACRES FROM BUSINESS PARK TO COMMERCIAL RETAIL (ON THE

SOUTHERLY 7.73± ACRES), AND TO HIGH DENSITY RESIDENTIAL (ON THE NORTHERLY 10.68± ACRES) TO ACCOMMODATE THE HORIZONS MIXED-USE DEVELOPMENT PROJECT LOCATED AT THE NORTHWEST CORNER OF ELIZABETH LANE AND PRIELIPP ROAD (APN: 380-250-023); AND APPROVING A GENERAL PLAN AMENDMENT (PLANNING APPLICATION NO. 14-0069) TO CHANGE THE EXISTING LAND USE DESIGNATION TO COMMERCIAL RETAIL (CR) ON 10± ACRES TO ACCOMMODATE THE GROVE PARK MIXED-USE DEVELOPMENT PROJECT LOCATED AT THE SOUTHWEST CORNER OF CLINTON KEITH ROAD AND YAMAS DRIVE (APN: 380-250-003)

3. Introduce and approve first reading of an Ordinance entitled:

ORDINANCE NO. ____

AN ORDINANCE OF CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A CHANGE OF ZONE (PLANNING APPLICATION NO. 14-0040) FOR THE HORIZONS MIXED-USE DEVELOPMENT PROJECT FROM R-R (RURAL RESIDENTIAL) TO C-1/C-P (GENERAL COMMERCIAL) FOR THE SOUTHERLY 7.73± NET ACRES OF THE PROJECT SITE, AND FROM R-R (RURAL RESIDENTIAL) TO R-3 (GENERAL RESIDENTIAL) FOR THE NORTHERLY 10.68± NET ACRES OF THE PROJECT SITE LOCATED AT THE NORTHWEST CORNER OF ELIZABETH LANE AND PRIELIPP ROAD (APN: 380-250-023)

4. Adopt a Resolution entitled:

RESOLUTION NO. 2016-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING TENTATIVE TRACT MAP NO. 36672 (PLANNING APPLICATION NO. 14-0040) TO SUBDIVIDE APPROXIMATELY 18.41 NET ACRES INTO THREE (3) LOTS TO ACCOMMODATE THE HORIZON'S MIXED-USE DEVELOPMENT PROJECT LOCATED AT THE NORTHWEST CORNER OF ELIZABETH LANE AND PRIELIPP ROAD (APN: 380-250-023)

5. Adopt a Resolution entitled:

RESOLUTION NO. 2016-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 14-0040 TO DEVELOP AN 86-UNIT SENIOR ASSISTED LIVING FACILITY ON APPROXIMATELY 7.73± NET ACRES LOCATED AT THE NORTHWEST CORNER OF ELIZABETH LANE AND PRIELIPP ROAD, AND APPROVING PLOT PLAN NO. 14-0040 TO DEVELOP A 138-UNIT

TOWNHOUSE/CONDOMINIUM PROJECT ON APPROXIMATELY 10.68± NET ACRES LOCATED AT THE SOUTHWEST CORNER OF ELIZABETH LANE AND BUNNY TRAIL (APN: 380-250-023)

BACKGROUND:

January 6, 2016 PC Meeting:
The Planning Commission reviewed the proposed Horizons Mixed-Use Development project at its January 6, 2016 meeting. There was 1 public comment/question for Ms. Kristen Lloyd during the public hearing regarding who will operate the facility. The Applicant (Mr. Eric Flodine) responded that an operator had not been chosen yet. The Planning Commission had several questions for the Applicant ranging from operational aspects of the senior assisted living/skilled nursing facility to ownership aspects of the townhouse development. After close of the public hearing and Commission discussion, the Commission voted 5 – 0 recommending City Council certification of the EIR and approval of the General Plan Amendment, Change of Zone, Tentative Tract Map, Conditional Use Permit and Plot Plan for the Horizons Mixed-Use Development project.

DESCRIPTION:
The Applicant (Strata Keith, LLC, Eric Flodine) is requesting City Council approval to build the Horizon's Mixed-Use development project located at the northwest corner of Elizabeth Lane and Prielipp Road extending northwards to the southwest corner of Elizabeth Lane and Bunny Trial. The project site encompasses approximately 18.41± net acres. The proposed Horizons Mixed-Use development project consists of the following applications for consideration by the City Council.

1) Environmental Impact Report (EIR) - The proposed project requires the preparation, review and certification of an Environmental Impact Report ("EIR") in accordance with Public Resources Code § 21080(d) and § 21082.2(d).

2) General Plan Amendment (GPA) - The proposed project requires the approval of a general plan amendment to change the existing land use designation from Business Park to Commercial Retail (on the southerly 7.73± net acres), and to High Density Residential (on the northerly 10.68± net acres) to accommodate the proposed project.

3) Change of Zone (CZ) - The proposed project requires the approval of a change of zone to change the existing zoning designation from R-R to C-1/C-P (on the southerly 7.73± net acres), and from R-R to R-3 (on the northerly 10.68± net acres) to accommodate the proposed project.

4) Tentative Tract Map (TTM No. 36672) - The proposed project requires the approval of a tentative tract map to subdivide the 18.41± net acre site into three (3) lots to accommodate the proposed project. Lot 1 of TTM No. 36672 is for condominium purposes as this portion of the development proposed "for-sale" condominiums.

5) Conditional Use Permit (CUP) & Plot Plan (PP) - The proposed project requires the approval of a conditional use permit to establish/construct an 86-unit Senior Assisted Living Facility (on the southerly 7.73± net acres), and a plot plan to develop 138-unit townhome/condominium complex with related site amenities (on the northerly 10.68± net acres) of the project site.

The vicinity/location map below shows the project site/surrounding area.

Vicinity / Location Map



Figure 2.0-2
Project Vicinity

Surrounding Land Uses:
The project site is currently vacant and surrounded by vacant land to the north, east and west. One single family residence exists south of the site. The table below summarizes the current uses, land use and zoning designations related to the project site and surrounding properties.

ADJACENT LAND USE, GENERAL PLAN AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning Designation**
Subject Property	Vacant	Business Park (BP)	R-R (Rural Residential)
North	Vacant (future Rancon project)	Business Park (BP)	I-P (Industrial Park)
South	Vacant (Lennar site) & a Residence	Medium High Density Residential (MHDR)	R-4 (Planned Residential)
East	Vacant (future Villa Siena project) & residences	Medium High Density Residential (MHDR)	R-3 (General Residential)
West	Vacant	Business Park (BP)	I-P (Industrial Park)

Environmental Impact Report (EIR):
In accordance with the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 – 21189.3, and the CEQA Guidelines, 14 CCR §§ 15000-15387, the proposed project requires the preparation of an Environmental Impact Report (EIR). The EIR must be certified by the City Council prior to the approval of the project. In the course of the preliminary review of the proposed project, the Planning Director determined that there was substantial evidence that the Horizon Mixed-Use project may have one or more significant effects on the environment. Therefore, preparation of an EIR was warranted under Public Resources Code § 21080(d) and CEQA Guideline 15060(d).

In accordance with CEQA Guideline 15082, the Planning Department prepared and circulated a Notice of Preparation (NOP) on January 26, 2015 notifying the public that an EIR would be prepared for the project. This began a 30-day public review/comment period that began on January 26, 2015 and concluded on February 24, 2015. The City received four (4) public comments from Cal Trans, CDFW, Pechanga Band of Luiseno Indians and the SCAQMD which have been included within the Draft EIR (DEIR). As part of the NOP process, the Planning Department conducted a public scoping meeting which was held on February 9, 2015. The purpose of the scoping meeting was to receive input from the pubic on what environmental issues should be addressed in the Horizon DEIR.

In the months following the NOP review period and scoping meeting, the City prepared and completed the Horizon DEIR. A Notice of Completion (NOC) was provided to the State Clearinghouse (OPR) on August 27, 2015 notifying the State of the availability of the Horizon's DEIR. In accordance with CEQA Guidelines §15087 and §15105(a), the DEIR was also circulated on August 27, 2015 to the public, state responsible agencies and other interested parties, including the City's local distribution list, and any interested party requesting a copy of the DEIR. Further, on August 27, 2015, the Planning Department posted a Notice of Availability (NOA) with the Riverside County Clerk and published a legal notice in the Press Enterprise, a local newspaper of general circulation giving notice to the general public and all interested parties about the Horizon EIR 45-day public review period.

This began the required 45-day public review/comment period in accordance with Section 15085 of the CEQA Guidelines which concluded on October 12, 2015. A copy of the DEIR and Technical Appendices are provided for Commission consideration in Attachment A, Exhibits 1 & 1A). The City received three (3) comment letters (CDFW, Caltrans & Riverside County Fire) during the public review/comment period. Staff has prepared detailed responses to each of these comments and are provided in the Final EIR (FEIR). In accordance with CEQA, the FEIR was provided to each commenter at least 10 days prior to the January 6, 2016 Planning Commission meeting. The FEIR is provided for Commission consideration in Attachment A, Exhibit 2.

As part of the FEIR, the Planning Department has also prepared the required Findings of Fact and Statement of Overriding Considerations for the project, as required by CEQA Guidelines 15091 and 15093. Approval of the project will result in one (1) one significant impact to transportation/traffic (Impact 3.11.2) that can not be mitigated. However, all other impacts have been mitigated to a less than significant level through changes and alterations to the project and mitigation measures. In accordance with Section 15093 of the CEQA Guidelines, the Planning Commission may recommend to the City Council adoption of the Statement of Overriding Considerations for the one significant and unavoidable impact. The Findings of Fact and Statement of Overriding Considerations are provided for Commission consideration in Attachment A, Exhibit 3.

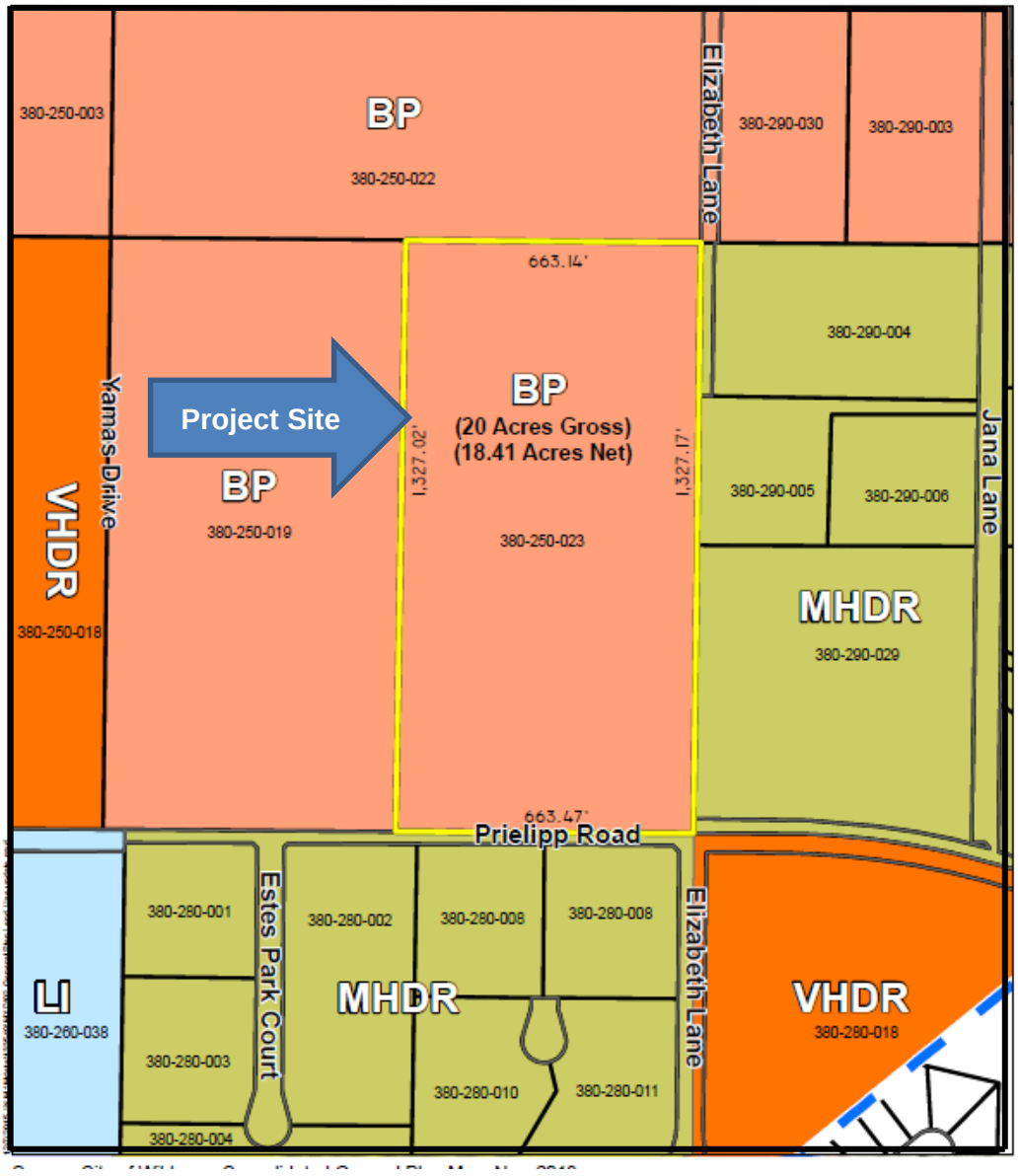
In accordance with CEQA Guideline 15097, the Planning Department has also prepared a Mitigation Monitoring and Reporting Program (MMRP) for the Horizon project EIR. The MMRP outlines the proposed mitigation measures for the project and the timing and department responsibility for implementing the mitigation measures. The MMRP is provided for Commission consideration in Attachment A, Exhibit 4. The mitigation measures have also been inserted into the project conditions of approval matrix (Attachment D, Exhibit 1 and Attachment E, Exhibit 1).

The City Council has the authority to review certification of the proposed Horizon Mixed-Use project EIR. Based on the analysis and findings below, the Planning Commission is recommending the City Council certify the Horizon project EIR and all related attachments to the EIR.

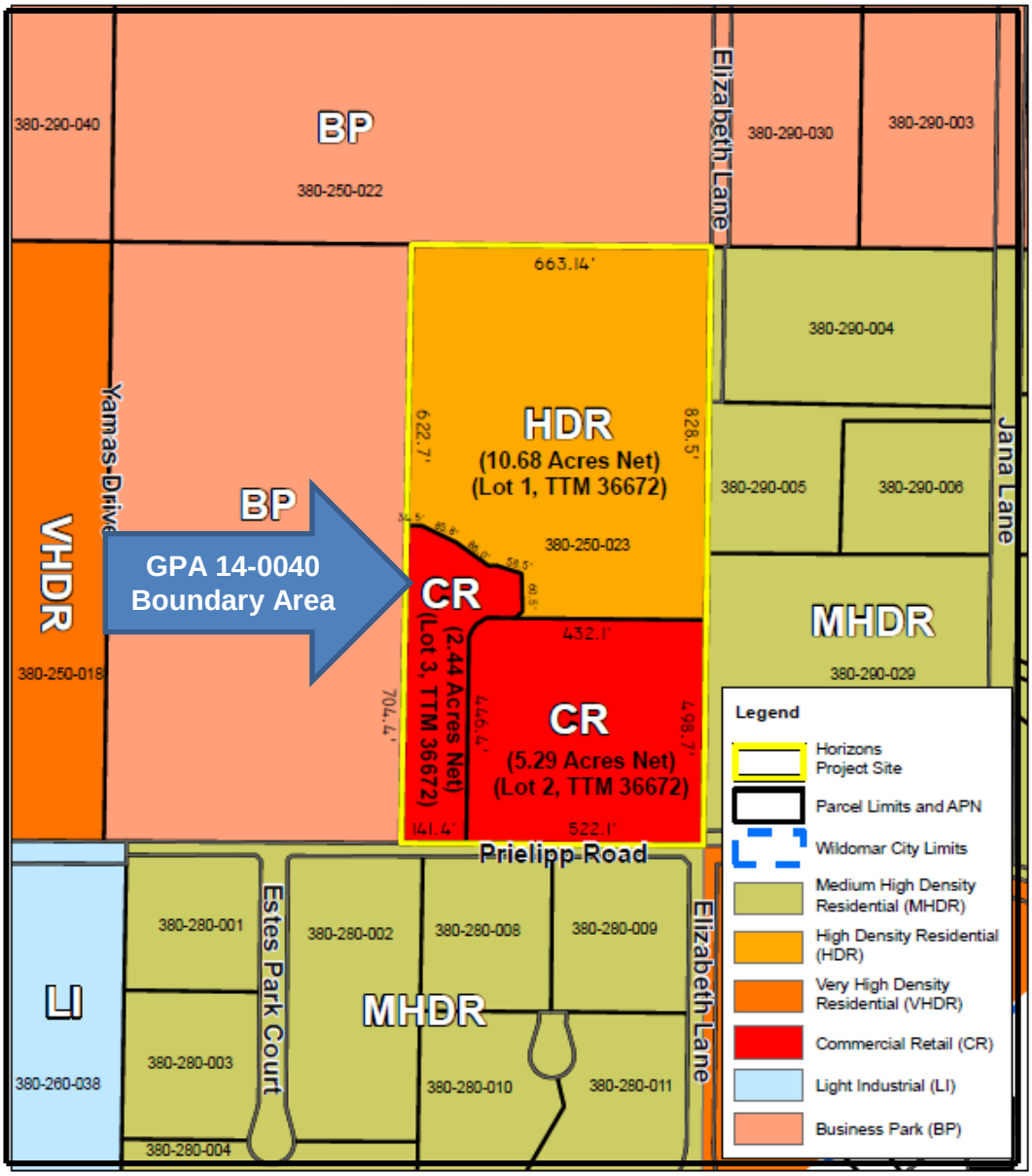
General Plan Amendment (GPA):

The Horizon development project requires the approval of a general plan amendment to build the project. The Applicant is requesting approval to change the existing general plan land use designation from Business Park (BP) on the entire 18.41 acre (net) project site to Commercial Retail (CR) on the southerly 7.73± acres (net), and to High Density Residential (HDR) on the northerly 10.68± acres (net). The following two (2) exhibits reflect the existing and proposed land use amendment.

Existing Gen. Plan Land Use Exhibit



Proposed GPA Land Use Exhibit

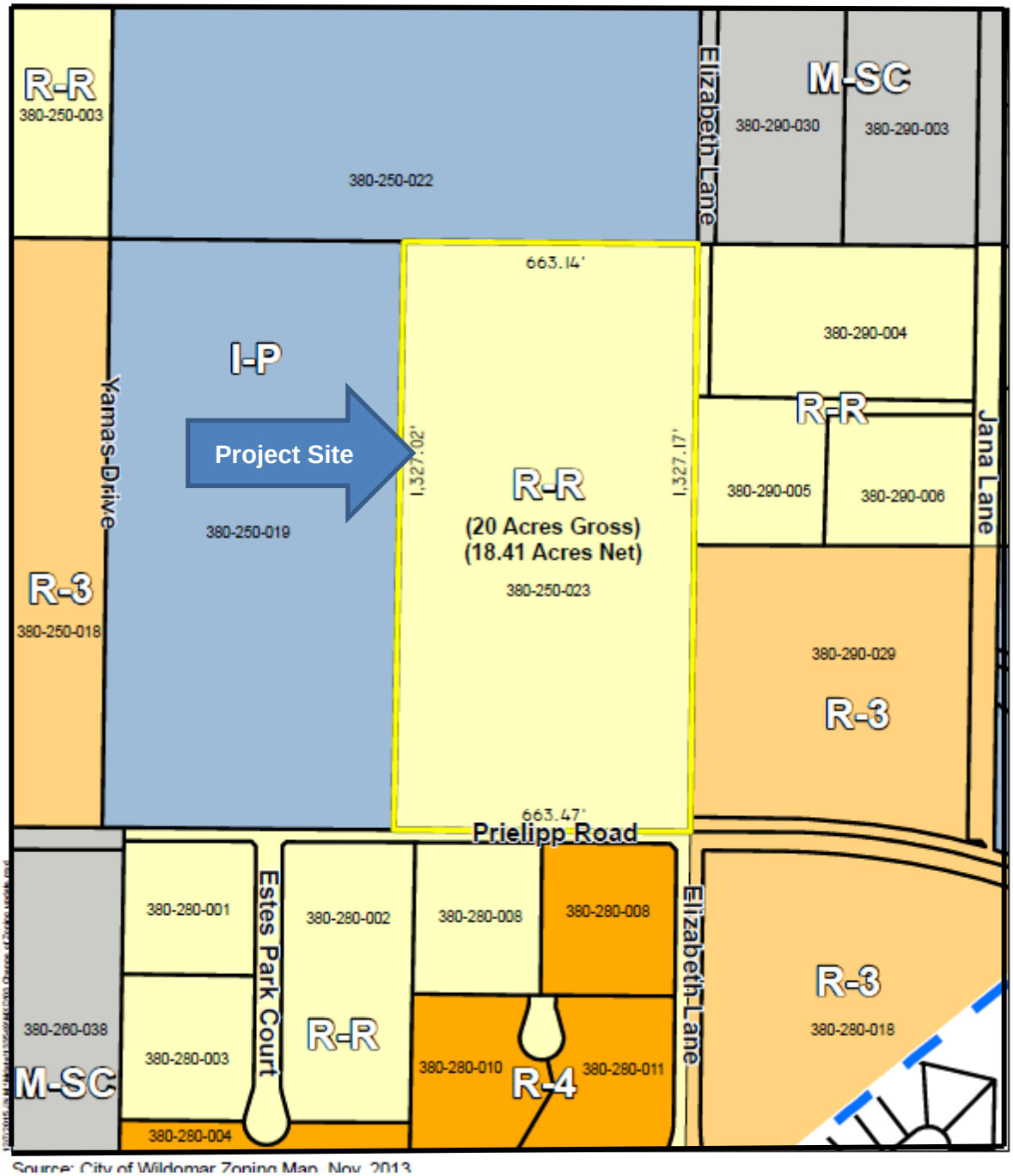


State law restricts the number of general plan amendments that may be adopted in a calendar year to no more than four amendments. However, multiple amendments within the same resolution only count as one amendment. Due to the number of general plan amendment requests that are being processed by the planning department, staff determined that the general plan amendments requested by the applicant for this project and for its Horizons project should be combined into one resolution. Because the general plan amendment for this project is combined with the proposed general plan amendment for the Horizons project, the City Council must wait until after the close of the public hearing for both projects before it can vote to approve the resolution with the general plan amendments.

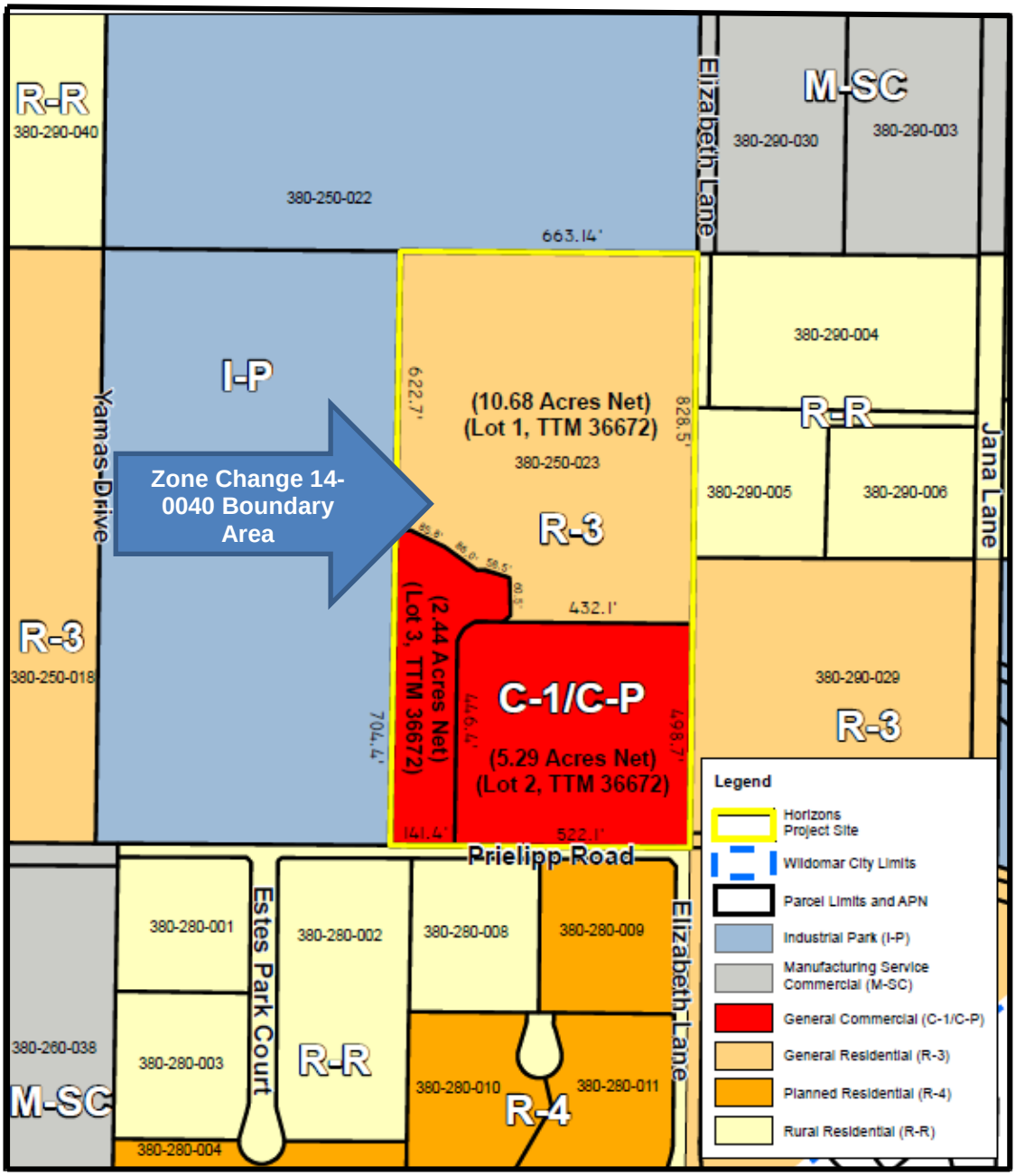
Change of Zone (CZ):

The Horizon development project requires the approval of a change of zone to build the project. The Applicant is requesting approval to change the existing zoning designation from R-R to C-1/C-P for the southerly 7.73± net acres of the project site (Parcel 2 & 3 of TTM No. 36672), and from R-R to R-3 for the northerly 10.68± net acres of the site. The following two (2) exhibits reflect the existing and proposed land use amendment.

Existing Zoning Designation Exhibit



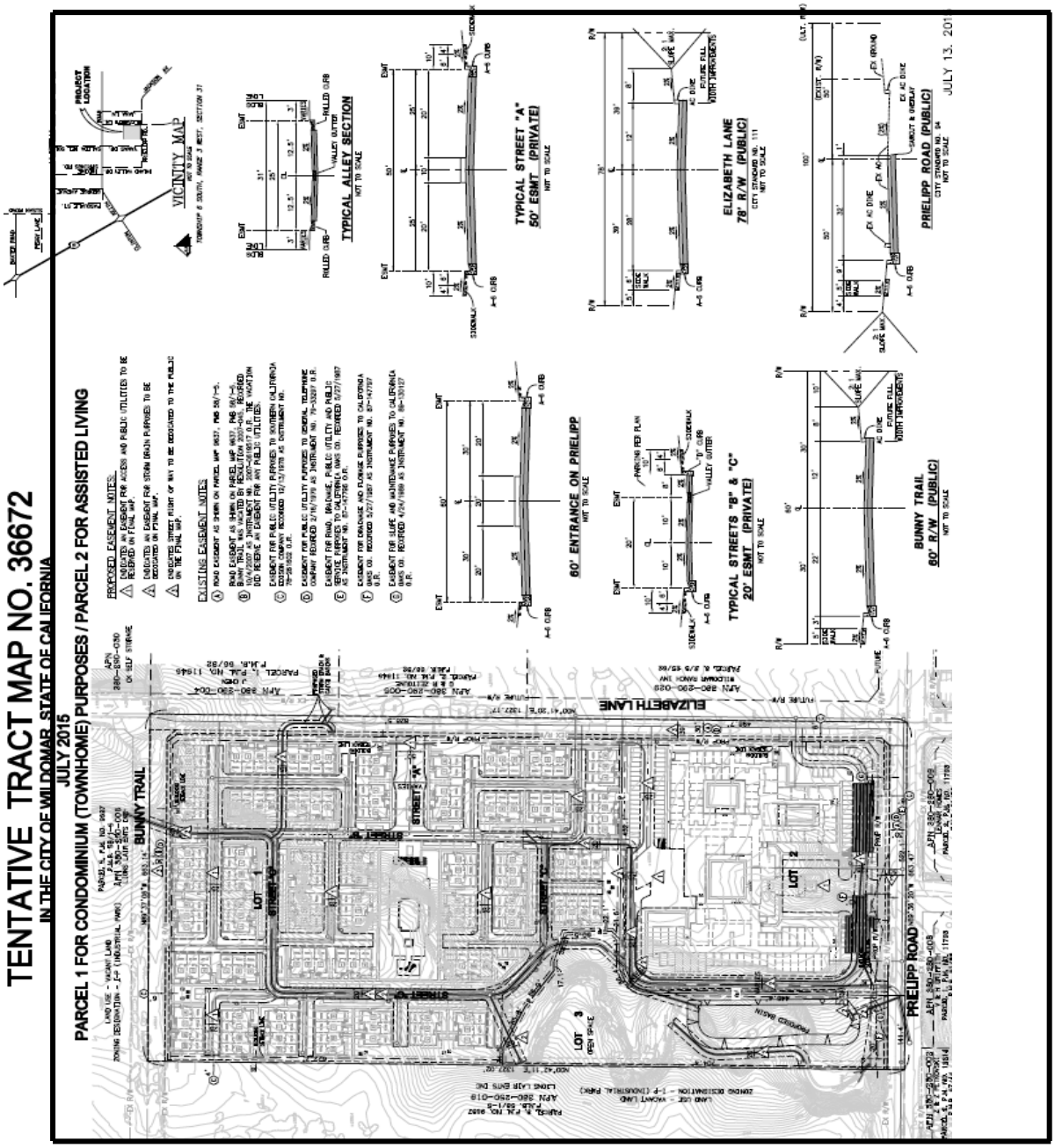
Proposed Change of Zone Exhibit



Tentative Tract Map No. 36672:

The Horizon development project requires the approval of a tentative tract map to subdivide the project site. Specifically, the tract map proposes to subdivide the 18.41± net acre site into three (3) parcels. Parcel 1 is 10.68± net acres in size and will accommodate the 138-unit townhouse/condominium project. Parcel 2 is 5.29± net acres in size and will accommodate 86-unit senior assisted living/skilled nursing facility.

Parcel 3 is 2.44± net acres in size and will accommodate the detention basin/open space area. The following exhibit reflects the proposed subdivision map.



Conditional Use Permit (CUP) - Senior Assisted Living/Skilled Nursing Care Facility:
The proposed project requires the approval of a conditional use permit to establish and construct the proposed 86-unit senior assisted living/skilled nursing facility. This building will be located on the southerly 7.73± net acres of the project site (Parcel 2 & 3 of TTM No. 36672). The proposed facility requires approval of a CUP in accordance with Chapter 17.72.010.C.12 of the Zoning Ordinance.

Site Plan Layout:
The proposed facility will house 2 senior related components; the assisted living portion, and skilled nursing portion. The assisted living portion will contain 54 units while the skilled nursing portion will contain 32 units. The full development plans (i.e., site plan, floor plan, architecture, landscaping, etc.) for this building are provided for Council consideration in Attachment G.

Development of the facility is subject to the development standards outlined of the C-1/C-P zone as outlined in Chapter 17.72.030 of the WMC. This code section establishes standards and requirements related to lot area, setbacks, building height, etc. The table below outlines the proposed project and how it complies with the C-1/C-P development standards.

Development Standards Table (17.72.030)

Development Standards	Minimum Development Standards	Proposed Project	Meets/Exceeds Requirements
Minimum Lot Area	None	7.73 net acres	Yes
Required Setbacks			
Front Setback	12.0 feet	61 feet	Yes
Rear Setback	12.0 feet	81 feet	Yes
Side Setbacks	12.0 feet	20 & 32 feet	Yes
Building Height	50 feet maximum	41 feet (at the highest point)	Yes

Off-Street Parking (Section 17.188):
The project is subject to the parking requirements outlined in Section 17.188.030 of the WMC. Based on the proposed 86-bed facility, the project is required to provide a total of 86 parking spaces. The proposed site plan provides 88 parking spaces for residents, staff/employees and visitors.

The table on the following page summarizes other parking standards applicable to the proposed project which has been met or exceeded.

Parking Standards Table (17.188)

Development Standards	Minimum Parking Requirement Standards	Proposed Project	Meets/Exceeds Requirements
Assisted Living / Skilled Nursing Facility	86 spaces	88 spaces	Yes
Parking Stall Size (open)	9' x 18' 11' x 18' (end stalls)	9' x 18' 11' x 18' (end stalls)	Yes
On-site Drive Aisles	28 feet	28 feet	Yes
Open Parking Area Shading	50%	55%	Yes
Open Parking Area Landscaping	10%	15%	Yes

Landscaping/Water Efficient Standards (Section 17.276):
The Applicant has provided a detailed conceptual landscape plan for staff's review. The purpose of Chapter 17.276 of the Zoning Ordinance is to establish water efficient landscape regulations that are "at least as effective in conserving water as" the State Model Water Efficient Landscape Ordinance in the context of conditions in the City in order to ensure that landscapes are planned, designed, installed, maintained, and managed in a manner that uses water efficiently, encourages water conservation, and prevents water waste. The intent of this chapter is to also encourage the cooperation between the City and local water purveyors to achieve irrigation efficiency and water conservation goals.

The landscape plans provide for a variety of landscape species (including drought tolerant turf) in varying sizes to accommodate the project. The landscape plans were reviewed by the City's Landscape Architect in accordance with the provisions of this code section. Based on this review, the conceptual landscape plans are consistent with city standards. During the construction plan check process, staff will perform a detailed landscape and irrigation plan review to determine that the proposed water usage meets the requirements of Chapter 17.276. Based on the conceptual landscape plans, the project is consistent with city standards.

Proposed Unit Type / Floor Plans:
The site plan reflects the development of an 86-unit senior assisted living/skilled nursing facility in a 2-story building. The assisted living portion will contain 54 units while the skilled nursing portion will contain 32 units. The units in both areas range in size from 338 to 549 square feet in size, and will include a bed, bathroom and furniture. The building will also contain conference rooms, activity rooms, court yard areas, full kitchen facility and offices. As the Applicant intends to market the project if it is approved information on ownership, or other key operational factors is know at this time.

The unit and floor plan information is provided in the following table.

Typical Unit Types / Floor Plan /Unit Sizes

Unit Type	Unit Quantity	# of Bedrooms	Unit Size
Assisted Living Facility	54	1 & 2 bedrooms	338 s.f & 486 s.f.
Skilled Nursing Facility	32	Studio & 1 bedrooms	330 s.f & 549 s.f.
Total Counts	**86 Units**	**112 beds**	

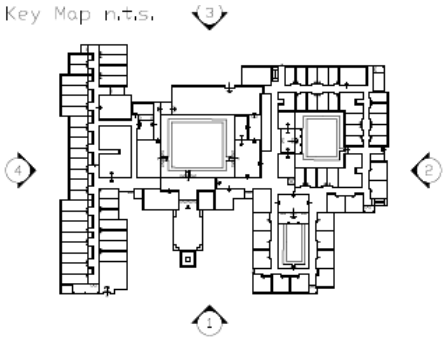
Proposed Architecture:
The architectural theme for the Assisted Living / Skilled Nursing Facility is a Craftsman / Ranch style. The building incorporates features such as concrete tile roofs, stucco walls, stone veneer, wood posts/railings, gable end details, decorative wood beams, corbels, wood trellis's decorative louvers, etc.

Staff has provided reduced size exhibits of the site plan, architectural plans, and landscape plan on the following pages.

Colored Overall Site Plan / Landscape Plan Exhibit

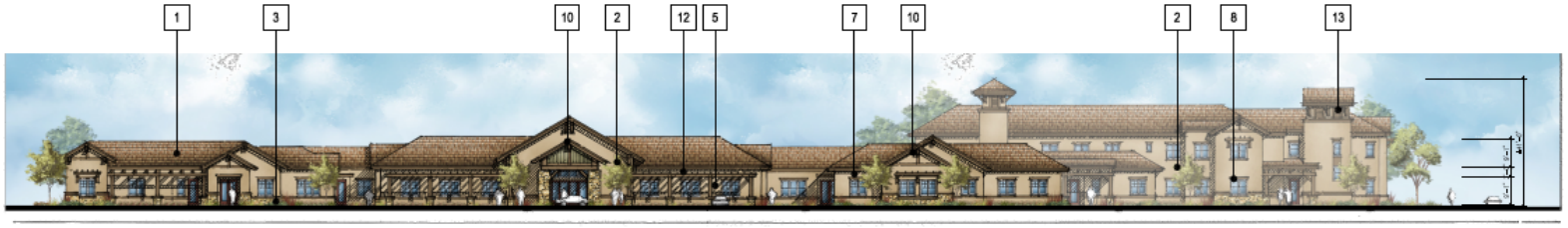


Proposed Architectural Elevations Exhibits





2. RIGHT



1. FRONT

Material Legend :

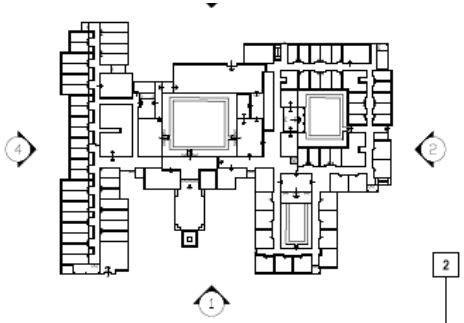
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2. Stucco Wall
3. Stone Veneer
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5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Metal Door
17. Wood Frame

HORIZONS

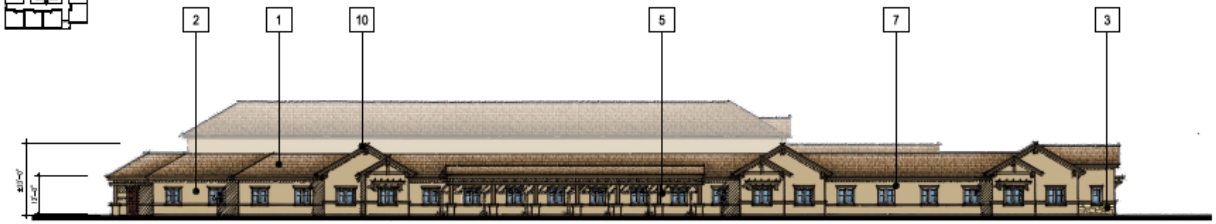
SENIOR LIVING BUILDING
CHARACTER ELEVATIONS-1

0 8 16 32

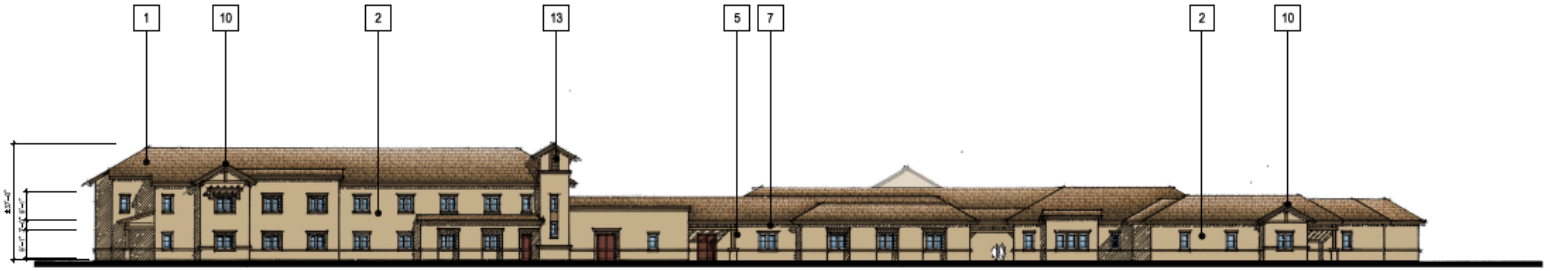
A3.3



1. Concrete Tile Roof
2. Stucco Wall
3. Stone Veneer
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5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Metal Door
17. Wood Frame



4. LEFT



3. REAR

HORIZONS

SENIOR LIVING BUILDING
CHARACTER ELEVATIONS-2

0 8 16 32

A3.4

Plot Plan – Horizon Townhouse/Condominium Project Site:
The proposed residential portion requires the approval of a plot plan to develop the site with 138 units in a townhouse/condominium format. The residences will be located on the northerly 10.68± net acres of the site (Parcel 1 of TTM No. 36672).

Site Plan Layout:
The proposed townhouse/condominium project is a permitted use subject to a plot plan approval as required by Chapter 17.44.010 of the Zoning Ordinance. Development of the residential project is also subject to the development standards of Section17.44.020. This section establishes standards and requirements related to lot area, setbacks, building height, etc. The table below summarizes compliance with these standards.

Development Standards Table (17.44.020)

Development Standards	Minimum Dev. Standard	Proposed Project	Meets/Exceeds Requirements
Minimum Lot Area	7,200 square feet	10.68 net acres	Yes
Minimum Lot Width/Depth	60 feet / 100 feet	1327 x 663 feet	Yes
Required Setbacks			
Front Setback – Living Space / Main Structure	10 feet	20± feet (closest)	Yes
Rear Setback – Living Space / Main Structure	10 feet	16 feet (closest)	Yes
Side Setback – Living Space / Main Structure	5 feet	16 feet (closest)	Yes
Building Height	35 feet maximum	33.5 feet (2-stories)	Yes

Off-Street Parking (Section 17.188):
The townhouse/condominium project site is subject to the multi-family parking requirements outlined in Section 17.188.030 of the Zoning Ordinance. Based on the number of units and bedrooms, the project is required to provide of 359 spaces. The proposed site plan provides 359 parking spaces.

The table on the following page summarizes other parking standards applicable to the proposed project which has been met or exceeded.

Parking Standards Table (17.188)

Development Standards	Minimum Parking Requirement Standard	Proposed Project	Meets/Exceeds Requirements
R-3 Townhouse Res.			
2 bedroom/ unit (2.25 sp./unit)	94.5 spaces	95 spaces	Yes
3 bedrooms/unit (2.75 sp./unit)	264 spaces	264 spaces	Yes
total spaces	**359 spaces[1]**	**359 spaces**	**Yes**
Enclosed garage / covered carport (1 space/unit)	138 spaces required	276 enclosed garage spaces[2] 83 open/visitor spaces	Yes
Parking Stall Size (open)	9' x 18' 11' x 18' (end stalls)	9' x 18' 11' x 18' (end stalls)	Yes
Garage Stall Size	9' x 18'	20' x 20'	Yes
On-site Drive Aisles	28 feet	28 feet	Yes
Open Parking Area Shading	50%	71%	Yes
Open Parking Area Landscaping	10%	15%	Yes

Landscaping/Water Efficient Standards (Section 17.276):

The Applicant has provided a detailed conceptual landscape plan for staff's review. The purpose of Chapter 17.276 of the Zoning Ordinance is to establish water efficient landscape regulations that are "at least as effective in conserving water as" the State Model Water Efficient Landscape Ordinance in the context of conditions in the City in order to ensure that landscapes are planned, designed, installed, maintained, and managed in a manner that uses water efficiently, encourages water conservation, and prevents water waste. The intent of this chapter is to also encourage the cooperation between the City and local water purveyors to achieve irrigation efficiency and water conservation goals.

The landscape plans provide for a variety of landscape species (including drought tolerant turf) in varying sizes to accommodate the project. The landscape plans were reviewed by the City's Landscape Architect in accordance with the provisions of this code section. Based on this review, the conceptual landscape plans are consistent with city standards. During the construction plan check process, staff will perform a detailed landscape and irrigation plan review to determine that the proposed water usage meets

[1] The total number of spaces includes open/visitor parking spaces in the ratio. There is no separate standard for open/visitor parking.
[2] The applicant has provide one (1) 220 volt electrical outlet in each garage for future electric vehicles.

the requirements of Chapter 17.276. Based on the conceptual landscape plans, the project is consistent with city standards.

Proposed Unit Type / Floor Plans:
The site plan reflects the development of a 138-unit townhouse project with 2-story units. There are 42, 2-bedroom units that are 1,405 square feet in size. There are 96, 3-bedroom units that range in size from 1,463 to 1,658 square feet. The unit and floor plan information is provided in the following tables.

Typical Unit Types / Floor Plan

Unit Type	Unit Quantity	# of Bedrooms / Bathrooms
Unit 1 (2-story)	42	2 bedroom / 2.5 bath
Unit 2 (2-story)	40	3 bedroom / 2.5 bath
Unit 3 (2-story)	56	3 bedroom / 2.5 bath
Total Counts	**138 Units**	

Typical Unit Types / Stories/Unit Size

Stories	# of Units/Story	Unit Size (sq. ft.)
Unit 1 (2-story)	42	1,405 sq. ft.
Unit 2 (2-story)	40	1,463 sq. ft.
Unit 3 (2-story)	56	1,658 sq. ft.
Total Counts	**138 Units**	

The project does propose a 24,000 square-foot gated private recreation area that will include a future clubhouse (size and design yet to be determined) with a swimming pool, spa and play area for the residents. There is a nice internal walkway system that connects the north and south portions of the project.

Proposed Architecture:
The architectural theme for the Horizon Townhouse site can be characterized as a Craftsman Style. This architectural style matches the style of the Assisted living/Skilled Nursing Facility building. Features include but are not limited to, concrete tile roofs, stucco walls, stone veneer, wood posts/railings, gable end details, decorative wood beams, corbels, wood trellis's decorative louvers, etc.

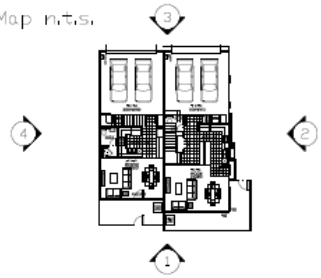
Staff has provided reduced size exhibits of the site plan, landscape plan and architectural elevations on the following pages.

Colored Overall Site Plan / Landscape Plan Exhibit



Proposed Townhouse Architectural Elevations Exhibits

Key Map n.t.s.

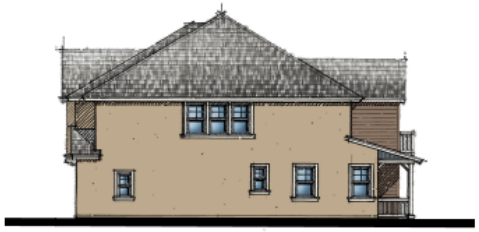




3. REAR

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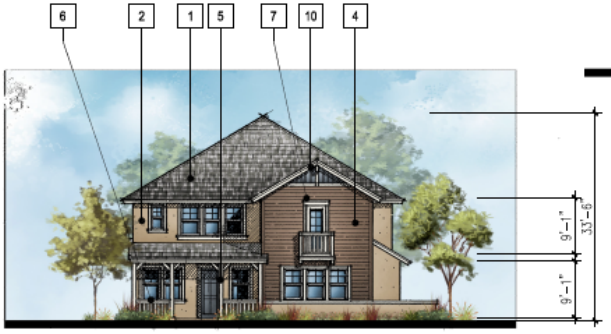
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3. Stone Veneer
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Metal Door
17. Wood Frame



4. LEFT



2. RIGHT



1. FRONT

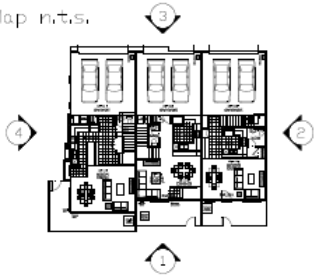
TOWNHOMES CHARACTER ELEVATIONS
BUILDING - A

0 4 8 16

HORIZONS

A2.6

Key Map n.t.s.





3. REAR

Material Legend :

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2. Stucco Wall
3. Stone Veneer
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6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
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13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Metal Door
17. Wood Frame



4. LEFT



2. RIGHT



1. FRONT

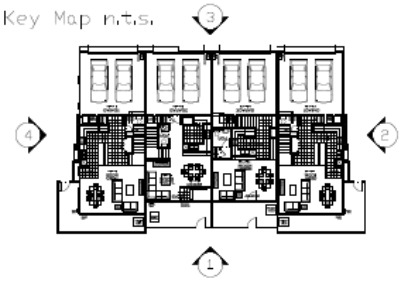
TOWNHOMES CHARACTER ELEVATIONS
BUILDING - B

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HORIZONS

A2.7

Key Map n.t.s.





3. REAR

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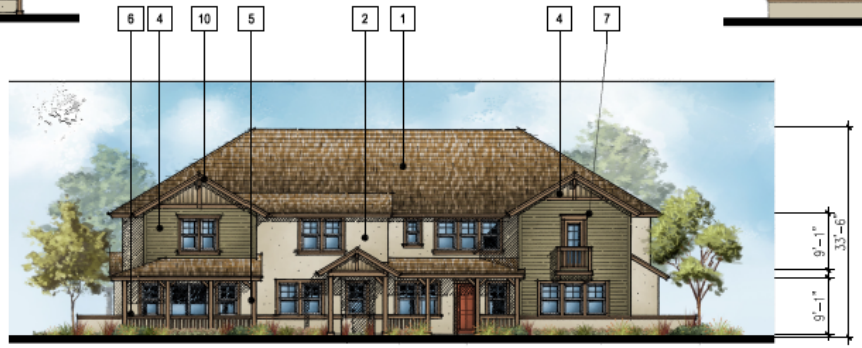
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10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Metal Door
17. Wood Frame



4. LEFT



2. RIGHT



1. FRONT

TOWNHOMES CHARACTER ELEVATIONS
BUILDING - C

0 4 8 16

HORIZONS

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ANALYSIS / FINDINGS OF FACT:

EIR Findings of Fact:

The Planning Commission has recommended, in light of the whole record before it, including but not limited to, the DEIR (w/technical appendices), FEIR, Findings of Fact, Statement of Overriding Considerations, and MMRP (Attachment A, Exhibits 1 - 4) and all documents incorporated by reference therein, any comments received and responses provided, and other substantial evidence (within the meaning of Public Resources Code § 21080(e) and § 21082.2) within the record and/or provided at the public hearing, that the Council find and determine as follows:

1. Preparation of EIR: An Environmental Impact Report was prepared for the Horizons Mixed-Use Development project and processed in accordance with the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the CEQA Guidelines (14 California Code of Regulations § 15000 et seq.), and the City's local CEQA Guidelines.

2. Notice: The City has complied with CEQA Guidelines § 15085 and §15087 by providing a Notice of Completion of the Draft EIR to OPR and a Notice of Availability to responsible and trustee agencies, including the Riverside County Clerk, and other persons and agencies.

3. Review Period: The City has complied with CEQA Guidelines §§ 15087 and 15105 by making the Draft EIR available to the public for review/comment for the required 45-day period of time commencing on August 27, 2015 and concluding on October 12, 2015.

4. Response to Comments: The City has responded to all three (3) written comments received during the public review/comment period and included both the comments and the responses to the comments as part of the Final EIR included as Exhibit 2 to this Resolution. In response to these comments, the City has made minor revisions to the Draft EIR. These revisions are identified in the Final EIR and do not constitute significant additional information and do not require recirculation of the Draft EIR.

5. Avoidance / Reduction Significant Effects: The EIR identifies potentially significant effects on the environment that could result, if the project were adopted without changes or alterations, in the project and imposition of mitigation measures. Based thereon, the Planning Commission recommends the City Council further find that:

    a) Changes, alterations, and mitigation measures have been incorporated into, or imposed as conditions of approval on, the project.

    b) These changes, alterations, and mitigation measures will avoid all but one of the significant environment effects identified in the EIR or lessen their impact below the threshold of significance.

c) These changes, alterations, and mitigation measures are fully enforceable because they have either resulted in an actual change to the project as proposed or they have been imposed as conditions of approval on the project.

d) The City has prepared a Mitigation Monitoring and Reporting Program included as Exhibit 4 to this Resolution to track compliance with these changes, alterations, and mitigation measures identified in the Horizons Mixed-Use Development project EIR.

e) For the one unavoidable environmental impact (transportation/traffic impact 3.11.2), specific economic and legal considerations make infeasible the mitigation measures identified in the FEIR.

6. Statement of Overriding Considerations: Approval of the project will result in one (1) one significant impact that can not be mitigated related to transportation/traffic (Impact 3.11.2); however, all other impacts have been mitigated through changes, alterations and mitigation measures to a less than significant level. Pursuant to Section 15093 of the CEQA Guidelines, the Planning Commission recommends the City Council adopt a Statement of Overriding Considerations for transportation/traffic (Impact 3.11.2) as discussed and addressed in the DEIR & FEIR (Statement of Facts and Findings).

7. Independent Judgment: The DEIR and FEIR reflects the independent judgment and analysis of the City.

General Plan Amendment (GPA) Analysis:

The Applicant has requested a general plan amendment to change the existing land use designation from Business Park to Commercial Retail (on the southerly 7.73± net acres), and to High Density Residential (on the northerly 10.68± net acres). The land use change will allow development of the assisted living/skilled nursing facility and the residential townhouse/condominium project. The HDR land use designation is intended for the development of single family attached residences within a density range of 8 – 14 units/acre. The proposed townhouse project is 10.68 net acres in size, thus the project density is 11.8 units/acre based on the proposed 138 units. This density falls within the allowable HDR density. The CR land use designation allows a variety of commercial, retail and medical uses. The proposed assisted living/skilled nursing facility fits into the CR land use designation.

There are two (2) other multi-family developments in close proximity to this project that have a land use designation of VHDR. The Santa Rosa Apartments to the west and The Gables apartments immediately southeast of the site. The Santa Rosa apartment project was built with 320 units at a density of 15.84 units/acre. The Gables apartment project was built with 142 units at a density of 16.10 units/acre. Both projects fall within the allowable density range just below a mid-range density of 17 units/acre. The City Council recently approved the Villa Siena apartment project directly east of the Horizons

project site. The approved land use designation for this apartment project was VHDR with 170 units.

The Planning Commission supported the proposed GPA from BP to HDR and CR because these land use designations intend for the development of multi-family attached dwellings and medical uses/facilities. With the proposed zoning designation of R-3 and C-1/C-P, respectively, the project as currently designed is consistent with the General Plan land use designations. Below are the findings to support the general plan amendment.

General Plan Amendment (GPA) Findings of Fact:
Pursuant to Government Code Section 65350 – 65362 and Section 17.08.040(F)(2) of the Zoning Ordinance, the Planning Commission has recommended the City Council make the following findings in support of the GPA for the Horizons Mixed-Use Development project.

A. The proposed change does not involve a change in or conflict with the City of Wildomar Vision, any general planning principles in Appendix B to the General Plan, or any Foundation Component designation in the General Plan

Evidence: The proposed land use amendment for the Horizons Mixed-Use Development project does not involve a change in or conflict with the City of Wildomar Vision (Chapter 2 of the Gen. Plan), any general planning principles in Appendix B to the General Plan, or any Foundation Component designation in the General Plan in that both the current and the proposed land use designations (BP and CR & HDR, respectively) fall within the "Community Development" Foundation Component of the General Plan. Thus, the proposed land use designation change to CR (on the southerly 7.73± net acres) and to HDR (on the northerly 10.68± net acres) does not conflict with the property's "Community Development" Foundation Component designation. Further, the Vision outlined in Chapter 2 of the General Plan states that each element of the General Plan contains a description of how it implements the Vision in the form of specific policies related to each element (page V-2). Thus, consistency with specific General Plan policies demonstrates consistency with the vision.

The proposed Horizons Mixed-Use Development project achieves the vision as it is consistent with those land use and housing policies discussed in Finding B below. Finally, the proposed general plan amendment is consistent with the general planning principles set forth in Appendix B to the General Plan, in that Appendix B encourages compact, higher density development (App. B, Sec. I.G.) and the development of new housing in a manner that encourages a wide range of housing choices within the City (App. B, Sec. I.D.). Further, Appendix B encourages commercial related development that provides support services for the Wildomar community. The Senior Assisted Living Facility /Skilled Nursing Facility will provide

support service for the Inland Valley hospital and other medical related uses in the general area.

B. The proposed amendment would either contribute to the purposes of the General Plan or, at a minimum, would not be detrimental to them.

Evidence: The proposed general plan amendment will contribute to the purposes of the General Plan and will not be detrimental in that as part of the DEIR and development review process it was determined that the proposed townhouse development and Senior Assisted Living Facility / Skilled Nursing Facility for the Horizons Mixed-Use Development project did not require any changes to other Elements of the Wildomar General Plan, thereby, resulting in the proposed general plan amendment being internally consistent. The proposed amendment furthers the following land use and housing element policies related to the proposed project:

LU 2.1 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project will accommodate a land use development that is in accordance with patterns and distribution of land uses that are depicted on the General Plan Land Use map proposed for the subject site.

LU 4.1 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project will accommodate a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project will be developed in accordance with the proposed General Plan land use designation that ensures compatibility and minimizes impacts.

LU 22.1 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project will accommodate the development of multi-family residential units in an area that is appropriately designated by the General Plan.

LU 22.4 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project will provide a specific housing type, style and density that is accessible to and meets the needs of a range of lifestyles, physical abilities and income levels.

LU 22.10 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project are designed to consider the surrounding areas to visually enhance, and not degrade, the appearance of adjacent residential structures.

LU 23.1 The proposed land use amendment resulting in the Senior Assisted Living Facility / Skilled Nursing Facility is properly located and designated for commercial development in accordance with the General Plan.

LU 23.8 The proposed land use amendment resulting in the Senior Assisted Living Facility / Skilled Nursing Facility is part of a mixed use development in a commercially designated area that will provide needed services and jobs for the Wildomar community in accordance with the General Plan.

H-1.1 The proposed townhouse project will help ensure a sufficient supply of properly planned land to meet housing needs identified in the City's Regional Housing Needs Allocation (RHNA) required in the Housing Element.

H-6.1 The proposed townhouse project will utilize energy conservation measures in that each enclosed garage space has an EV charging outlet for electric vehicles, and will be designed to meet Green Building code standards.

C. Special circumstances or conditions have emerged that were unanticipated in preparing the General Plan.

Evidence: The proposed general plan amendment is needed to address circumstances and conditions that that were unanticipated when the General Plan was prepared. The economy, and the housing market in particular, have weathered a great recession. At the time the General Plan land use designations were determined, there was a greater emphasis on lower density single-family residential land uses. Post-recession, there is now a greater need for higher density, more affordable housing, including townhomes. With the approval of the 2013 – 2021 Housing Element in December 2013, multi-family development opportunities were a specific policy (Policy H-1.1) that encourages the City to pursue as it provides a more affordable housing opportunities. Given the type of project proposed and the amenities being provided, the proposed amendment meets this finding.

Change of Zone (CZ) Analysis:

The Applicant has requested a change of zone from R-R to C-1/C-P (on the southerly 7.73± net acres), and from R-R to R-3 (on the northerly 10.68± net acres) to accommodate the proposed project. The current R-R zone designation is not consistent with the proposed general plan land use designations of HDR and CR. Thus, a change of zone to R-3 and C/1-C-P is needed to accommodate the proposed Horizons development project.

According to the general plan zoning consistency table, the R-3 zone is highly consistent with HDR land use designation, and the C-1/C-P zone is highly consistent with the CR land use designation. The R-3 (General Residential) zone in intended to allow the development of multi-family attached or detached dwellings subject to a plot plan approval. With the project density proposed at 11.8 units/acre, the Change of Zone is consistent with the General Plan land use designation of HDR. On the other hand, the C-1/C-P zone allows for medical type uses like assisted living facilities. With development of the site under the C-1/C-P zone standards, the proposed project is consistent with the change of zone and general plan.

The Planning Commission supported the proposed Change of Zone because these zoning designations are intend for the development of multi-family dwellings and medical type facilities. Below are the findings to support the change of zone.

Change of Zone Finding of Fact:

In accordance with the State of California, Government Code Sections 65855 and Chapter 17.280 of the Wildomar Zoning Ordinance, staff recommends the Planning Commission, in light of the whole record before it, including but not limited to the Planning Department's staff report and all documents incorporated by reference herein, the City's General Plan and any other evidence within the record or provided at the public hearing of this matter, recommend the City Council find and determine as follows:

A. The proposed change of zone is in conformance with the adopted General Plan for the City of Wildomar.

Evidence: The applicant is proposing to amend the existing general plan land use designation from Business Park (BP) to Commercial Retail (CR) on the southerly 7.73± net acres of the project site, and from Business Park (BP) to High Density Residential (HDR) on the northerly 10.68± net acres of the site. With the approval of the proposed general plan amendment, the proposed Change of Zone from R-R to C-1/C-P for the southerly 7.73± net acres of the project site, and from R-R to R-3 for the northerly 10.68± net acres of the site is in conformance with the proposed Commercial Retail (CR) and High Density Residential (HDR) land use designations, respectively as each is intended for the proposed development of Horizons Mixed-Use Development project. The proposed townhouse project will have an density of 11.8 units/acre which falls within the HDR density range of 8 – 14 units/acre. The R-3 (General Residential) zone is intended to allow the development of multi-family attached townhouse dwellings subject to a plot plan approval, the Change of Zone to R-3 for the townhouse site is consistent with the General Plan land use designation of HDR. Further, the C-1/C-P zone is intended to allow the development of medical related uses subject to a CUP, the Senior Assisted Living Facility / Skilled Nursing Facility is consistent with the General Plan land use designation of CR.

Further, the Horizons Mixed-Use Development project, upon approval of the proposed GPA, is consistent with, and implements, the following goals and polices of the General Plan:

LU 2.1 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project will accommodate a land use development that is in accordance with patterns and distribution of land uses that are depicted on the General Plan Land Use map proposed for the subject site.

LU 4.1 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project will accommodate a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project will be developed in accordance with the proposed General Plan land use designation that ensures compatibility and minimizes impacts.

LU 22.1 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project will accommodate the development of multi-family residential units in an area that is appropriately designated by the General Plan.

LU 22.4 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project will provide a specific housing type, style and density that is accessible to and meets the needs of a range of lifestyles, physical abilities and income levels.

LU 22.10 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project are designed to consider the surrounding areas to visually enhance, and not degrade, the appearance of adjacent residential structures.

LU 23.1 The proposed land use amendment resulting in the Senior Assisted Living Facility / Skilled Nursing Facility is properly located and designated for commercial development in accordance with the General Plan.

LU 23.8 The proposed land use amendment resulting in the Senior Assisted Living Facility / Skilled Nursing Facility is part of a mixed use development in a commercially designated area that will provide needed services and jobs for the Wildomar community in accordance with the General Plan.

H-1.1 The proposed townhouse project will help ensure a sufficient supply of properly planned land to meet housing needs identified in the City's Regional Housing Needs Allocation (RHNA) required in the Housing Element.

H-6.1 The proposed townhouse project will utilize energy conservation measures in that each enclosed garage space has an EV charging outlet for electric vehicles, and will be designed to meet Green Building code standards.

Tentative Tract Map (TTM No. 36672) Analysis:

The Horizon development project requires the approval of a tentative tract map to subdivide the project site. Specifically, the tract proposes to subdivide the 18.41± net acre site into three (3) parcels. Parcel 1 is 10.68 net acres in size and is designated for the proposed 138-unit townhouse project (i.e., for-sale condominiums). Parcel 2 is 5.29 net acres in size and is designated for the 86-unit Senior Assisted Living Facility. Parcel 3 is 2.44 net acres in size and is designated for the detention basin/open space lot for the townhouse and assisted living facility sites. As noted in the Project Description section, each lot size exceeds the minimum required by the R-3 and C-1/C-P zones, thus, the tract map is consistent with the general plan land use and zoning designations. Below are the findings to support the tentative tract map.

Tentative Tract Map (TTM No. 36672) Findings of Fact:

In accordance with Wildomar Municipal Code Title 16 and Title 17, and Government Code § 66473.1, § 66473.5 and § 66474, the Planning Commission, in light of the whole record before it, including but not limited to the Planning Department's staff report and all documents incorporated by reference therein, the City's General Plan, Subdivision Ordinance, Zoning Ordinance, standards for public streets and facilities, and any other evidence within the record or provided at the public hearing of this matter, recommends the City Council hereby find and determine as follows:

A. The proposed tract map is consistent with the City's General Plan and any applicable specific plan as specified in Government Code Section 65451.

Evidence: Tentative Tract Map No. 36672 is consistent with the City's General Plan in that the land use designation of Commercial Retail (CR) is intended to provide for support and service land uses, such as medical services, to the Wildomar community, including assisted living facilities. With its close proximity to the Inland Valley Medical Center (IVMC) and professional medical office buildings surrounding the IVMC, the Horizon's 86-unit Senior Assisted Living Facility will provide valuable community and medical services that are consistent and compatible with the intent of the CR land use designation.

In regards to the 138-unit Horizon's townhome development (for-sale condominiums), this use is consistent with the General Plan in that the proposed

HDR land use designation specifically allows for attached single family attached and detached residences, including townhouses. As these units are proposed as "ownership" units, the project will provide important affordable home ownership opportunities to Wildomar residents, and potential employees of the Horizons Senior Assisted Living facility. Further, the HDR land use designation has a density range of 8 – 14 units per acre. The proposed tentative tract map results in a density of 11.8 units per acre which falls within the allowable HDR density range. Thus, the proposed tract map is consistent with the General Plan. There is no specific plan governing this project or the general area.

The project also promotes the following land use policies:

LU 4.1 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project will accommodate a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project will be developed in accordance with the proposed General Plan land use designation that ensures compatibility and minimizes impacts.

LU 22.1 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project will accommodate the development of multi-family residential units in an area that is appropriately designated by the General Plan.

LU 22.4 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project will provide a specific housing type, style and density that is accessible to and meets the needs of a range of lifestyles, physical abilities and income levels.

LU 22.10 The proposed townhouse and Senior Assisted Living Facility / Skilled Nursing Facility project are designed to consider the surrounding areas to visually enhance, and not degrade, the appearance of adjacent residential structures.

LU 23.1 The proposed land use amendment resulting in the Senior Assisted Living Facility / Skilled Nursing Facility project is properly located and designated for commercial development in accordance with the General Plan CR land use designation.

LU 23.8 The proposed land use amendment resulting in the Senior Assisted Living Facility / Skilled Nursing Facility project is part of a mixed use development in a commercially designated area that will provide

needed services and jobs for the Wildomar community in accordance with the General Plan.

H-1.1 The proposed townhouse project will help ensure a sufficient supply of properly planned land to meet housing needs identified in the City's Regional Housing Needs Allocation (RHNA) required in the Housing Element.

H-6.1 The proposed townhouse project will utilize energy conservation measures in that each enclosed garage space has an EV charging outlet for electric vehicles, and will be designed to meet Green Building Code standards.

B. The design or improvement of the proposed subdivision is consistent with the City's General Plan and any applicable specific plan.

Evidence: The proposed subdivision has been designed to meet all City standards applicable to residential subdivisions and commercial projects which are designed to provide satisfactory pedestrian and vehicular circulation, including emergency vehicle access and on-site and off-site public improvements. Further, all streets, utilities, and drainage facilities have been designed and are required to be constructed in conformance with City standards. There is no specific plan governing this project.

C. The site is physically suitable for the type and proposed density of development.

Evidence: The project site encompasses approximately 18.41 net acres. The tentative map proposes to subdivide the project area into three (3) lots to accommodate the townhouse site and Senior Assisted Living Facility site, including 1 lot for a required detention basin. The HDR land use designation allows a density range of 8 to 14 dwelling units/acre which the townhouse project meets as the proposed density is 11.8 units per acre. In terms of the Senior Assisted Living Facility parcel, the C-1/C-P zone does not have a minimum lot size so the parcel size of 5.29 net acres is physically suitable for the proposed facility. The townhouse project site with its R-3 zoning has a minimum lot size 7,200 square feet and a minimum lot depth and width of 100 and 60 feet, respectively. As the townhouse parcel is approximately 10.68± acres and has a lot depth and width of 432 feet and 828 feet, respectively, it exceeds the minimum R-3 zoning standards which results in the site being physically suitable to accommodate the project. Given these facts, the proposed tract map is physically suitable for the type and proposed density of development.

D. The design of the subdivision or proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Evidence: The City has prepared an Environmental Impact Report (EIR) for the Horizon's development project which includes TTM No. 36672. The EIR analyzed all the required environmental issues required by CEQA related to fish and wildlife, including their respective habitats. The EIR was circulated for a 45-day public review period in accordance with CEQA law. A Determination of Biological Equivalent or Superior Preservation (DBESP) analysis was prepared for this project and reviewed by the U.S. Fish and Wildlife Agency and the California Department of Fish and Wildlife. Both agencies concur with the analysis and recommended conditions outlined in the DBESP and did not provide any negative comments on the DBESP. Thus, it has been determined that the design of the subdivision and proposed improvements will not likely cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat project with implementation of the proposed mitigation measures as outlined in the Mitigation Monitoring and Report Program (MMRP) and DBESP. Therefore, the proposed tract map meets this finding.

E. The design of the subdivision or type of improvements is not likely to cause serious public health problems.

Evidence: The design of the subdivision is in conformance with the City's General Plan, Zoning Code and Subdivision Ordinance as stated above. Further, the design and construction of all improvements to accommodate the proposed project have been properly conditioned in accordance with all applicable City of Wildomar ordinances, codes and standards including the California Building and Fire Codes. As the City's ordinances, codes, and standards have been established based on currently accepted standards and practices for the preservation of the public health, safety and welfare, the proposed tract map project meets this finding.

F. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

Evidence: No easements of record or easements established by judgment of a court of competent jurisdiction for public access across the site have been disclosed in a search of the title records for the site and the City does not otherwise have any constructive or actual knowledge of any such easements.

Conditional Use Permit (CUP) No. 14-0040 Analysis:

The proposed project requires the approval of a conditional use permit to establish and construct the proposed 86-unit Senior Assisted Living / Skilled Nursing Facility. This building will be located on the southerly 8.52± acres of the project site (Parcel 2 and 3 of

TTM No. 36672). The Senior Assisted Living Facility requires approval of a CUP in accordance with Chapter 17.72.010.C.12 of the Zoning Ordinance. Staff has evaluated the proposed project to verify compliance with the all development standards of the C-1/C-P zone. Based on the project description above and the facts, the project is consistent with the general plan land use designation of CR and zoning designation of C-1/C-P. Below are the findings to support the conditional use permit.

Conditional Use Permit (CUP) No. 14-0040 Findings of Fact:
In accordance with Section 17.200 of the Wildomar Municipal Code (Title 17), the Planning Commission, in light of the whole record before it, including but not limited to the Planning Department's staff report and all documents incorporated by reference herein, the City's General Plan and any other evidence within the record or provided at the public hearing of this matter, recommends the City Council find and determine as follows:

A. The proposed use is consistent with the City of Wildomar General Plan and Zoning Ordinance.

Evidence: The proposed 86-bed Senior Assisted Living Facility is an allowed use the C-1/C-P (General Commercial) zone subject to the approval of a conditional use permit as required in Section 17.72.010.C of the Wildomar Municipal Code. The proposed CUP is consistent with the purpose and intent of the C-1/C-P zone in that commercial uses that provide jobs and services to the Wildomar community are encouraged. Given its close proximity to the Inland Valley Medical Center, the Senior Assisted Living Facility is highly compatible. Also, given its proximity to newly approved residential projects, future employees of the facility will have an opportunity to buy or rent in an area that will allow them to walk to work. The proposed project has also been reviewed to ensure all development standards outlined in the C-1/C-P zone are met. Upon a detailed review of the development plans, all development standards outlined in Section 17.72.030 have been met and/or exceeded.

Further, the design and layout of the project, the access and circulation have been configured to accommodate future development on adjacent parcels surrounding the project site. The General Plan land use designation for the site is Commercial Retail. The intent of the Commercial Retail Land Use Designation is to enable the establishment and operation of community serving commercial, service, and office type businesses. The proposed Senior Assisted Living Facility will provide a much needed service to Wildomar residents and meets the intent of the General Plan. Considering these aspects, the project furthers the objectives and policies of the General Plan and is compatible with the general land uses as specified in the General Plan. In addition, the proposed use also is consistent with the following General Plan policies:

LU 4.1 The Senior Assisted Living Facility project will accommodate a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed Senior Assisted Living Facility project will be developed in accordance with the proposed General Plan land use designation that ensures compatibility and minimizes impacts.

LU 22.1 The proposed Senior Assisted Living Facility project will accommodate the development of multi-family residential units in an area that is appropriately designated by the General Plan.

LU 22.10 The proposed Senior Assisted Living Facility project is designed to consider the surrounding areas to visually enhance, and not degrade, the appearance of adjacent residential structures.

LU 23.1 The proposed Senior Assisted Living Facility is properly located and designated for commercial development in accordance with the General Plan.

LU 23.8 The proposed Senior Assisted Living Facility is part of a mixed use development in a commercially designated area that will provide needed services and jobs for the Wildomar community in accordance with the General Plan.

B. The proposed use will not be detrimental to the health, safety, or general welfare of the community.

Evidence: The project site has been designed to meet all of the development standards of the C-1/C-P zone which is intended to protect the public health, safety, and general welfare. All access points for the Senior Assisted Living Facility will occur from Elizabeth Lane and Prielipp Road and both roads have been designed to meet minimum design standards to ensure safe vehicular and pedestrian access and circulation. The proposed use and site also has been designed to meet and exceed minimum development standards of Chapter 17.72 (C-1/C-P), Chapter 17.188 (Off Street Vehicle Parking/Landscape Standards), Chapter 17.200 (CUP's) and Chapter 17.276 (Water Efficient Landscapes) of the Wildomar Municipal Code that further ensures the protection of the public health, safety, and general welfare. As a result, the proposed Senior Assisted Living Facility project meets this finding.

Plot Plan 14-0040 Analysis:

The proposed residential townhouse portion of the project site requires the approval of a plot plan to develop the proposed 138-unit townhouse project. This development will be located on the northerly 10.68± acres of the site, and is represented as Parcel 1 of TTM

No. 36672. Development of the proposed project is subject to the development standards outlined in the R-3 zone (Section17.44.020), and Sections 17.188 (off-street parking), and 17.276 (Landscaping) of the Zoning Ordinance. A detailed discussion of the how the proposed project meets and exceeds the development standards is discussed in detail in the Project Description section of the staff report. Based on the facts, the project is consistent with the general plan land use designation of HDR and zoning designation of R-3. Below are the findings to support the plot plan.

Plot Plan 14-0040 Findings of Fact:
Pursuant to Section 17.216.040 of the Wildomar Zoning Ordinance, staff recommends the Planning Commission, in light of the whole record before it, including but not limited to the Planning Department's staff report and all documents incorporated by reference herein, the City's General Plan and any other evidence within the record or provided at the public hearing of this matter, recommend the City Council find and determine as follows:

A. The proposed use is consistent with the Wildomar General Plan and Zoning Ordinance.

Evidence: The proposed Horizons 138-unit townhouse project is consistent with the General Plan in that the proposed land use designation for the site is High Density Residential (HDR) which allows for single family attached townhouses with a density range of 8 - 14 units/acre. The proposed Horizon townhouse project has a density of 11.8 units/acre which falls within the allowable HDR density range. The proposed Horizons 138-unit townhouse project is also consistent with the Zoning Ordinance as the R-3 zone allows for single family attached townhouses subject to approval of a plot plan as required in Chapter 17.44 of the Wildomar Municipal Code. The proposed project has also been reviewed to ensure all development standards required in the R-3 zone have been met. Upon a detailed review of the development plans, all development standards outlined in Chapter 17.44.020 have been met and/or exceeded. Further, the design and layout of the project, the access and circulation have been configured to accommodate future development on adjacent parcels surrounding the project site.

In addition, the proposed use also is consistent with the following General Plan policies:

LU 4.1 The proposed townhouse project will accommodate a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed townhouse project will be developed in accordance with the proposed General Plan land use designation that ensures compatibility and minimizes impacts.

LU 22.1 The proposed townhouse project will accommodate the development of multi-family residential units in an area that is appropriately designated by the General Plan.

LU 22.4 The proposed townhouse project will provide a specific housing type, style and density that is accessible to and meets the needs of a range of lifestyles, physical abilities and income levels.

LU 22.10 The proposed townhouse project is designed to consider the surrounding areas to visually enhance, and not degrade, the appearance of adjacent residential structures.

H-1.1 The proposed townhouse project will help ensure a sufficient supply of properly planned land to meet housing needs identified in the City's Regional Housing Needs Allocation (RHNA) required in the Housing Element.

H-6.1 The proposed townhouse project will utilize energy conservation measures in that each enclosed garage space has an EV charging outlet for electric vehicles, and will be designed to meet Green Building code standards

B. The overall development of the land shall be designed to conform to the logical development of the land and to be compatible with the present and future logical development of the surrounding property.

Evidence: The proposed project has been designed to conform to the logical development of the land and to be compatible with the present and future logical development of the surrounding property. While the current R-R zoning designation exists on the subject site, this designation is inconsistent with the current BP land use designation, which only allows business park and industrial uses. However, the project site, upon approval of the general plan amendment to HDR and change of zone to R-3, would accommodate single family attached townhouses as proposed. Further, the project has been designed in a manner that creates a compatible land use with adjacent properties. As a result, the proposed Horizon Townhouse development meets this finding.

C. The Plot Plan considers the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion.

Evidence: The proposed townhouse project considers the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion in that primary access to the site will only occur from Elizabeth Lane and Bunny Trail in accordance with Public Works and Fire Department standards. Both Elizabeth Lane and Bunny Trail will be fully improved to Public Works street standards (including curb, gutter and sidewalks) to facilitate

the safe off-site and on-site traffic flow generated by the project. Further, a traffic study was prepared for the proposed project and was extensively analyzed in the DEIR. As a result, there are several traffic mitigation measures that will be implemented to mitigate traffic congestion. As a result, the proposed Horizon Townhouse development meets this finding.

D. The Plot Plan takes into consideration topographical and drainage conditions, including the need for dedication and improvements of necessary structures.

Evidence: The construction of the project has been designed and conditioned to comply with all applicable City ordinances, codes, and standards including, but not limited to, requirements relating to storm water runoff management and other drainage control regulations. The project drainage has been designed to accommodate a series of filtration and detention areas (within and around the drive aisles and parking areas) to capture storm runoff. Further the project was required to prepare a Hydrology/Hydraulic study and Preliminary Water Quality Management Plan as part of the Environmental Impact Report (EIR) which analyzed and addressed in detail all drainage impacts that could have resulted from this project. As a result, the proposed Horizon Mixed-Use Development project meets this finding.

E. All plot plans which permit the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Title 16 (Subdivisions) in such a manner that each building is located on a separate legally divided parcel.

Evidence: The project does include a tentative tract map (TTM 36672) to subdivide the property to accommodate the projected townhouse project. The tentative tract map has been conditioned to be recorded prior to any occupancy of the project, therefore, the proposed Horizon Mixed-Use Development project meets this finding.

PUBLIC COMMUNICATION / NOTICING

In accordance with Government Code Sections 65090, 65353 and 65355, the City of Wildomar Planning Department, on January 27, 2016 mailed a public hearing notice to all property owners within a 600-foot radius of the project boundaries notifying said property owners of the date and time of the public hearing for which the Horizon's Mixed-Use project would be considered by the City Council. Further, in accordance with Government Code Sections 65090, 65353 and 65355, the City of Wildomar Planning Department, on January 29, 2016 published a legal notice in the "Press Enterprise", a local newspaper of general circulation, in compliance with State law notifying the general public of the public hearing for which the Horizon's Mixed-Use Development project would be considered by the City Council.

Submitted by:
Matthew C. Bassi
Planning Director

Approved by:
Gary Nordquist
City Manager

ATTACHMENTS

A. Resolution No. 2016-___ - DEIR Resolution
   - Exhibit 1 - Horizon Project DEIR (under separate cover)
   - Exhibit 1A - Horizon Project DEIR Technical App. (under separate cover
   - Exhibit 2 - Horizon Project FEIR
   - Exhibit 3 - Horizon EIR Findings of Fact/Overriding Considerations
   - Exhibit 4 - Horizon Mitigation Monitoring Program (MMRP)

B. Resolution No. 2016-___ - GPA Resolution
   - Exhibit 1 - GPA Boundary Map/Exhibit

C. Resolution No. 2016-___ – Change of Zone Resolution
   - Exhibit 1 - Draft Council Ordinance

D. Resolution No. 2016-___ – Tentative Tract Map Resolution
   - Exhibit 1 - Horizon TTM Conditions of Approval Matrix

E. Resolution No. 2016-___ – Conditional Use Permit / Plot Plan Resolution
   - Exhibit 1 - Horizon CUP / Plot Plan Conditions of Approval Matrix

F. Horizons TTM No. 36672 Exhibit

G. Horizons Plot Plan Package

H. Horizons Architectural Design Package

I. Horizons Colored Elevations

J. Horizons Landscape Plans Package

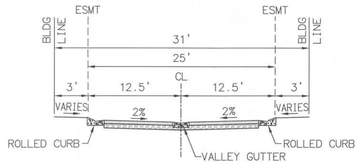
INCORPORATED HEREIN BY REFERENCE THE FOLLOWING:

- City of Wildomar General Plan and General Plan EIR
- City of Wildomar Subdivision Ordinance (Title 16 of the WMC)
- City of Wildomar Zoning Ordinance (Title 17 of the WMC)

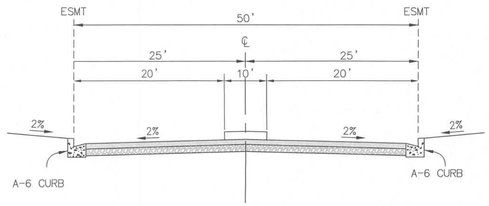
ATTACHMENT E

Horizons Approved
Grading/Site Plan Exhibits

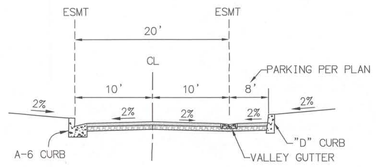
CONCEPTUAL GRADING AND SITE PLAN
FOR
PRIELIPP ROAD PROJECT
TTM 36672
WILDOMAR, CALIFORNIA



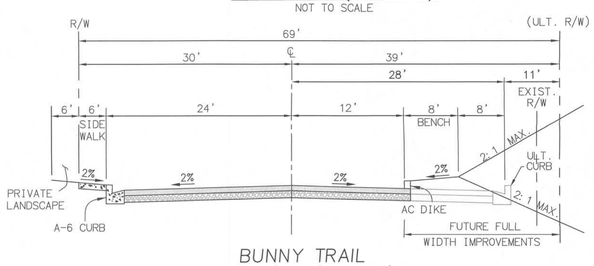
TYPICAL MOTOR COURT SECTION
(PRIVATE)
(BUILDING DRIVE AISLES)
NOT TO SCALE



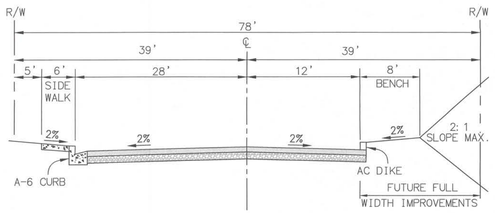
TYPICAL STREET "A"
50' ESMT (PRIVATE)
NOT TO SCALE



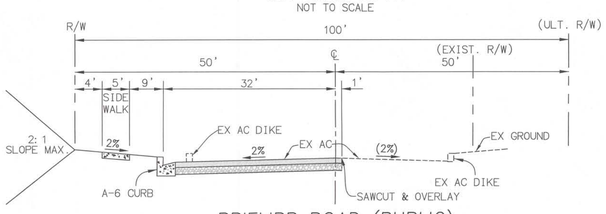
TYPICAL STREETS "B" & "C"
20' ESMT (PRIVATE)
NOT TO SCALE



BUNNY TRAIL
60' R/W (PUBLIC)
MODIFIED CITY STANDARD NO. 111
NOT TO SCALE



ELIZABETH LANE
78' R/W (PUBLIC)
CITY STANDARD NO. 111
NOT TO SCALE



PRIELIPP ROAD (PUBLIC)
CITY STANDARD NO. 94
NOT TO SCALE

PROJECT SUMMARY:

GROSS SITE AREA:	20.21 ACRES
RETENTION	1.50 ACRES
PUBLIC ROADS	2.34 ACRES
DWELLING UNITS	224 DU
DENSITY	11.1 DU/ACRE
TOWNHOMES	
AREA	11.5 ACRE (NET)
ACTIVE OPEN SPACE	
– REQUIRED	1.3 ACRES*
– PROVIDED	1.3 ACRES
SLOPE	0.81 ACRES
*ACTIVE OPEN SPACE ASSUMES 3.29 PPL/DU & 3 ACRES OPEN SPACE/1,000 PPL REQUIRED	
2 STORY TOWNHOMES	138 UNITS
PLAN–1 (2BR+2.5BA/1405 S.F.)	42 UNITS (30%)
PLAN–2 (3BR+2.5BA/1463 S.F.)	40 UNITS (30%)
PLAN–3 (3BR+2.5BA/1658 S.F.)	56 UNITS (40%)
DENSITY	11.1 DU/ACRE (NET)
PARKING REQUIRED	
2BR (2.25/DU) – 42 UNITS	95 SPACES
3BR (2.75/DU) – 96 UNITS	264 SPACES
TOTAL REQUIRED	359 SPACES
PARKING PROVIDED	359 SPACES
OPEN STALLS	83 SPACES
GARAGE STALLS	276 SPACES
SENIOR LIVING	
AREA	4.87 ACRES (NET)
RECREATION AREA	0.33 ACRES
UNITS	
– SKILLED NURSING	32 UNITS
– ASSISTED LIVING	54 UNITS
TOTAL	86 UNITS
DENSITY	17.7 DU/ACRE (NET)
PARKING REQUIRED (1.0 SPACES / UNIT)	86 SPACES
TOTAL PROVIDED (GUEST/EMPLOYEES)	88 SPACES (1.0 SPACES / UNIT)

OCCUPANCY CLASSIFICATION:	
TOWNHOMES	R–2
CLUBHOUSE (TOWNHOMES)	A–3
SENIOR LIVING	R2.1, SPRINKLERED
TYPE OF CONSTRUCTION:	
TOWNHOMES	TYPE VB
CLUBHOUSE (TOWNHOMES)	TYPE VB
SENIOR LIVING	TYPE V, 1 HR, SPRINKLERED
BUILDING HEIGHT:	
TOWNHOMES	30' MAX (2 STORY)
SENIOR LIVING	35' MAX (1 & 2 STORY)

GENERAL DESCRIPTION

1. EXISTING GENERAL PLAN: BP – BUSINESS PARK
2. EXISTING ZONING: R–R – RURAL RESIDENTIAL
3. PROPOSED ZONING: R–3 – GENERAL RESIDENTIAL
4. EXISTING LAND USE: VACANT
5. EXISTING SURROUNDING LAND USE: VACANT AND RESIDENTIAL
6. PROPOSED LAND USE: CR AND HDR
7. PROPOSED WATER AND SEWER SERVICE WILL BE PROVIDED BY: ELSINORE VALLEY MUNICIPAL WATER DISTRICT
8. ALL UTILITIES WILL BE UNDERGROUND
   GAS ---------- SOUTHERN CALIFORNIA GAS COMPANY
   ELECTRIC ---------- SOUTHERN CALIFORNIA EDISON
   TELEPHONE ---------- VERIZON
   CATV ---------- TIME–WARNER
9. SCHOOL DISTRICT: LAKE ELSINORE UNIFIED SCHOOL DISTRICT
10. PROPOSED NUMBER OF LOTS: 3
11. THIS TENTATIVE MAP IS EXCLUSIVELY UNDER THE OWNERSHIP OF THE SUBDIVIDER AND INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE SUBDIVIDER.
12. THOMAS BROTHER'S GUIDE – PAGE 927, H–1 (2006 EDITION)
13. THE PROJECT SITE CONTAINS: 20.21 ACRES GROSS
    17.87 ACRES NET
14. THE SUBJECT PROPERTIES ARE NOT WITHIN A FEMA FLOOD HAZARD AREA.
15. ALL UTILITIES SHOWN HEREON ARE PER RECORD UTILITY PLANS AND SHOULD BE VERIFIED BY A FIELD SURVEY PRIOR TO CONSTRUCTION.
16. SEISMIC FAULTS MAY BE PRESENT ON SITE. REFER TO GEOTECHNICAL STUDY.

LEGAL DESCRIPTION FOR APN # 380-250-023

PARCEL 4 OF PARCEL MAP NO. 9637, IN THE CITY OF WILDOMAR, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 58, PAGES 1 THROUGH 5, INCLUSIVE, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

BENCHMARK

CITY BM. # T–58–81
ELEVATION=1215.467
DATUM=NGVD29

BASIS OF BEARING

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM, ZONE VI, NAD83 (EPOCH 2007.0) AS DETERMINED LOCALLY BY A LINE BETWEEN CONTINUOUS OPERATING REFERENCE STATIONS (CORS) BILL AND DVLS BEING N05–05–38.82E AS DERIVED FROM GEODETIC VALUES PUBLISHED BY THE CALIFORNIA SPATIAL REFERENCE CENTER (CSRC) AND/OR NATIONAL GEODETIC SURVEY (NGS), RESPECTIVELY.

ASSESORS PARCEL NUMBERS

380–250–023

PROPOSED EASEMENT NOTES:

1. INDICATES AN EASEMENT FOR ACCESS AND PUBLIC UTILITIES TO BE RESERVED ON FINAL MAP.
2. INDICATES AN EASEMENT FOR STORM DRAIN PURPOSES TO BE DEDICATED ON FINAL MAP.

EXISTING EASEMENT NOTES

(A) ROAD EASEMENT AS SHOWN ON PARCEL MAP 9637, PMB 58/1–5.

(B) ROAD EASEMENT AS SHOWN ON PARCEL MAP 9637, PMB 58/1–5. BUNNY TRAIL WAS VACATED BY RESOLUTION 2007–045, RECORDED 10/4/2007 AS INSTRUMENT NO. 2007–0619517 O.R. THE VACATION DID RESERVE AN EASEMENT FOR ANY PUBLIC UTILITIES.

(C) EASEMENT FOR PUBLIC UTILITY PURPOSES TO SOUTHERN CALIFORNIA EDISON COMPANY RECORDED 12/13/1978 AS INSTRUMENT NO. 78–261602 O.R.

(D) EASEMENT FOR PUBLIC UTILITY PURPOSES TO GENERAL TELEPHONE COMPANY RECORDED 2/16/1979 AS INSTRUMENT NO. 79–33297 O.R.

(E) EASEMENT FOR ROAD, DRAINAGE, PUBLIC UTILITY AND PUBLIC SERVICE PURPOSES TO CALIFORNIA OAKS CO. RECORDED 5/27/1987 AS INSTRUMENT NO. 87–147796 O.R.

(F) EASEMENT FOR DRAINAGE AND FLOWAGE PURPOSES TO CALIFORNIA OAKS CO. RECORDED 5/27/1987 AS INSTRUMENT NO. 87–147797 O.R.

(G) EASEMENT FOR SLOPE AND MAINTENANCE PURPOSES TO CALIFORNIA OAKS CO. RECORDED 4/24/1989 AS INSTRUMENT NO. 89–130127 O.R.

ADJUSTED EARTHWORK QUANTITIES

RAW:	CUT :	140,307 C.Y.	FILL:	98,269 C.Y.
REMEDIAL:	CUT :	124,931 C.Y.	FILL:	124,930 C.Y.
SHRINKAGE:			FILL:	7,542 C.Y.
TOTAL:	CUT :	265,238 C.Y.	FILL:	230,741 C.Y.
NET:		34,497 C.Y. (EXPORT)		

SOURCE OF TOPOGRAPHY

ASSOCIATED DATA COMPILED FROM AERIAL PHOTOGRAPHY DATED 01–22–13 BY:

INLAND AERIAL SURVEYS, INC.
7117 ARLINGTON AVENUE, SUITE A
RIVERSIDE, CA 92503
Ph (951) 687–4252 Fx (951) 687–4120
ias@inlandaerial.com

JOB ADDRESS

THE SITE IS BORDERED BY PRIELIPP ROAD TO THE SOUTH, FUTURE BUNNY TRAIL TO THE NORTH AND FUTURE ELIZABETH LANE TO THE EAST.

OWNER / APPLICANT

STRATA KEITH, LLC
4370 LA JOLLA VILLAGE DRIVE #960
SAN DIEGO, CA 92122
(858)546–0900 (p)
(858)546–8725 (f)

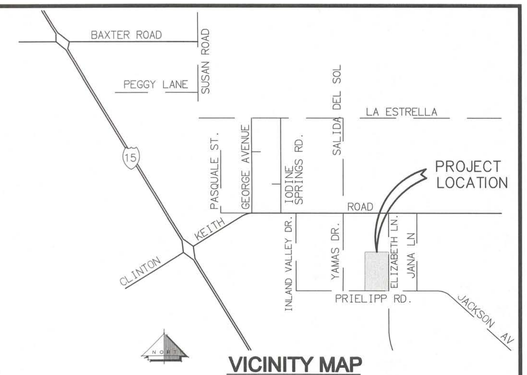
SOILS ENGINEER

GEOCON WEST, INC.
41571 CORNING PLACE, SUITE 101
MURRIETA, CA 92562–7065
TEL: (951) 304–2300
FAX: (951) 304–2392

LIGHTING REQUIREMENTS

AT A MINIMUM, THE LIGHTING IMPROVEMENTS WITHIN THIS SITE ARE TO ADHERE TO THE FOLLOWING CRITERIA:

1. APPLICABLE CITY AND COUNTY LIGHTING STANDARDS INCLUDING COUNTY OF RIVERSIDE ORDINANCE 655 (PALOMAR LIGHTING DISTRICT).
2. IN COMPLIANCE WITH TITLE 8, CHAPTER 8.64 (LIGHT POLLUTION OF THE CITY MUNICIPAL CODE) DETAILED LIGHTING PLANS AND OTHER REQUIRED ITEMS SHALL BE SUBMITTED PRIOR TO GRADING OR BUILDING PERMIT APPROVALS.
3. FOOT CANDLE LEVELS FOR EACH AREA (TRAILS, SIDEWALKS, STREETS, ETC.) SHALL BE BASED ON IES STANDARDS.
4. LIGHTING CONTROL PER CA. TITLE 24 REQUIREMENTS.



VICINITY MAP
NOT TO SCALE

TOWNSHIP 5 SOUTH, RANGE 3 WEST, SECTION 31
THOMAS GUIDE RIV CO 2008
927 H1

LEGEND

TOP OF CURB	TC
FLOW LINE	FL
HIGH POINT	HP
LOW POINT	LP
FINISHED SURFACE	FS
CURB & GUTTER	C&G
ASPHALT CONCRETE	AC
STORM DRAIN	SD
EXISTING	EX
PROPOSED	PROP
DOMESTIC WATER	DW
CATCH BASIN	CB
SANITARY SEWER	SS
FINISHED CONTOUR	1350
EXISTING CONTOUR	(1350)
TOP	
TOE	
LOT NUMBERS	LOT 1
BUILDING NUMBERS	25
FINISH FLOOR ELEVATION	FF = 1351.17
PAD ELEVATION	PAD = 1350.5
PROPOSED FINISHED GRADE	56.0
PROPOSED RATE OF GRADE	1.0%
TRACT BOUNDARY	
RIGHT OF WAY	
CENTERLINE	
PROPOSED LOT LINE	
PROPOSED EASEMENT	
EXSITING EASEMENT	
RIDGE LINE/GRADE BREAK	
DAYLIGHT LINE	
PROPOSED STORM DRAIN	
PROPOSED SEWER LINE	
PROPOSED WATER LINE	
SIDEWALK	
SIDE YARD FENCES	
RETAINING WALL	
FIRE HYDRANT	
MANHOLE	
SD CATCH BASIN	
ADA PARKING	

CONDITIONALLY APPROVED
BY THE PLANNING DEPARTMENT
BY THE PLANNING DIRECTOR
BY THE PLANNING COMMISSION
BY THE CITY COUNCIL
THE CITY OF WILDOMAR ENGINEERING
TION NOS. #14-0040
2-10-16

RECEIVED
DEC 17 2015
CITY OF WILDOMAR

07/13/15

PLANNING APPLICATION NO. 14–0040

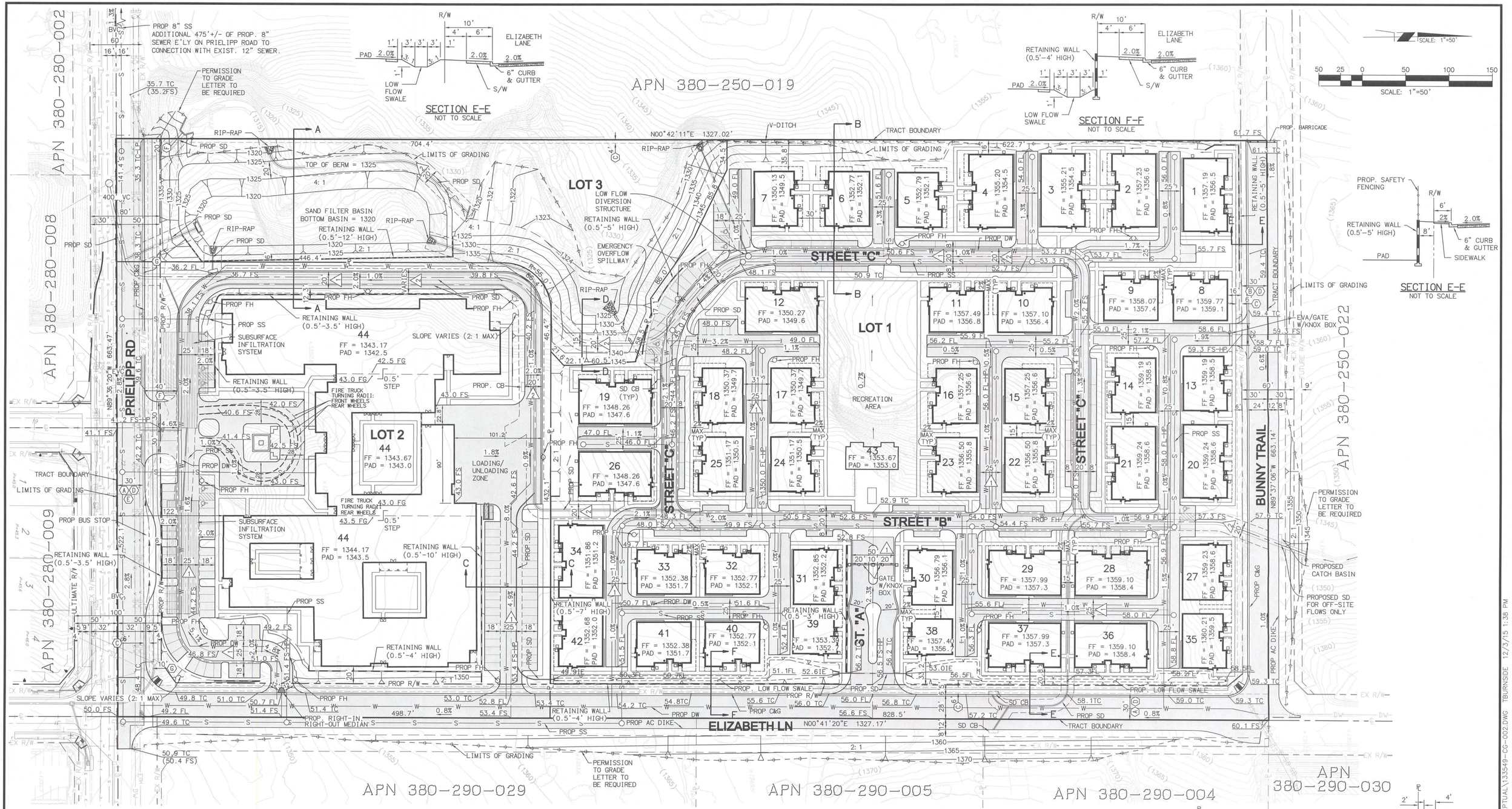
RBF CONSULTING
A Baker Company

PRIELIPP
CONCEPTUAL GRADING PLAN
CITY OF WILDOMAR – COUNTY OF RIVERSIDE

40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591–6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

SHEET 1 OF 3 SHEETS

H:\PDATA\133549\CADD\LAND DLVP\GRADING\CONCEPTUAL\133549–CG–001.DWG TBURNSIDE 12/3/15 1:49 PM



RBF CONSULTING
A Baker Company

PRIELIPP
CONCEPTUAL GRADING PLAN
CITY OF WILDOMAR – COUNTY OF RIVERSIDE

40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

PLANNING APPLICATION NO. 14-0040

SHEET 2 OF 3 SHEETS

H:\PDATA\133549\CADD\LAND\DLV\GRADING\CONCEPTUAL\133549-CG-002.DWG TBURNSIDE 12/3/15 1:38 PM

APN 380-250-019

APN 380-280-002

APN 380-280-008

APN 380-280-009

APN 380-250-022

PRIELIPP RD

BUNNY TRAIL

LOT 1

LOT 2
44

LOT 3

STREET "A"

STREET "B"

STREET "C"

STREET "C"

STREET "C"

ELIZABETH LN

APN 380-290-029

APN 380-290-005

APN 380-290-004

APN 380-290-030

LEGEND

SIDEWALK

SCALE: 1"=50'

50 25 0 50 100 150

SCALE: 1"=50'

PLANNING APPLICATION NO. 14-0040

RBF CONSULTING
A Baker Company

PRIELIPP
PEDESTRIAN CIRCULATION EXHIBIT
CITY OF WILDOMAR - COUNTY OF RIVERSIDE

40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

SHEET 3 OF 3 SHEETS

H:\PDATA\133549\CADD\LAND\DLV\GRADING\CONCEPTUAL\133549-CG-003.DWG TBURNSIDE 12/3/15 1:43 PM

ATTACHMENT F

Horizons Approved
Architectural Plan Exhibits

HORIZONS

WILDOMAR, CALIFORNIA

SHEET INDEX

A0.0	ARCHITECTURAL PLANS AND ELEVATIONS (TITLE SHEET)
A1.0	SITE PLAN
A1.1	ILLUSTRATIVE SITE PLAN
A2.0	MF BUILDING PLAN - A. (2 Units / 2-Story TOWNHOME)
A2.1	MF BUILDING PLAN - B. (3 Units / 2-Story TOWNHOME)
A2.2	MF BUILDING PLAN - C. (4 Units / 2-Story TOWNHOME)
A2.3	MF UNIT PLAN - 1
A2.4	MF UNIT PLAN - 2
A2.5	MF UNIT PLAN - 3
A2.6	MF CHARACTER ELEV. - BLDG. A
A2.7	MF CHARACTER ELEV. - BLDG. B
A2.8	MF CHARACTER ELEV. - BLDG. C
A3.0	SENIOR LIVING BUILDING PLAN - 1ST FLOOR
A3.1	SENIOR LIVING BUILDING PLAN - 2ND FLOOR
A3.2	SENIOR LIVING UNIT PLANS - SNF (1BR & 2BR), ALF (SINGLE & 1BR)
A3.3	SENIOR LIVING BUILDING CHARACTER ELEVATION 1 (FRONT & RIGHT)
A3.4	SENIOR LIVING BUILDING CHARACTER ELEVATION 2 (REAR & LEFT)
A4.0	CHARACTER ELEV. - TRASH ENCLOSURE

CONDITIONALLY APPROVED
BY THE PLANNING DEPARTMENT
THE PLANNING DIRECTOR
THE PLANNING COMMISSION
BY THE CITY COUNCIL
OF THE CITY OF WILDOMAR ON 2/10/16
PLAN NOS. #14-0040

RECEIVED
DEC 17 2015
CITY OF WILDOMAR

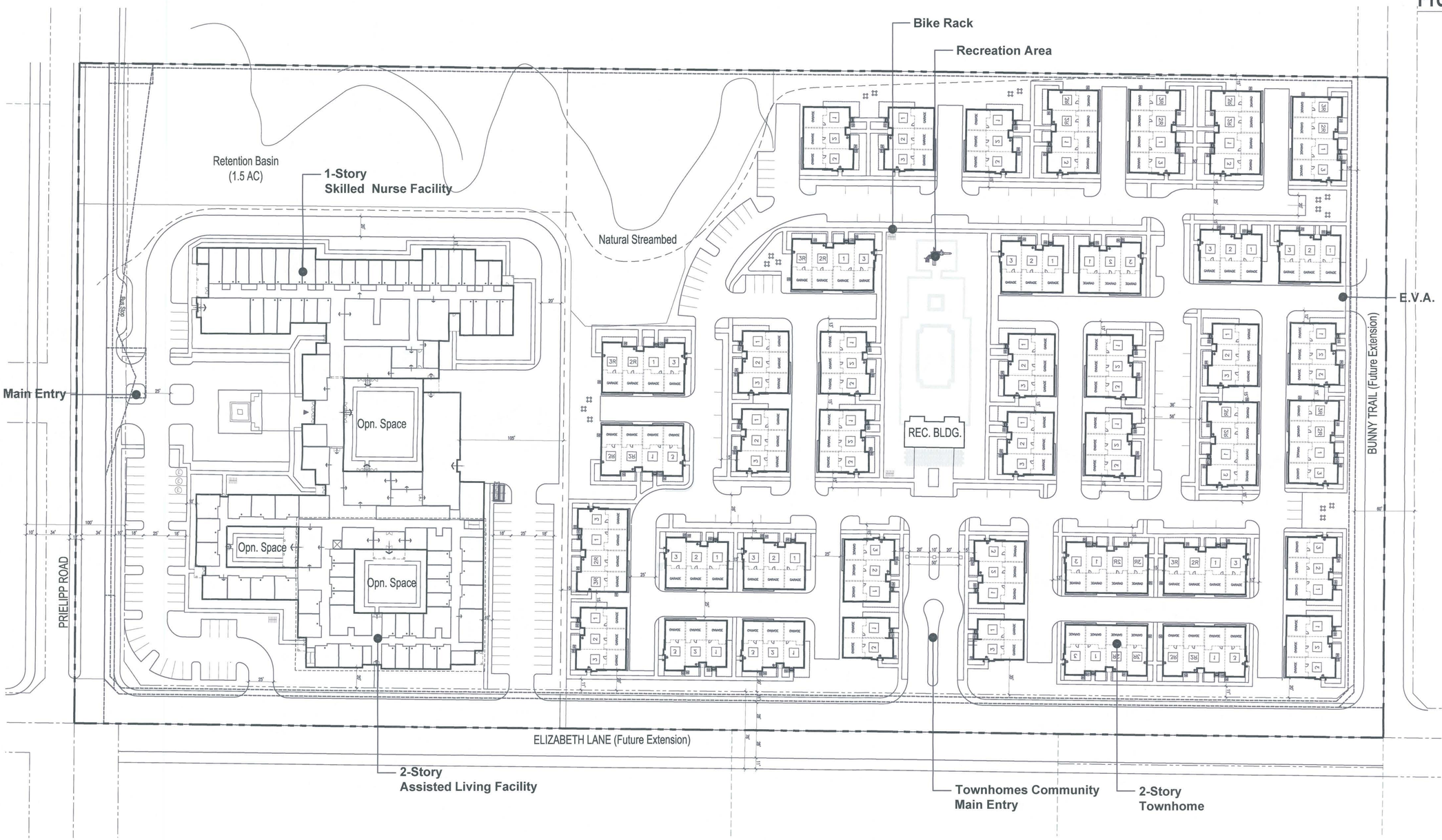
Strata Equity Group
4370 La Jolla Village Dr. Suite 960
San Diego, CA 92122
(858) 546-0900

WILDOMAR, CALIFORNIA

KTGY # 2013-0123

12.07.2015
01.09.2015

KTGY Group, Inc.
Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com



Project Summary

Gross Site Area	20.21 AC
Retention	1.50 AC
Public Roads	2.34 AC
Dwelling Units	224 DU
Density	11.1 DU/AC

TOWNHOMES	
Area	11.5 AC (Net)
Active Open Space	
- Required	1.3 AC*
- Provided	1.3 AC
Slope	0.81 AC

*Active Open Space assumes 3.29 ppl/du
& 3 AC open space/1,000 ppl required

2 Story Townhomes	138 Units
Plan-1 (2BR+2.5BA/1405 s.f.)	42 Units (30%)
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Plan-3 (3BR+2.5BA/1658 s.f.)	56 Units (40%)
Density	12 DU/AC (Net)
Parking Required	
2BR (2.25/DU) - 42 Units	95 Spaces
3BR (2.75/DU) - 96 Units	264 Spaces
Total Required	359 Spaces
Parking Provided	359 Spaces
Open Stalls	83 Spaces
Garage Stalls	276 Spaces

SENIOR LIVING	
Area	4.87 AC (Net)
Recreation Area	0.33 AC
Units	
Skilled Nursing	32 Units
Assisted Living	54 Units
Total	86 Units
Density	17.7 DU/AC (Net)
Parking Required (1.0 Spaces/Unit)	
Total Provided (Guest/Employee)	88 Spaces (1.0 Space/Unit)

0 25' 50' 100'

HORIZONS

SITE PLAN of Development

WILDOMAR, CALIFORNIA

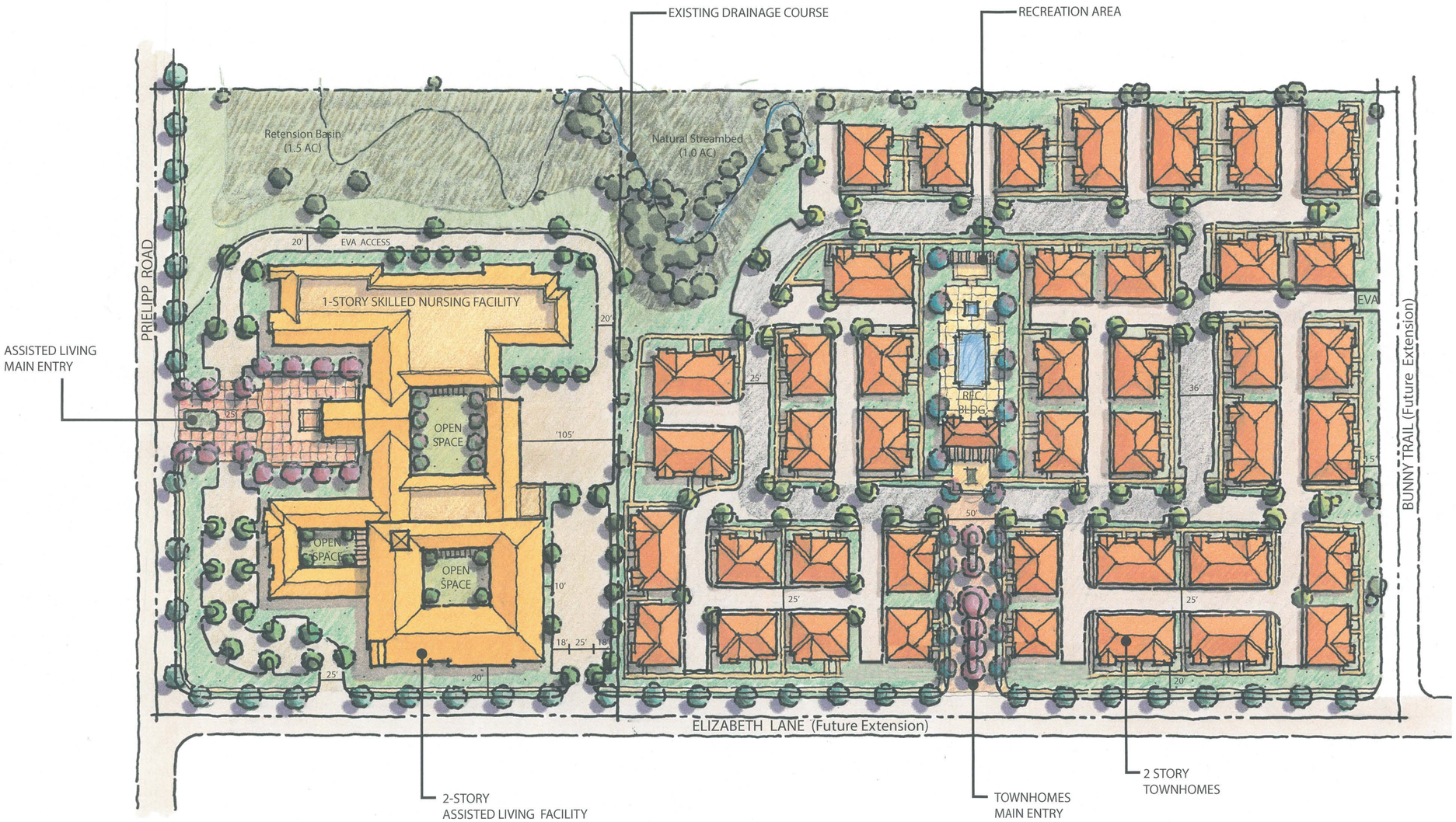
KTGY # 2013-0123

12.07.2015
01.09.2015

A1.0

Strata Equity Group
4370 La Jolla Village Dr. Suite 960
San Diego, CA 92122
(858) 546-0900

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Parking Required (1.0 Spaces/Unit)
Total Provided (Guest/Employee): 88 Spaces
(1.0 Space/Unit)

HORIZONS

STRATA EQUITY GROUP, INC.

ILLUSTRATIVE SITE PLAN

WILDOMAR, CALIFORNIA

KTGY # 2013-0123 January, 2015

0 50' 100' 200'

A1.1

Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com



2ND FLOOR PLAN



1ST FLOOR PLAN

HORIZONS

TOWNHOMES
BUILDING PLAN-BLDG.A (2Units)

0 4 8 16

A2.0

Strata Equity Group
4370 La Jolla Village Dr. Suite 960
San Diego, CA 92122
(858) 546-0900

WILDOMAR, CALIFORNIA

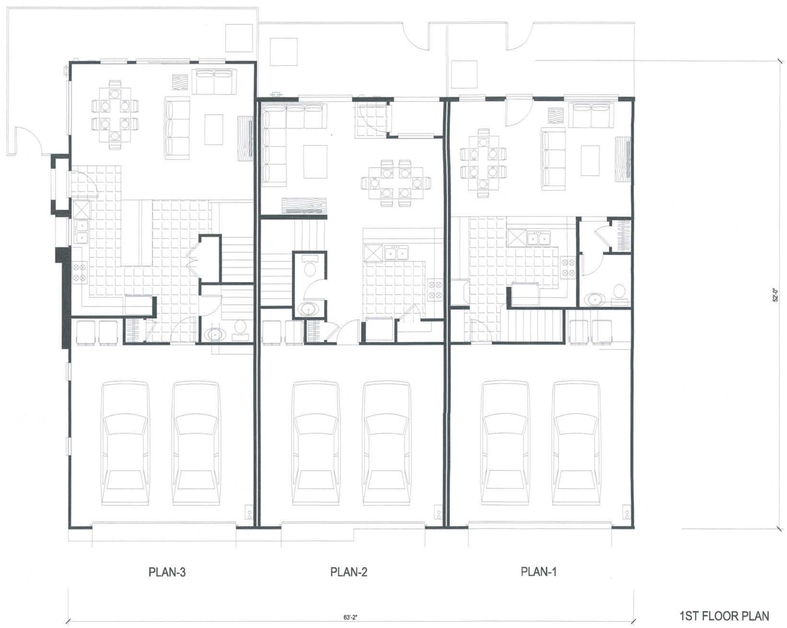
KTGY # 2013-0123

09.05.2014
01.09.2015

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949.851.2133
ktgy.com



2ND FLOOR PLAN



1ST FLOOR PLAN

HORIZONS

TOWNHOMES
BUILDING PLAN-BLDG. B(3Units)

0 4 8 16

A2.1

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01.09.2015

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2ND FLOOR PLAN



1ST FLOOR PLAN

TOWNHOMES
BUILDING PLAN-BLDG.C(4Units)

0 4 8 16

A2.2

WILDOMAR, CALIFORNIA

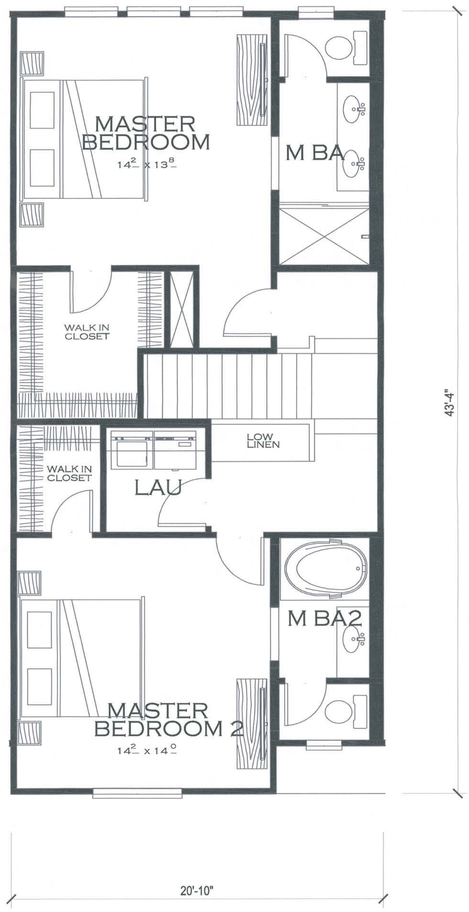
KTGY # 2013-0123

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01.09.2015

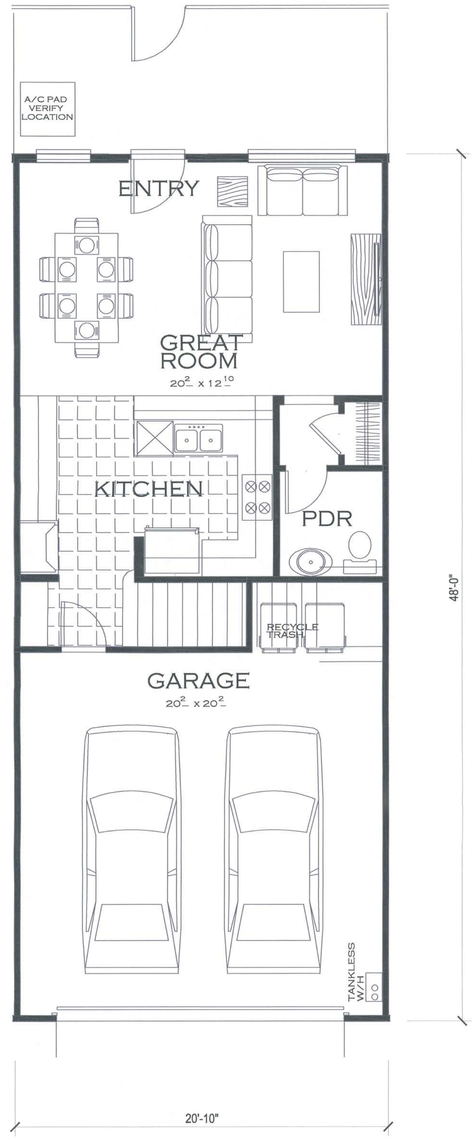
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ktgy.com



2F



1F

1405 S.F. (Gross)
1324 S.F. (Net)

TOWNHOMES UNIT PLANS
PLAN-1

0 2 4 8

A2.3

HORIZONS

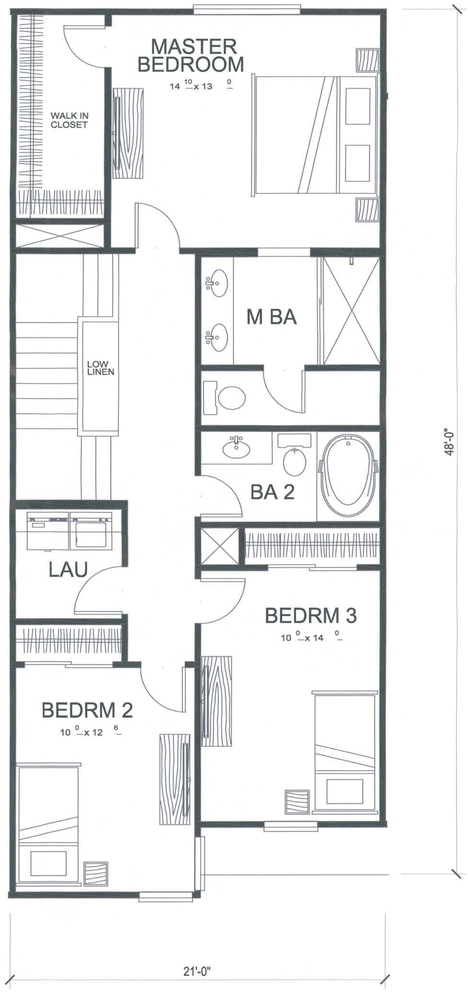
Strata Equity Group
4370 La Jolla Village Dr. Suite 960
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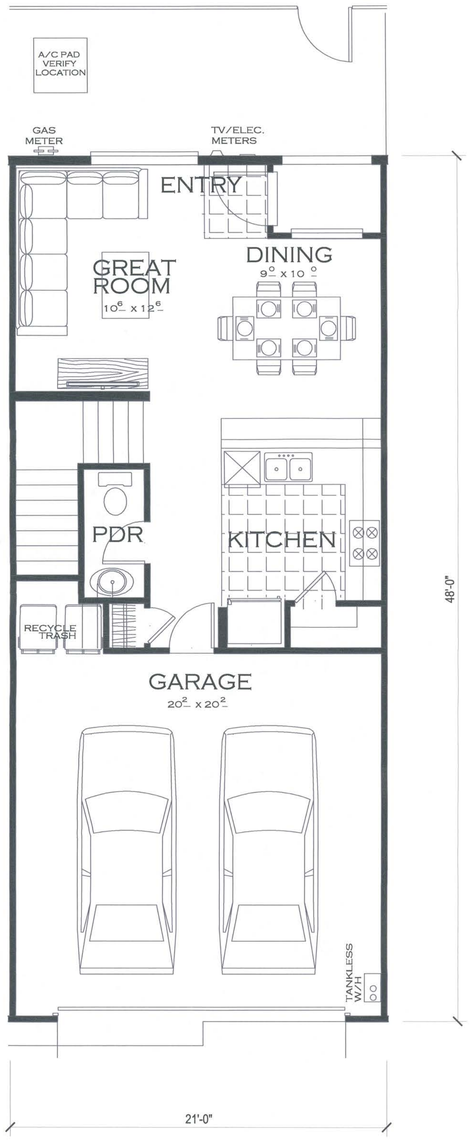
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2F



1F

1463 S.F. (Gross)
1397 S.F. (Net)

TOWNHOMES UNIT PLANS
PLAN-2

0 2 4 8

A2.4

HORIZONS

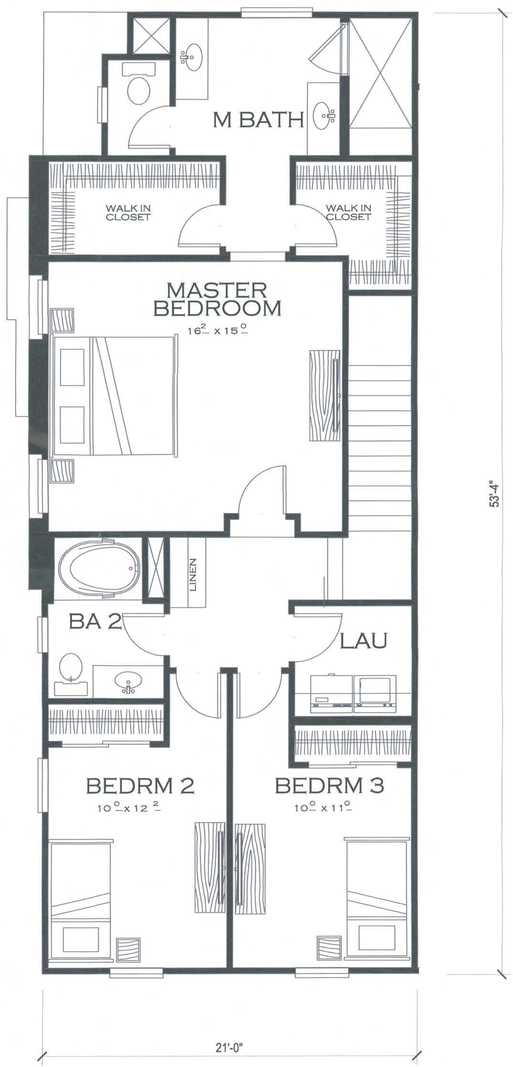
Strata Equity Group
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San Diego, CA 92122
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WILDOMAR, CALIFORNIA

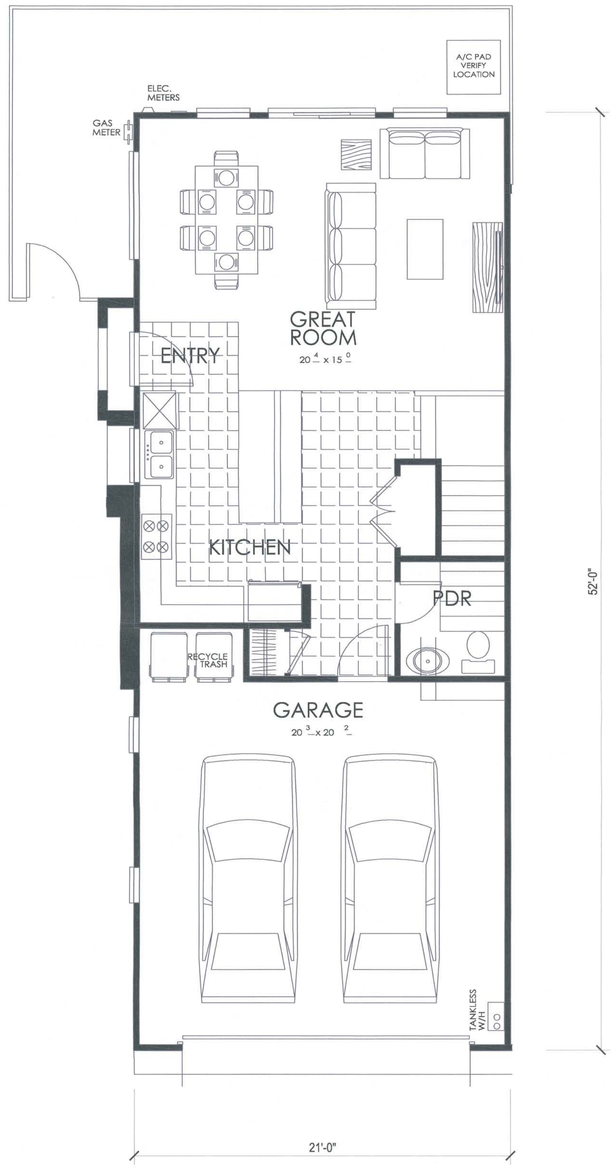
KTGY # 2013-0123

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01.09.2015

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2F



1F

1658 S.F. (Gross)
1580 S.F. (Net)

TOWNHOMES UNIT PLANS
PLAN-3

0 2 4 8

A2.5

WILDOMAR, CALIFORNIA

KTGY # 2013-0123

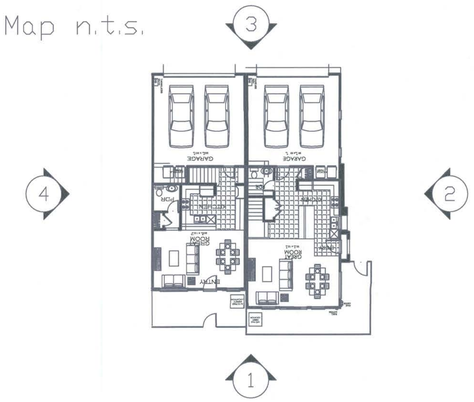
09.05.2014
01.09.2015

HORIZONS

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San Diego, CA 92122
(858) 546-0900

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Key Map n.t.s.

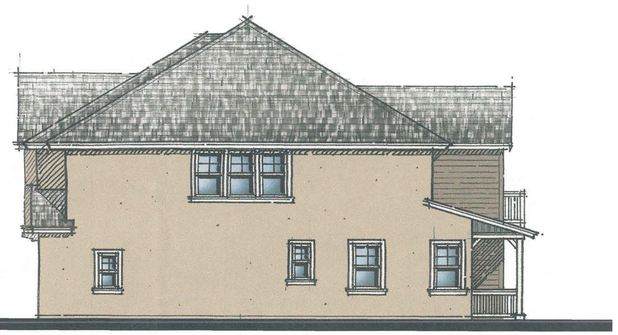




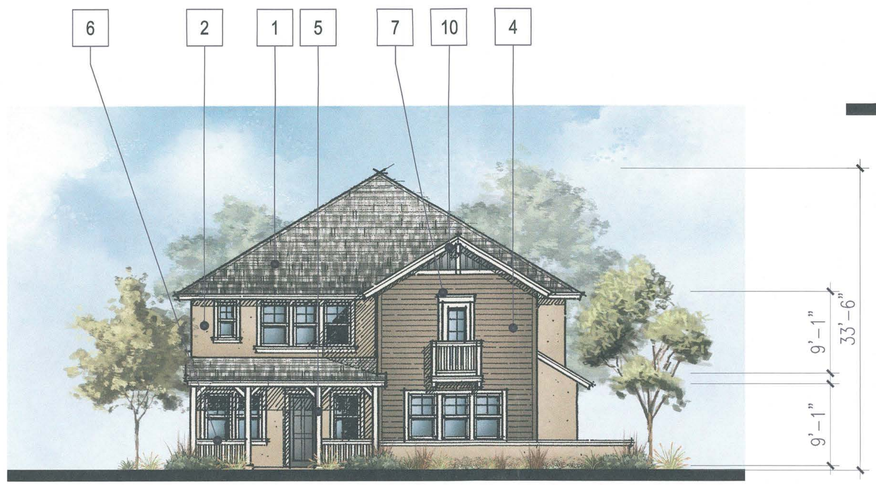
3. REAR

Material Legend :

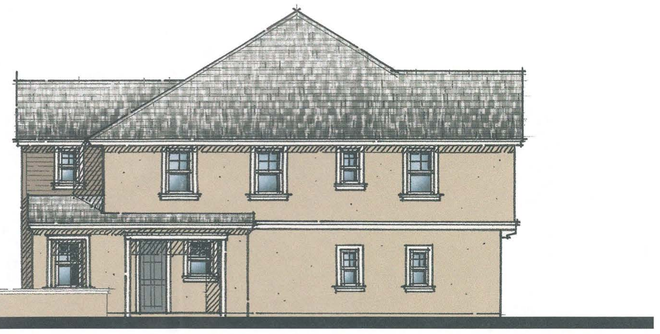
1. Concrete Tile Roof
2. Stucco Wall
3. Stone Veneer
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Metal Door
17. Wood Frame



4. LEFT



1. FRONT



2. RIGHT

TOWNHOMES CHARACTER ELEVATIONS
BUILDING - A

0 4 8 16

A2.6

WILDOMAR, CALIFORNIA

KTGY # 2013-0123

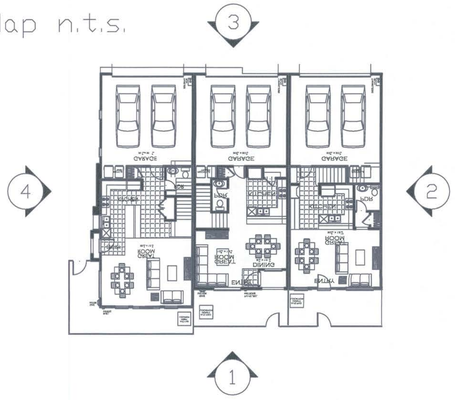
09.05.2014
01.09.2015

HORIZONS

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Key Map n.t.s.



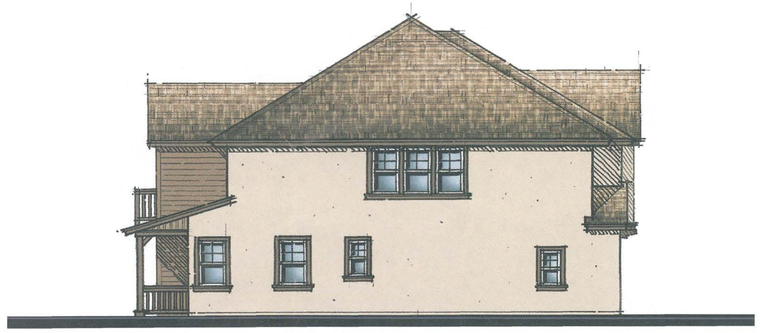


Material Legend :

1. Concrete Tile Roof
2. Stucco Wall
3. Stone Veneer
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Metal Door
17. Wood Frame

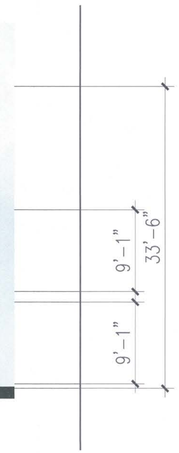


3. REAR



4. LEFT





2. RIGHT

1. FRONT

TOWNHOMES CHARACTER ELEVATIONS
BUILDING - B

0 4 8 16

A2.7

HORIZONS

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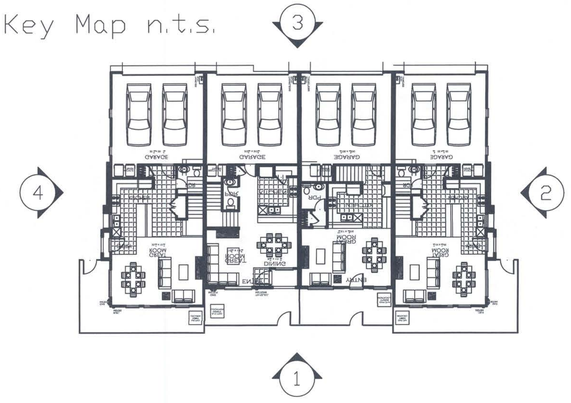
WILDOMAR, CALIFORNIA

KTGY # 2013-0123

09.05.2014
01.09.2015

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949.851.2133
ktgy.com

Key Map n.t.s.





Material Legend :

1. Concrete Tile Roof
2. Stucco Wall
3. Stone Veneer
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Metal Door
17. Wood Frame



3. REAR





4. LEFT

2. RIGHT

1. FRONT

TOWNHOMES CHARACTER ELEVATIONS
BUILDING - C

0 4 8 16

A2.8

WILDOMAR, CALIFORNIA

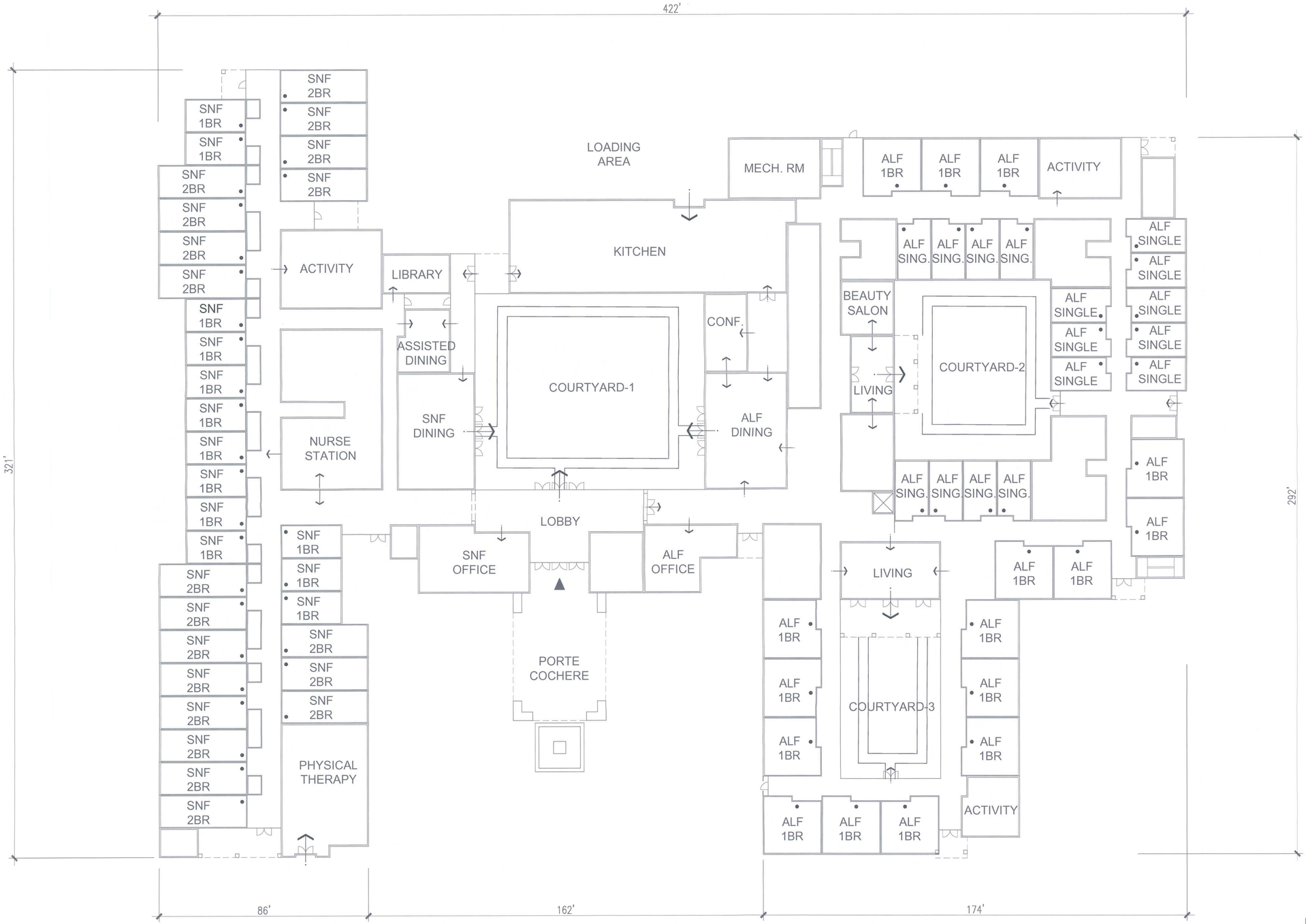
KTGY # 2013-0123

09.05.2014
01.09.2015

HORIZONS

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ktgy.com



HORIZONS

SENIOR LIVING BUILDING PLAN - 1ST FLOOR

A3.0

WILDOMAR, CALIFORNIA

KTGY # 2013-0123

12.07.2015
01.09.2015

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Irvine, CA 92614
949.851.2133
ktgy.com



HORIZONS

SENIOR LIVING BUILDING PLAN - 2ND FLOOR

0 10' 20' 40'

A3.1

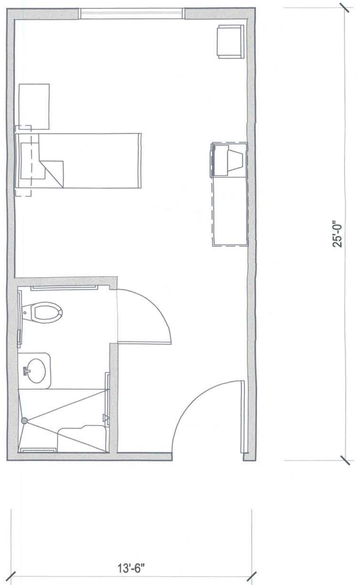
Strata Equity Group
4370 La Jolla Village Dr. Suite 960
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WILDOMAR, CALIFORNIA

KTGY # 2013-0123

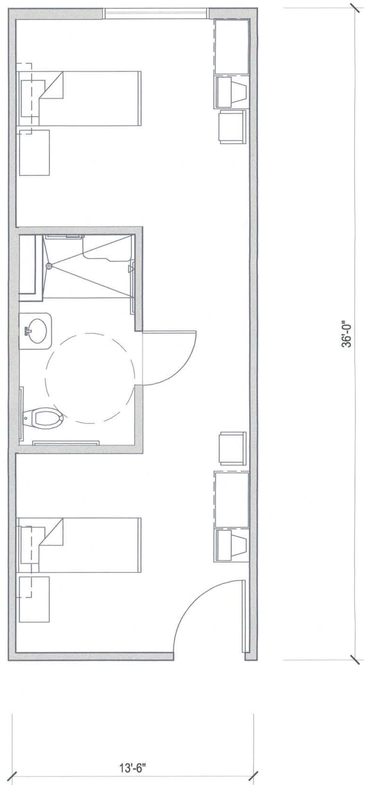
12.07.2015
01.09.2015

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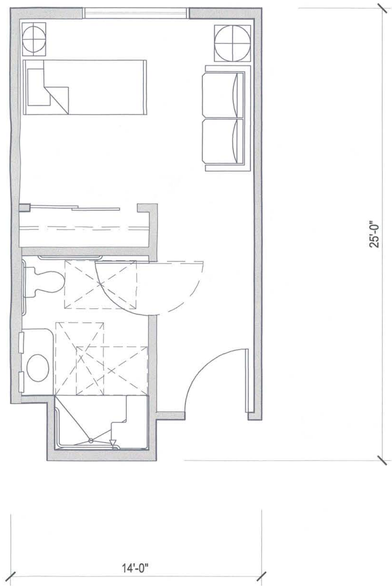
SNF
1BR

338 S.F. (Gross)
314 S.F. (Net)



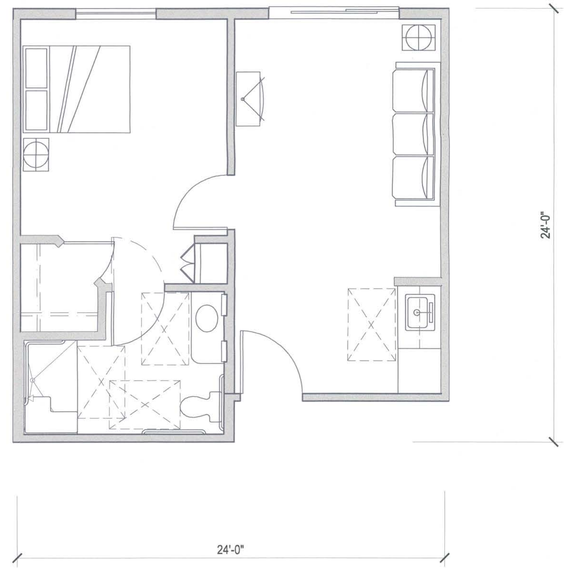
SNF
2BR

486 S.F. (Gross)
458 S.F. (Net)



ALF
SINGLE

330 S.F. (Gross)
295 S.F. (Net)



ALF
1BR

549 S.F. (Gross)
515 S.F. (Net)

0 2 4 8

HORIZONS

SENIOR LIVING UNIT PLANS

A3.2

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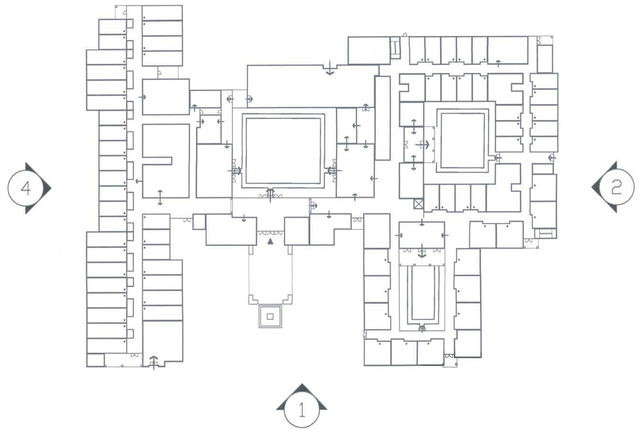
WILDOMAR, CALIFORNIA

KTGY # 2013-0123

09.05.2014
01.09.2015

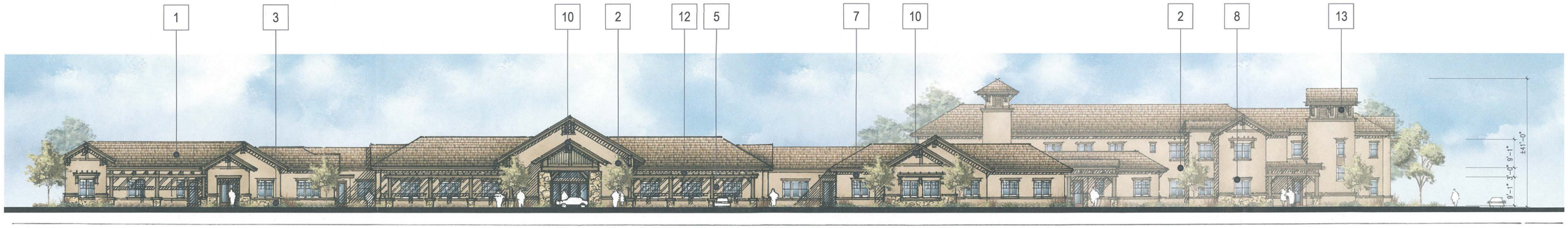
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Architecture+Planning
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Irvine, CA 92614
949.851.2133
ktgy.com

Key Map n.t.s.





2. RIGHT



1. FRONT

Material Legend :

1. Concrete Tile Roof
2. Stucco Wall
3. Stone Veneer
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Metal Door
17. Wood Frame

HORIZONS

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San Diego, CA 92122
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SENIOR LIVING BUILDING
CHARACTER ELEVATIONS-1

WILDOMAR, CALIFORNIA

KTGY # 2013-0123

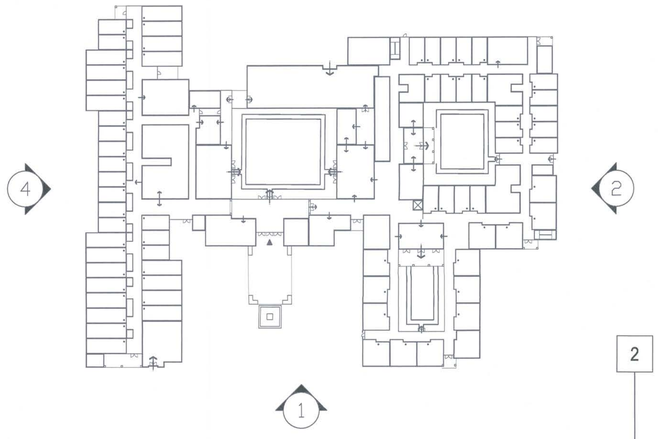
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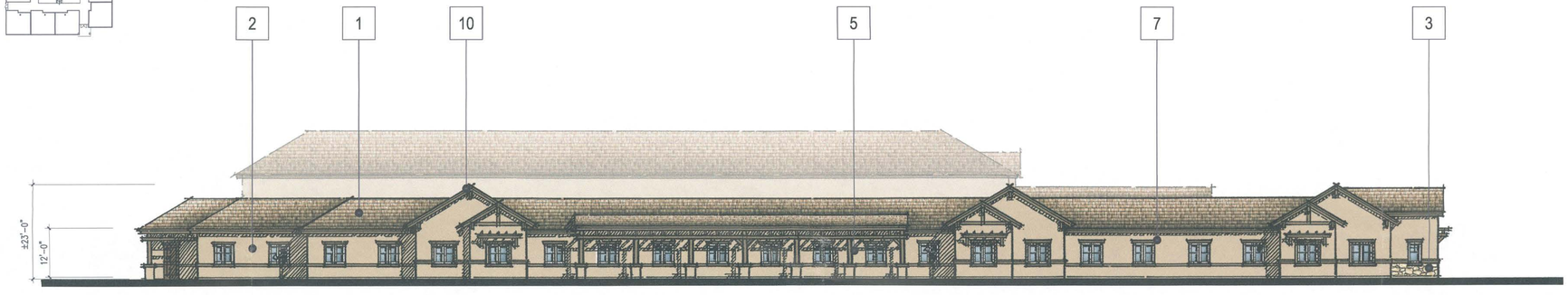
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A3.3

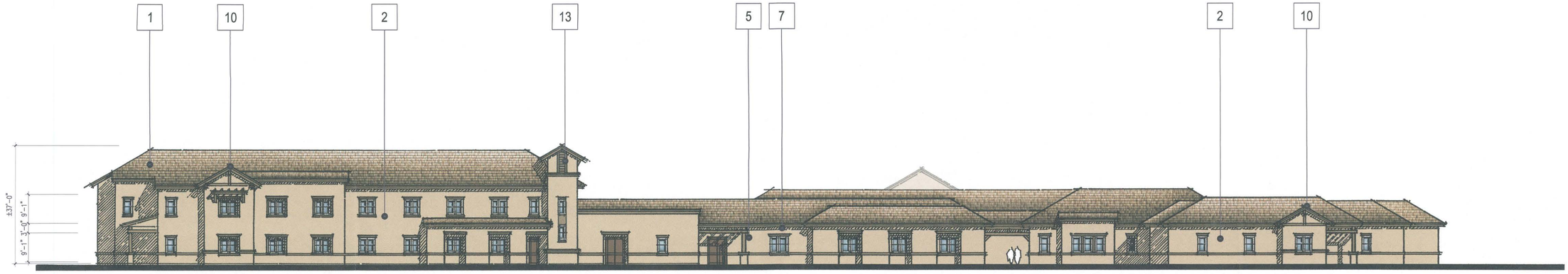
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Irvine, CA 92614
949.851.2133
ktgy.com

Key Map n.t.s.





4. LEFT



3. REAR

Material Legend :

1. Concrete Tile Roof
2. Stucco Wall
3. Stone Veneer
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Metal Door
17. Wood Frame

HORIZONS

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San Diego, CA 92122
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SENIOR LIVING BUILDING
CHARACTER ELEVATIONS-2

WILDOMAR, CALIFORNIA

KTGY # 2013-0123

09.05.2014
01.09.2015

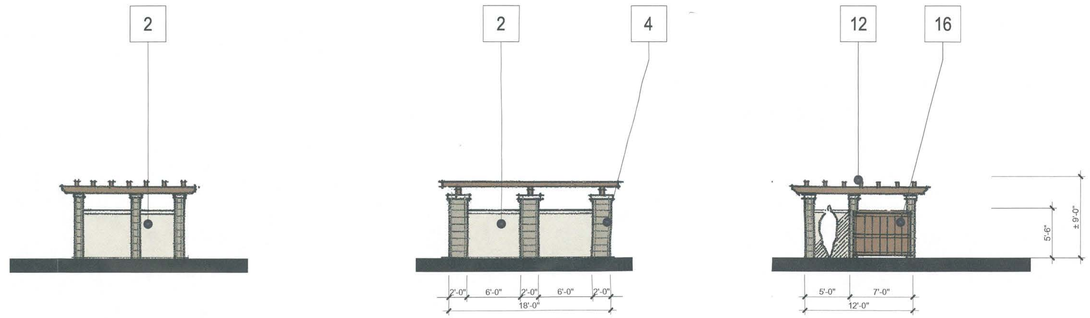
0 8 16 32

A3.4

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17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com

Material Legend :

1. Concrete Tile Roof
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3. Stone Veneer
4. Fiber Cement Siding
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6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Metal Door
17. Wood Frame



REAR SIDE FRONT

TRASH ENCLOSURE ELEVATION

0 4 8 16

HORIZONS

CHARACTER ELEVATION - TRASH ENCLOSURE

A4.0

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WILDOMAR, CALIFORNIA

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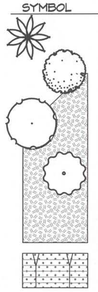
ATTACHMENT G

Horizons Approved
Landscape Plans Exhibits

LANDSCAPE ZONES AND PLANT PALETTE

ALL PLANTS, TREES, SHRUBS, VINES, GRASSES AS PER COUNTY OF RIVERSIDE ORD. 859 LIST OR AS APPROVED PER CITY PLANNING DIRECTOR.

SYMBOL



ACCENT PLANTING AREAS

BOTANICAL NAME	COMMON NAME	WUCOLS
ACCENT / STREET TREES, SUCH AS;		
JACARANDA MIMOSIFOLIA	JACARANDA	M
LAGERSTROEMIA INDICA	CRAPE MYRTLE	M
PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT PEAR	M
PHOENIX DACTYLIFERA	DATE PALM	L
SYAGRUS ROMANZOFFIANUM	QUEEN PALM	M
WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	L

NOTES: MINIMUM 24" BOX SIZES ; MINIMUM 36" AND 48" BOX BOX SIZES AT ENTRY AND BUILDING CORNERS; PALMS 18' B.T.H. MINIMUM; PALMS MAY ONLY BE USED IN LOCATIONS SHOWN ON THIS PLAN AND/ OR A MAXIMUM OF 15% OF TREE PALETTE.

SHRUBS, SUCH AS;		
AGAVE SPECIES	AGAVE	L
CALLISTEMON VIMINALIS 'LITTLE JOHN'	DWARF BOTTLEBRUSH	M
DASYLIRION SPECIES	DESERT SPOON	L
GREVILLEAE 'NOELL I'	NOEL'S GREVILLEA	L
MYRTUS COMMUNIS 'COMPACTA'	COMPACT MYRTLE	M
NERIUM OLEANDER	DWARF OLEANDER	L
PRUNUS CAROLINIANA 'COMPACTA'	CAROLINA CHERRY	M
RHAPHIOLEPIS INDICA	INDIAn HAWTHORN	M
VIBURNUM TINUS 'SPRING BOUQUET'	LAURUSTINUS	M

NOTE: MINIMUM 5 AND 15 GALLON SIZES

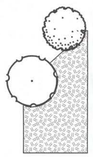
GROUND COVERS, SUCH AS;		
COTONEASTER BUXIFOLIUS	COTONEATER	M
HEMEROCALLIS HYBRIDS	DAY LILY	M
LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	L
MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L
ROSA SPECIES	CARPET ROSE	M

NOTE: MINIMUM 1 GALLON SIZES

DROUGHT TOLERANT VARIETIES OF TURF

ORGANIC GROUND COVERS, SUCH AS;
COBBLE STONE
CRUSHED ROCK
DECOMPOSED GRANITE
COURSE ORGANIC BARK MULCH

SYMBOL



PUBLIC STREET

BOTANICAL NAME	COMMON NAME	WUCOLS
STREET TREES, SUCH AS;		
KOELREUTARIA BIPINNATA	CHINESE FLAME TREE	M
OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	L
PISTACIA CHINENSIS	CHINESE PISTACHIO	M

MINIMUM 36" BOX SIZES

SHRUBS, SUCH AS;		
CALLISTEMON VIMINALIS 'LITTLE JOHN'	WEEPING BOTTLEBRUSH	M
MYRTUS COMMUNIS 'COMPACTA'	COMPACT MYRTLE	M
NERIUM OLEANDER	DWARF OLEANDER	L
PITTOSPORUM TOBIRA	TOBIRA	M
PRUNUS CAROLINIANA 'COMPACTA'	CAROLINA CHERRY	M
RHAPHIOLEPIS INDICA	INDIAN HAWTHORN	M
VIBURNUM TINUS 'SPRING BOUQUET'	LAURUSTINUS	M

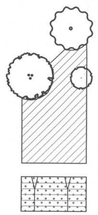
NOTE: MINIMUM 5 AND 15 GALLON SIZES

GROUND COVERS, SUCH AS;		
COTONEASTER BUXIFOLIUS	COTONEATER	M
LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	L
MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L

NOTE: MINIMUM 1 GALLON SIZES

ORGANIC GROUND COVERS, SUCH AS;
COBBLE STONE
CRUSHED ROCK
DECOMPOSED GRANITE
COURSE ORGANIC BARK MULCH

SYMBOL



PRIVATE STREET TREES AND FOUNDATION PLANTING

BOTANICAL NAME	COMMON NAME	WUCOLS
TREES, SUCH AS;		
ARBUTUS UNEDO	STRAWBERRY TREE	L
FRAXINUS VELUTINA	ARIZONA ASH	M
LAURUS NOBILIS 'SARATOSA'	SWEET BAY	L
MAGNOLIA GRANDIFLORA 'LITTLE GEM	'LITTLE GEM MAGNOLIA	L
PISTACIA CHINENSIS	CHINEESE PISTACHE	M

NOTE: 15 GALLON, 24" AND 36" BOX SIZES (ACCENT TREES AT ENTRIES, POOL AREAS)

SHRUBS, SUCH AS;		
LIGUSTRUM JAPONICUM 'TEXANUM'	TEXAS PRIVET	M
PHOTINIA X FRASERI	FRASERS PHOTINIA	M
PITTOSPORUM TOBIRA	TOBIRA	M
PRUNUS CAROLINIANA 'COMPACTA'	CAROLINA CHERRY	M
RHAPHIOLEPIS INDICA	INDIA HAWTHORN	M
XYLOSMA CONGESTUM 'COMPACTA'	COMPACT SHINY XYLOSMA	M

NOTE: 5 AND 15 GALLON SIZES

GROUND COVERS, SUCH AS;		
COTONEASTER BUXIFOLIUS	COTONEATER	M
LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	L
MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L

NOTE: MINIMUM 1 GALLON SIZES

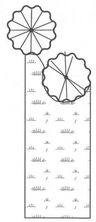
DROUGHT TOLERANT VARIETIES OF TURF

VINES, SUCH AS;		
FICUS PUMILA	CREEPING FIG	M
GELSEMIUM SEMPERVIRENS	CAROLINA JASMINE	M
LONICERA JAPONICA	JAPANESE HONEYSUCKLE	L

NOTE: MINIMUM 1 AND 5 GALLON SIZES

ORGANIC GROUND COVERS, SUCH AS;
COBBLE STONE
CRUSHED ROCK

SYMBOL



NATIVE AND CALIFORNIA FRIENDLY LANDSCAPED OPEN SPACE BUFFER

BOTANICAL NAME	COMMON NAME	WUCOLS
CANOPY TREES, SUCH AS;		
EUCALYPTUS SPECIES	EUCALYPTUS	M
PINUS ELDARICA	AFGHAN PINE	L
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	M
QUERCUS AGRIFOLIA	LIVE OAK	L
QUERCUS ENGELMANII	ENGELMAN OAK	L

NOTE: MINIMUM 15 GALLON SIZES

SHRUBS, SUCH AS;		
ENCELIA FARINOSA	BRITTLEBUSH	L
HETEROMELES ARBUTIFOLIA	TOYON	L
RHAMNUS CALIFORNICA	COFFEE BERRY	L
RHUS OVATA	SUGAR BUSH	L

NOTE: MINIMUM 5 GALLON SIZES

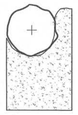
GROUND COVERS, SUCH AS;		
BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
BACCHARIS PILULARIS	COYOTE BRUSH	L
COTONEASTER SPECIES	COTONEATER	M
LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	L
MUHLENBERGIA RIGENS	DEER GRASS	M
MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L

NOTE: MINIMUM 1 GALLON SIZES; SPACING TO BE FOR 1 YEAR 'FILL IN' MAX.

NATIVE HYDROSEED MIXES

ORGANIC GROUND COVERS, SUCH AS;
COBBLE STONE
CRUSHED ROCK
DECOMPOSED GRANITE
COURSE ORGANIC BARK MULCH

SYMBOL



WATER QUALITY BASIN

BOTANICAL NAME	COMMON NAME	WUCOLS
TREES, SUCH AS;		
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	M
POPULUS FREMONTII	WESTERN COTTONWOOD	M

NOTE: 5 AND 15 GALLON SIZES

NON IRRIGATED HYDROSEED, SUCH AS;
ANNUAL AND PERENIAL NATIVE GRASSES (BASIN BOTTOM AND SIDES BELOW HIGH WATER ELEVATION 1324)

CONSTRUCTION LEGEND

PRIMARY COMMUNITY ENTRY MONUMENT - TREES, LOW WALLS, BOULDERS AND OR HEDGE, AND UP-LIGHTS WITH SIGN PER CITY STANDARDS

DECORATIVE PAVEMENT SUCH AS INTERLOCKING PAVERS, STAMPED CONCRETE OR EXPOSED AGGREGATE CONCRETE

GROUP PICNIC AREA INCLUDING SHADE TRELLIS, ACCENT TREES, BOULDERS, BBQ AND FURNISHINGS, ETC.

WALL AND FENCE LEGEND

5' HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE - SEE DETAIL A THIS SHEET

5' HIGH DECORATIVE PAINTED TUBULAR STEEL GATE - SEE DETAIL B ON SHEET 10

5'-6" HIGH ENHANCED PILASTER - SEE DETAIL B ON SHEET 10

RETAINING WALL PER CIVIL PLANS

GENERAL NOTES

ALL LANDSCAPING, IRRIGATION AND RELATED IMPROVEMENTS SHALL BE DESIGNED, INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF WILDOMAR AND THE COUNTY OF RIVERSIDE, RIVERSIDE COUNTY FIRE DEPARTMENT AND THE ELSINORE VALLEY MUNICIPAL WATER DISTRICT. REFERENCE THE CITY OF WILDOMAR MUNICIPAL CODE CHAPTERS 17.188 (OFF-STREET VEHICULAR PARKING STANDARDS) AND 17.276 (WATER-EFFICIENT LANDSCAPES) AND APPLICABLE SECTIONS OF THE COUNTY OF RIVERSIDE MUNICIPAL CODE (ORDINANCES 348 - LAND USE, 457 - CALIFORNIA BUILDING CODE (EROSION CONTROL), 460 - SUBDIVISION, AND 461 - ROAD IMPROVEMENTS), THE COUNTYWIDE DESIGN STANDARDS & GUIDELINES (1-04), GUIDE TO CALIFORNIA FRIENDLY LANDSCAPING (12-04), CALIFORNIA FRIENDLY PLANT LIST (9-13), FIRE DEPARTMENT REQUIREMENTS, AND THE REQUIREMENTS OF THE ELSINORE VALLEY MUNICIPAL WATER DISTRICT. IRRIGATION SYSTEM SHALL MINIMIZE THE USE OF OF OVERHEAD SPRAY TYPE SYSTEMS AND INCORPORATE DRIP OR BUBBLER TYPE IRRIGATION SYSTEMS.

ALL LANDSCAPE IMPROVEMENTS DEPICTED HEREIN TO BE MAINTAINED BY HOME OWNERS ASSOCIATION(S).



INDEX MAP
NOT TO SCALE

WATER USE CALCULATIONS

TOTAL LANDSCAPE AREA 214,085 SF

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)
MAWA = (ETO)X(0.7)X(LA)X(0.62) = GALLONS PER YEAR
MAWA = 61.65 X 0.7 X 214,085 X 0.62 = 5,728,080 GALLONS PER YEAR

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM ACCORDINGLY FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN

SHADED PARKING CALCULATIONS

PARKING PROVIDED - TOWNHOMES AND SENIOR LIVING
88 (OPEN) + 88 = 171 SPACES
TOTAL AREA OF PARKING SPACES = 27,702 SF

TREE SHADE QUANTITY @ FULL (100%) - 9 @ 600 SF
TREE SHADE QUANTITY @ HALF (50%) - 48 @ 300 SF
TOTAL SHADE PROVIDED 19,800 SF
PERCENT SHADE = 71%

CONDITIONALLY APPROVED
☐ BY THE PLANNING DEPARTMENT
☐ BY THE PLANNING DIRECTOR
☐ BY THE PLANNING COMMISSION
☐ BY THE CITY COUNCIL
...FOR THE CITY OF WILDOMAR ON 2/10/16
APPLICATION NOS. #14-0040
PLANNER
RECEIVED
DEC 17 2015
CITY OF WILDOMAR

PLANNING APPLICATION NO. 14-0040

REGISTERED LANDSCAPE ARCHITECT — JOHN PRESTON ANDREW — LIC. NO. 2574 — SIGNATURE — SEP. 30, 2017 — RENEWAL DATE — STATE OF CALIFORNIA

CITY OF WILDOMAR — Est. 1886 — Inc. 2008 — Population - Opportunity - Progress

RBF CONSULTING — A Baker Company

PRIELIPP ROAD PROJECT
PLANTING LEGEND AND NOTES
CITY OF WILDOMAR - COUNTY OF RIVERSIDE
40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

SHEET 1 OF 12 SHEETS

H:\PDATA\133549\CADD\LAND\CADD_IN\RBF - IRVINE\2015-07-10\133549-LA-TEM REV 150713.DWG TBURNSIDE 12/16/15 4:06 pm

VACANT LAND

VINE & SHRUB TO SOFTEN WALL AS APPROPRIATE

SEE ENLARGEMENT 'D' ON SHEET 7 OF 11

STREET "C"

PLAY AREA

SPA

POOL

VINE / SHRUB POCKETS, TYP.

STREET "C"

STREET "C"

BUNNY TRAIL (FUTURE)

MATCHLINE - SEE SHEET 4

MATCHLINE - SEE SHEET 3

SCALE: 1"=20'

20 10 0 20 40 60

SCALE: 1"=20'

SEE SHEET 1 FOR PLANTING LEGEND AND NOTES

PLANNING APPLICATION NO. 14-0040

REGISTERED LANDSCAPE ARCHITECT JOHN PRESTON ANDREW I.C. NO. 4925 STATE OF CALIFORNIA SIGNATURE SEP. 30, 2017 RENEWAL DATE DATE

CITY OF WILDOMAR Est. 1886 Inc. 2008 Tradition • Opportunity • Prosperity

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CONCEPTUAL LANDSCAPE PLAN
CITY OF WILDOMAR - COUNTY OF RIVERSIDE

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SHEET 2 OF 12 SHEETS

H:\PDATA\133549\CADD\LAND\CADD_JN\RBF - IRVINE\2015-07-10\133549-LA-TEM REV 150713.DWG TBURNSIDE 12/16/15 4:12 pm

MATCHLINE - SEE SHEET 2

MATCHLINE - SEE SHEET 5

CLUB HOUSE

SEE ENLARGEMENT 'D' ON SHEET 7 OF 11

STREET "B"

STREET "A"

VINE / SHRUB POCKETS, TYP.

PROP R/W

ELIZABETH LN.

SEE ENLARGEMENT 'A' ON SHEET 6 OF 11

SCALE: 1"=20'

20 10 0 20 40 60

SCALE: 1"=20'

SEE SHEET 1 FOR PLANTING LEGEND AND NOTES

PLANNING APPLICATION NO. 14-0040

REGISTERED LANDSCAPE ARCHITECT JOHN PRESTON ANDREW LIC. NO 2952 SIGNATURE SEP. 30, 2017 RENEWAL DATE STATE OF CALIFORNIA

CITY OF WILDOMAR Est. 1886 Inc. 2008 Community • Opportunity • Tradition

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PRIELIPP ROAD PROJECT

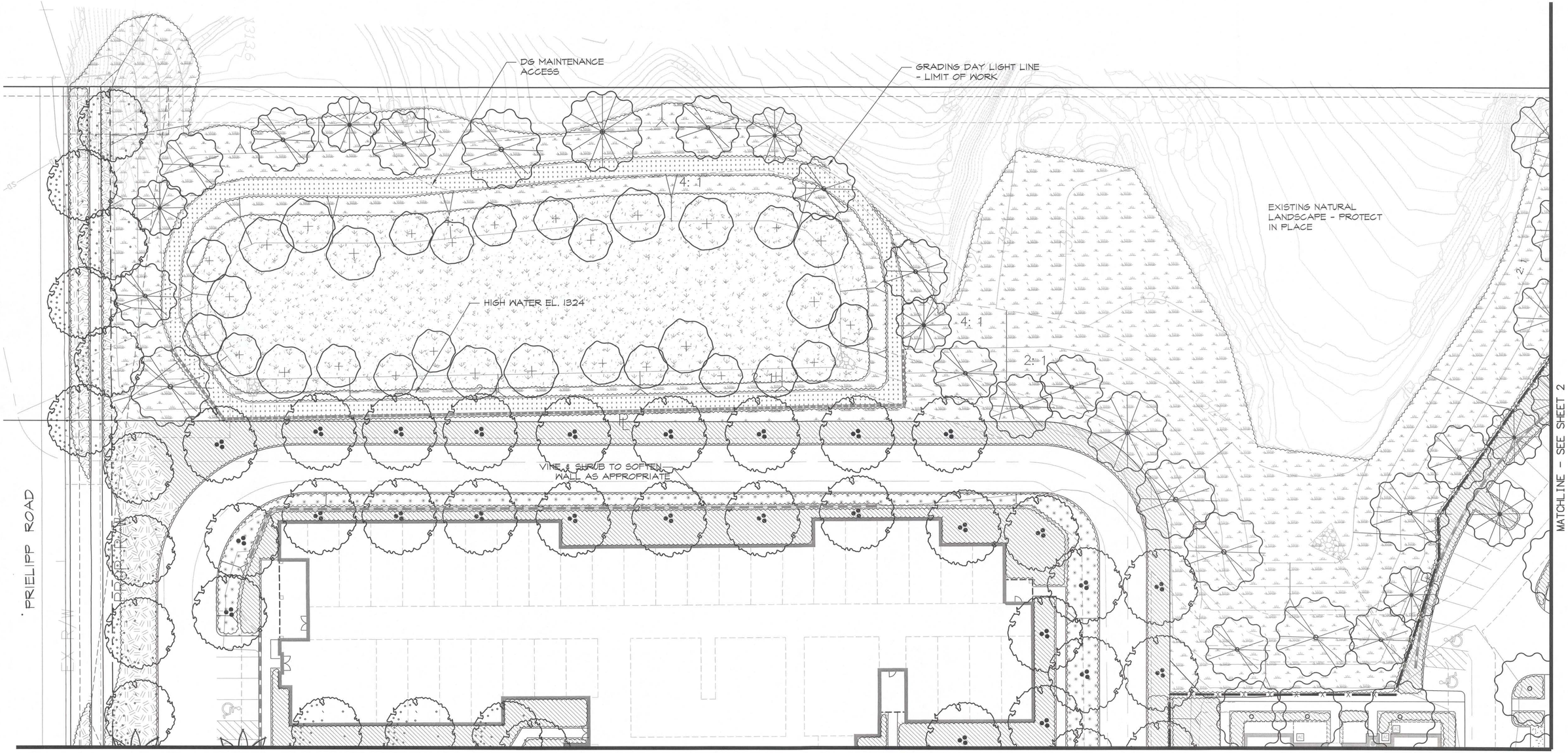
CONCEPTUAL LANDSCAPE PLAN

CITY OF WILDOMAR - COUNTY OF RIVERSIDE

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SHEET 3 OF 12 SHEETS

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SCALE: 1"=20'

20 10 0 20 40 60

SCALE: 1"=20'

SEE SHEET 1 FOR PLANTING LEGEND AND NOTES

PLANNING APPLICATION NO. 14-0040

REGISTERED LANDSCAPE ARCHITECT JOHN PRESTON ANDREW LIC. NO. 3571 SIGNATURE SEP. 30, 2017 RENEWAL DATE DATE OF CALIFORNIA

CITY OF WILDOMAR Est. 1880 Inc. 2008 Tradition • Opportunity • Perspective

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PRIELIPP ROAD PROJECT

CONCEPTUAL LANDSCAPE PLAN

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SHEET 4 OF 12 SHEETS

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MATCHLINE - SEE SHEET 4

PRIELIPP ROAD

SEE ENLARGEMENT 'C' ON SHEET 8 OF 11

SEE ENLARGEMENT 'B' ON SHEET 8 OF 11

VINE & SHRUB TO SOFTEN WALL AS APPROPRIATE

VINE / SHRUB POCKETS, TYP.

VINE & SHRUB TO SOFTEN WALL AS APPROPRIATE

VINE / SHRUB POCKETS, TYP.

GARAGE

PROP. R/W

ELIZABETH LN.

MATCHLINE - SEE SHEET 3

SCALE: 1"=20'

20 10 0 20 40 60

SCALE: 1"=20'

SEE SHEET 1 FOR PLANTING LEGEND AND NOTES

PLANNING APPLICATION NO. 14-0040

REGISTERED LANDSCAPE ARCHITECT JOHN PRESTON ANDREW LIC. NO. 2512 STATE OF CALIFORNIA SIGNATURE SEP. 30, 2017 RENEWAL DATE DATE

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PRIELIPP ROAD PROJECT

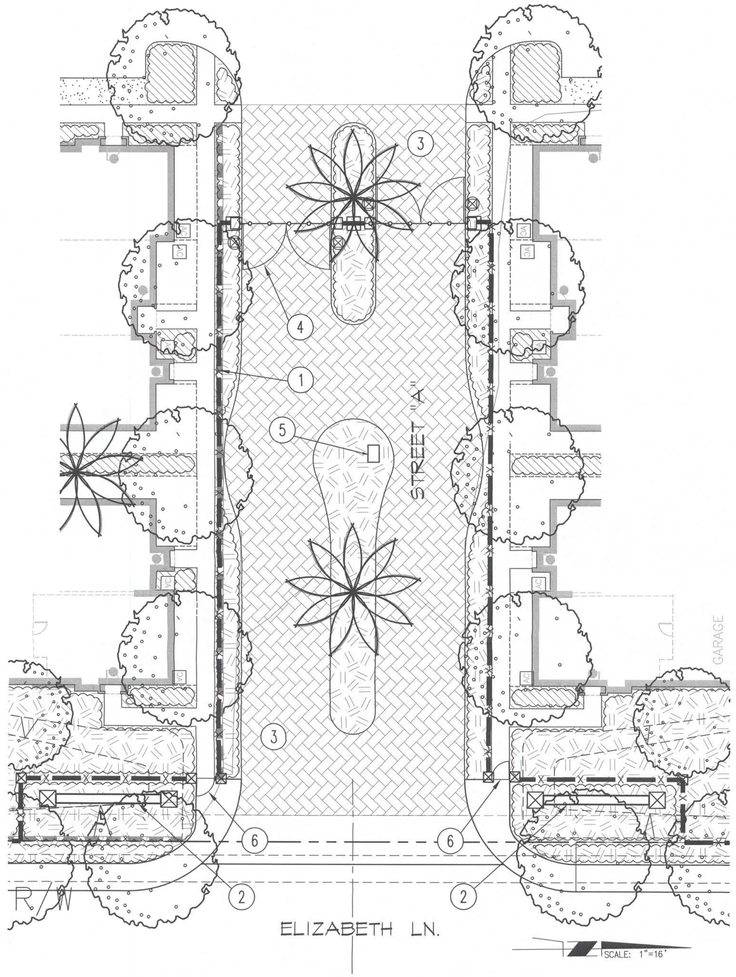
CONCEPTUAL LANDSCAPE PLAN

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SHEET 5 OF 12 SHEETS

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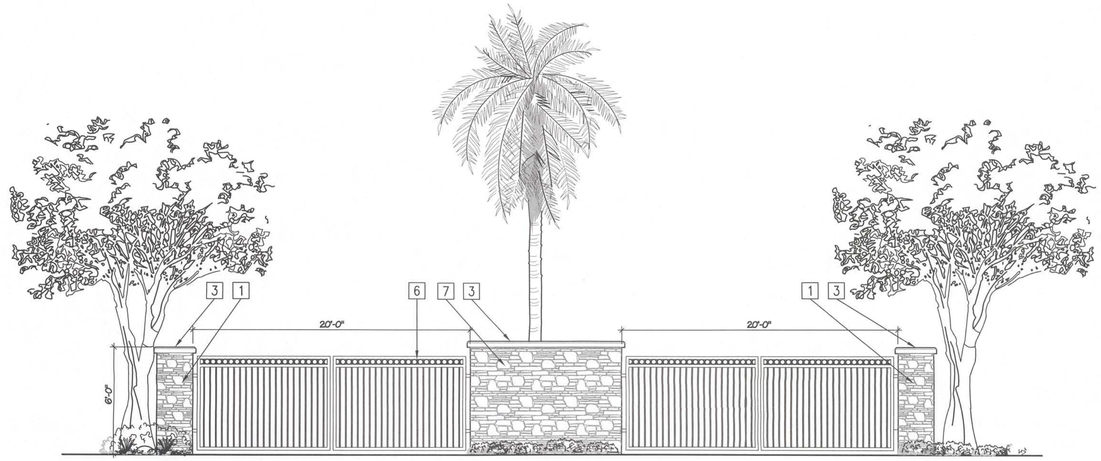
ENHANCED ENTRY LANDSCAPE AND MOUNMENT AT ELIZABETH LN.
(A) SCALE: 1" = 16'

LANDSCAPE CONSTRUCTION NOTES

1. 5' HEIGHT DECORATIVE PAINTED TUBULAR STEEL FENGESEE DETAILS 'A' ON SHEET 6
2. PRIMARY COMMUNITY ENTRY MONUMENT - SEE ELEVATION 'C' LOWER LEFT
3. ENRICHED PAVEMENT SUCH AS INTERLOCKING PAVERS OR STAMPED CONCRETE
4. TUBULAR STEEL VEHICLE ACCESS GATE - SEE ELEVATION 'B' CENTER RIGHT
5. GATE KEY PAD
6. PEDESTRIAN GATE - SEE DETAIL 'B' ON SHEET 10

MATERIAL LEGEND

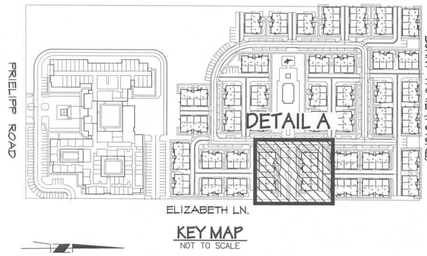
1. CULTURED STONE VENEER PILASTER
2. CULTURED STONE VENEER MONUMENT WALL
3. PRECAST CONCRETE CAP
4. STUCCO OR TILE BACKGROUND
5. DECORATIVE PAINTED TUBULAR STEEL FENCE AND GATE
6. DECORATIVE PAINTED TUBULAR STEEL VEHICLE ACCESS GATE
7. CULTURED STONE VENEER WALL



(B) ELEVATION - GATED ENTRY
SCALE: NOT TO SCALE



ELEVATION - ENTRY LANDSCAPE AND MOUNMENT AT ELIZABETH LN.
(C) SCALE: NOT TO SCALE



KEY MAP
NOT TO SCALE

PLANNING APPLICATION NO. 14-0040

REGISTERED LANDSCAPE ARCHITECT — JOHN PRESTON ANDREW — LIC. NO. 3552 — SIGNATURE — SEP. 30, 2017 RENEWAL DATE — STATE OF CALIFORNIA

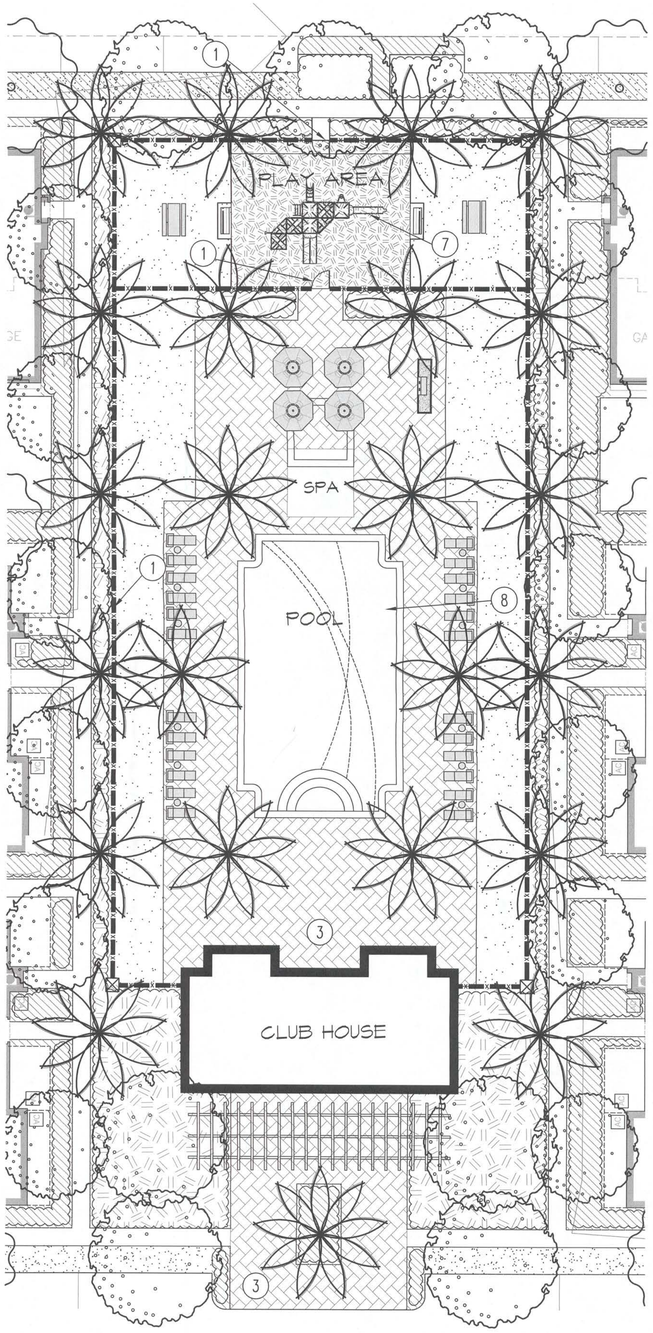
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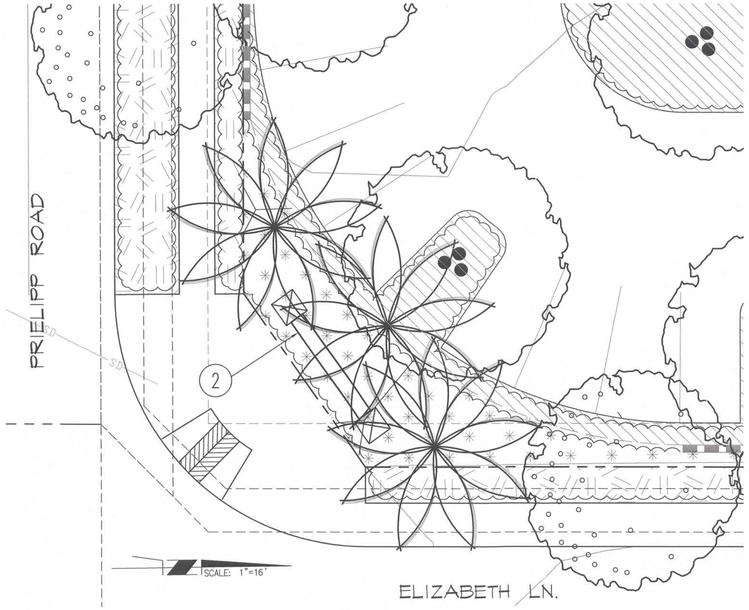
SHEET 6 OF 12 SHEETS

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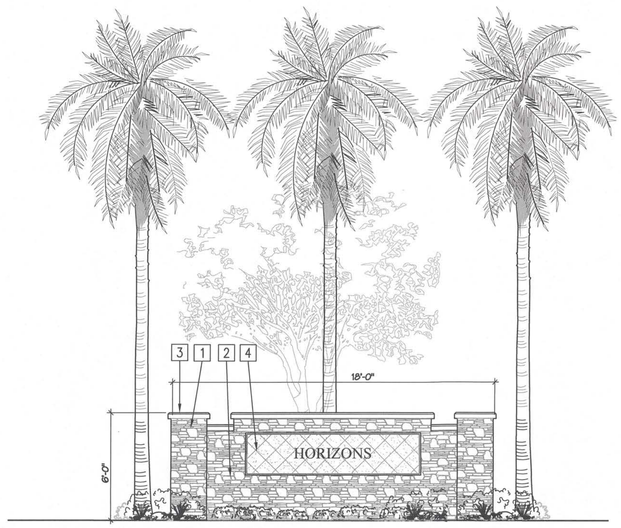


SCALE: 1"=16'

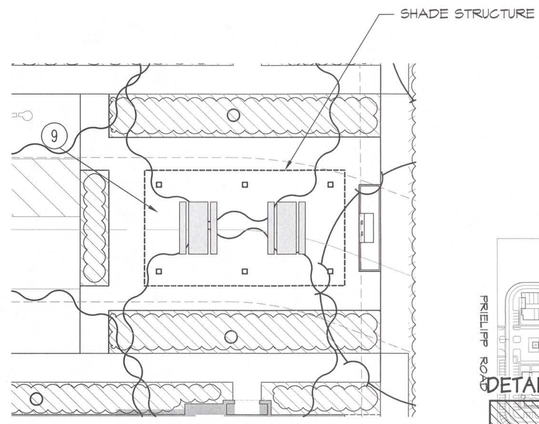
D RECREATION AREA
SCALE: 1" = 16'



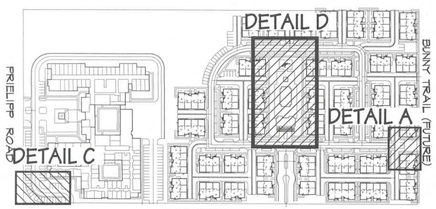
THEMED LANDSCAPE CORNER
B AT ELIZABETH LN. & PRIELIPP ROAD
SCALE: 1" = 16'



C ELEVATION -THEMED LANDSCAPE CORNER
SCALE: 1" = 16'



A TYPICAL GROUP PICNIC AREA
SCALE: 1"=10'



KEY MAP
NOT TO SCALE

LANDSCAPE CONSTRUCTION NOTES

1. 5' HEIGHT DECORATIVE PAINTED TUBULAR STEEL FENCE AND GATE - SEE DETAILS 'B' ON SHEET 6
2. PRIMARY COMMUNITY ENTRY MONUMENT - SEE ELEVATION 'C' LOWER CENTER
3. ENRICHED PAVEMENT SUCH AS INTERLOCKING PAVERS OR STAMPED CONCRETE
7. PLAY AREA - PLAY EQUIPMENT, FURNISHINGS AND OPEN TURF
8. POOL AREA INCLUDING SPA, BBQ, SHADE TRELLIS AND FURNISHINGS, ETC.
9. GROUP PICNIC AREA INCLUDING BBQ, SHADE STRUCTURE, AND FURNISHINGS, ETC.

MATERIAL LEGEND

1. CULTURED STONE VENEER PILASTER
2. CULTURED STONE VENEER MONUMENT WALL
3. PRECAST CONCRETE CAP
4. STUCCO OR TILE BACKGROUND

PLANNING APPLICATION NO. 14-0040

REGISTERED LANDSCAPE ARCHITECT — JOHN PRESTON ANDREW — LIC. NO. 3952 — SIGNATURE — SEP. 30, 2017 — RENEWAL DATE — STATE OF CALIFORNIA

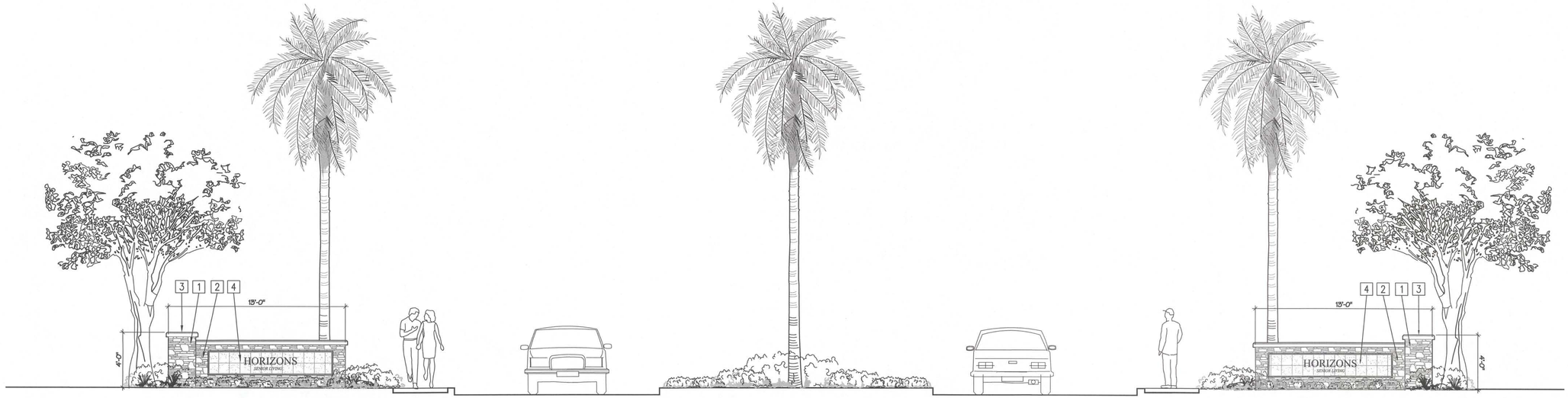
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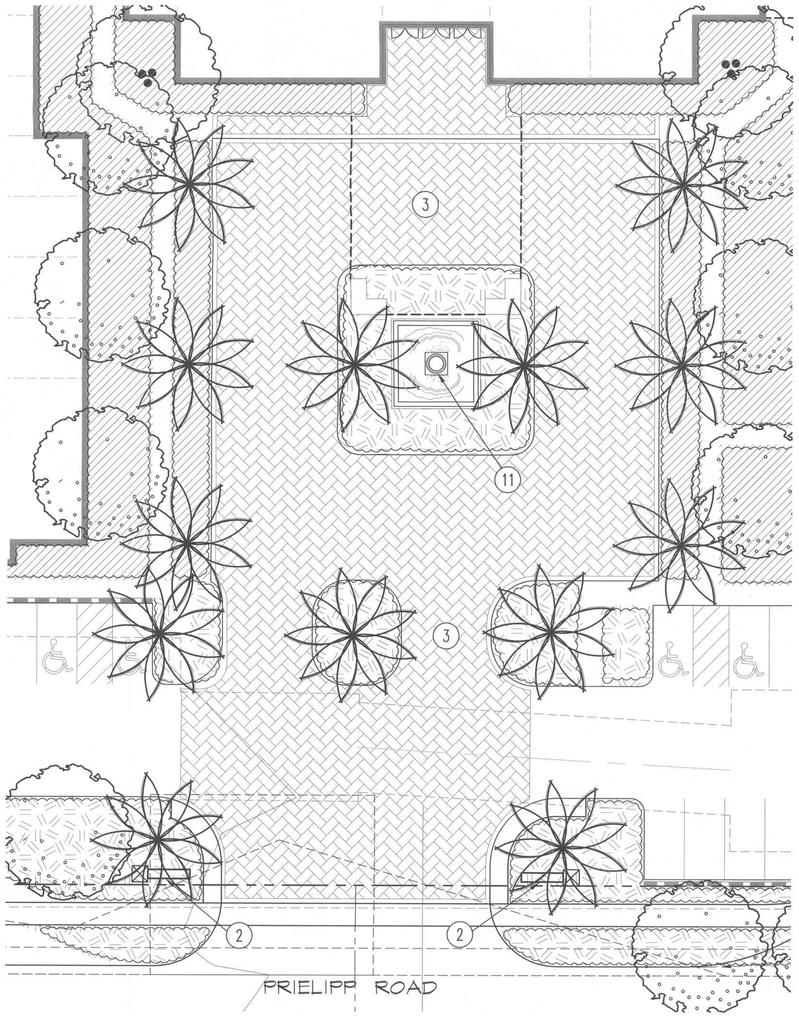
PRIELIPP ROAD PROJECT
CONCEPTUAL LANDSCAPE PLAN
CITY OF WILDOMAR - COUNTY OF RIVERSIDE
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SHEET 7 OF 12 SHEETS

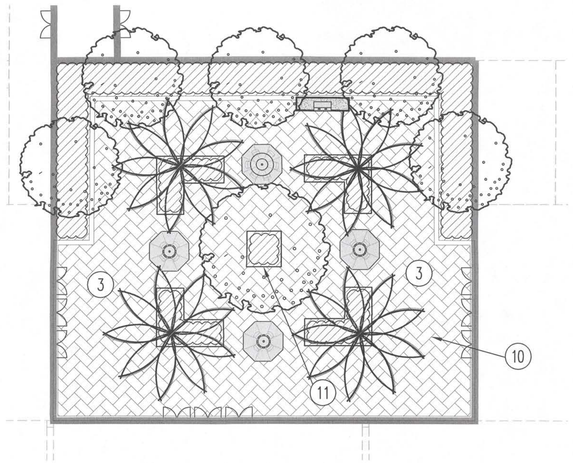
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A ELEVATION - ENTRY LANDSCAPE AND MOUNMENT
SCALE: NOT TO SCALE



B ENHANCED ENTRY LANDSCAPE AND MOUNMENT
SCALE: 1" = 16'



C TYPICAL COURTYARD
SCALE: 1" = 16'

LANDSCAPE CONSTRUCTION NOTES

(2) PRIMARY ENTRY MONUMENT - SEE ELEVATION 'A' ABOVE

(3) ENRICHED PAVEMENT SUCH AS INTERLOCKING PAVERS OR STAMPED CONCRETE

(10) COURTYARD AREA INCLUDING BBQ, FIRE PIT, SEATING WALLS AND FURNISHING, ETC.

(11) FOCAL POINT (ART OR WATER FEATURE)

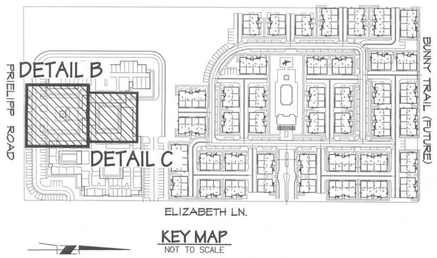
MATERIAL LEGEND

[1] CULTURED STONE VENEER PILASTER

[2] CULTURED STONE VENEER MONUMENT WALL

[3] PRECAST CONCRETE CAP

[4] STUCCO OR TILE BACKGROUND



KEY MAP
NOT TO SCALE

PLANNING APPLICATION NO. 14-0040

REGISTERED LANDSCAPE ARCHITECT
JOHN PRESTON ANDREW L.A. NO. 3502
SIGNATURE
SEP. 30, 2017
RENEWAL DATE
STATE OF CALIFORNIA

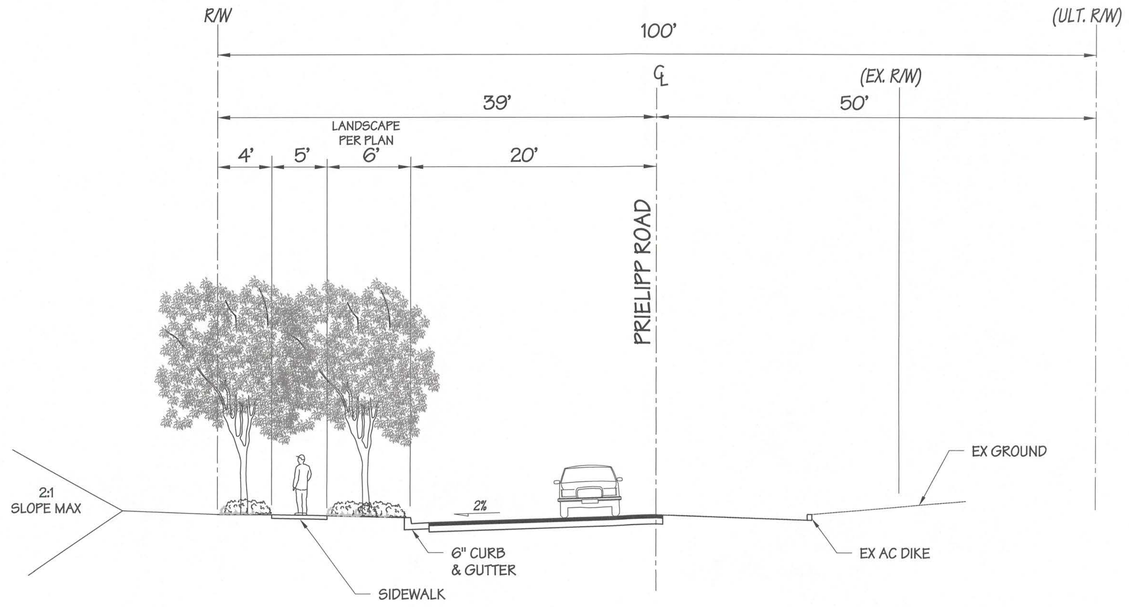
CITY OF WILDOMAR
Est. 1906 Inc. 2008

RBF CONSULTING
A Baker Company

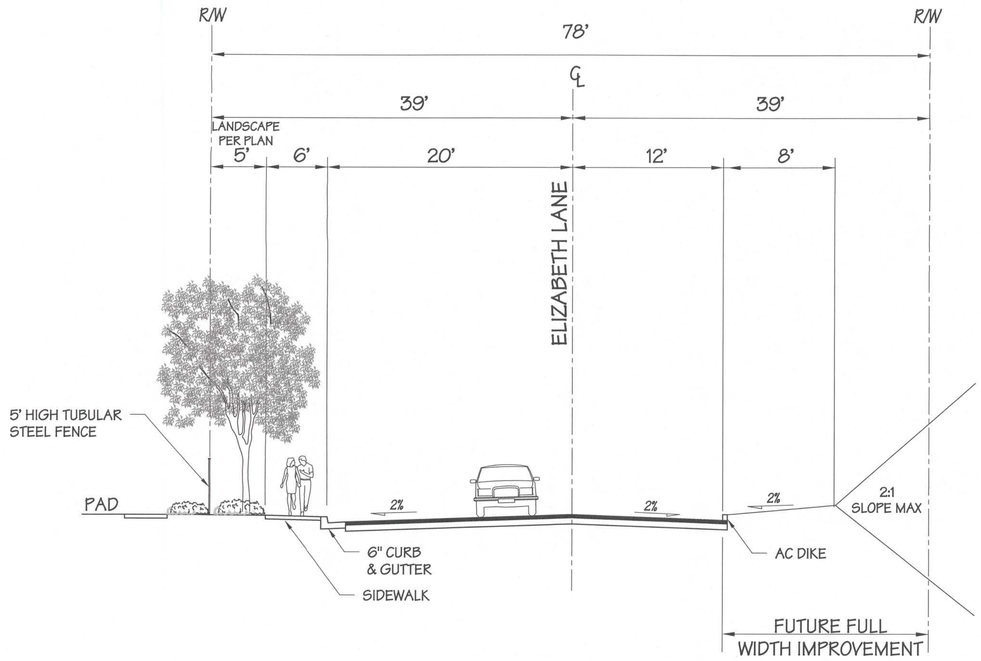
PRIELIPP ROAD PROJECT
CONCEPTUAL LANDSCAPE PLAN
CITY OF WILDOMAR - COUNTY OF RIVERSIDE
40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

SHEET 8 OF 12 SHEETS

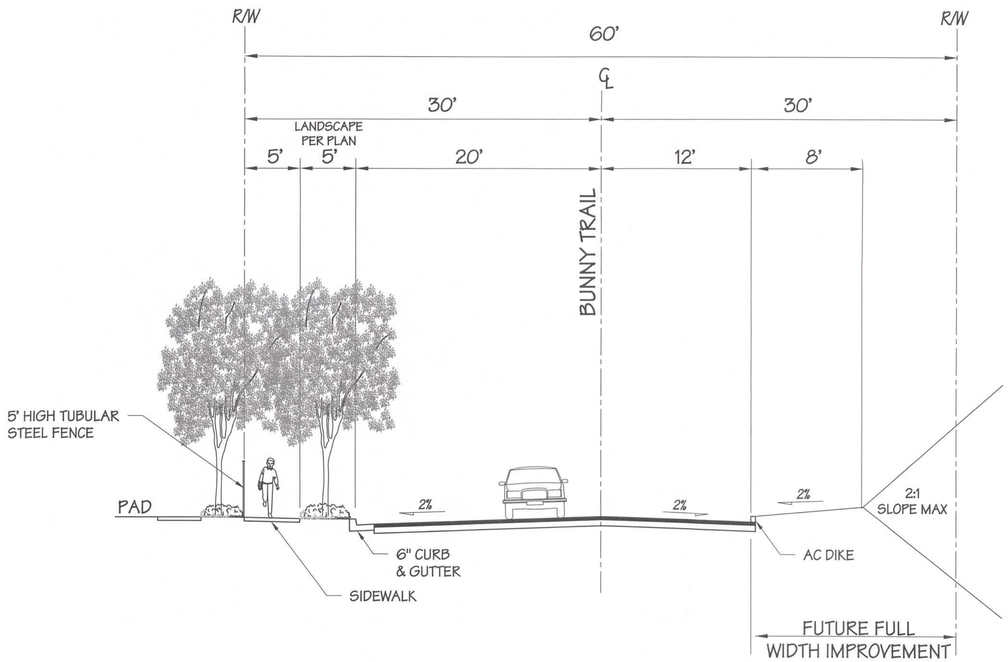
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A PRIELIPP ROAD TYICAL SECTION
SCALE: NOT TO SCALE



B ELIZABETH LANE TYPICAL SECTOIN
SCALE: NOT TO SCALE



B ELIZABETH LANE TYPICAL SECTOIN
SCALE: NOT TO SCALE

PLANNING APPLICATION NO. 14-0040

REGISTERED LANDSCAPE ARCHITECT — JOHN PRESTON ANDREW — LIC. NO. 2525 — STATE OF CALIFORNIA — SIGNATURE — SEP. 30, 2017 — RENEWAL DATE — DATE

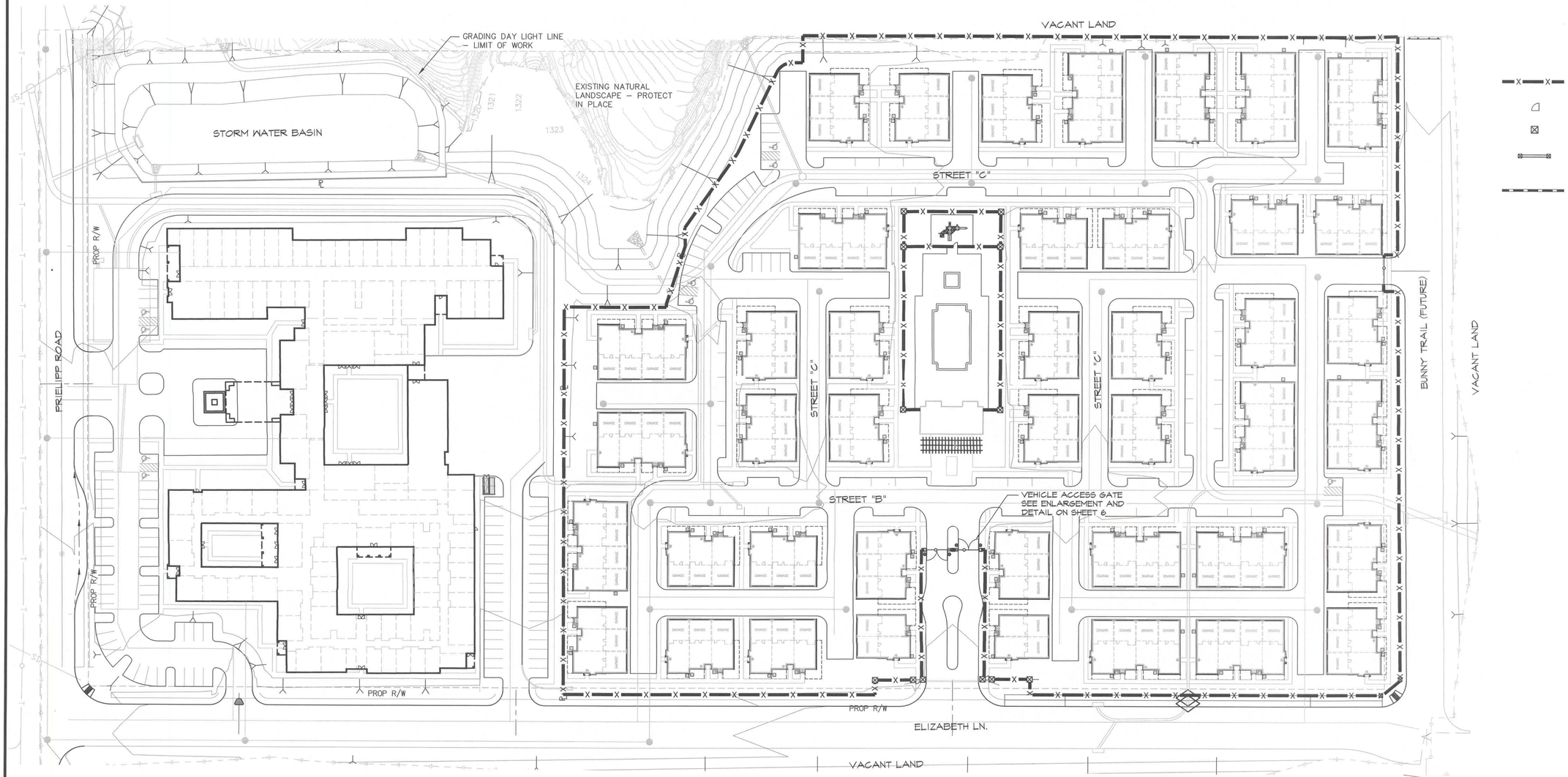
CITY OF WILDOMAR — Est. 1886 — Inc. 2008 — Historical · Opportunity · Destination

RBF CONSULTING — A Baker Company

PRIELIPP ROAD PROJECT
TYPICAL STREET SECTIONS
CITY OF WILDOMAR – COUNTY OF RIVERSIDE
40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

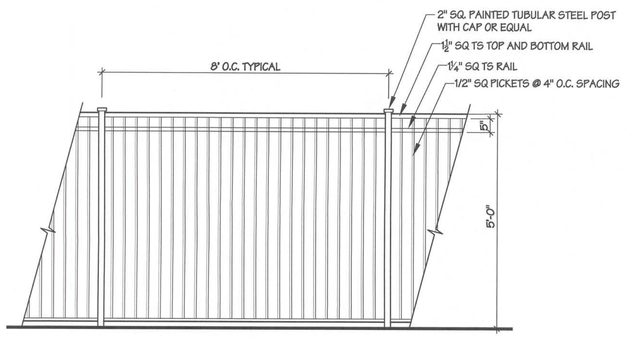
SHEET 9 OF 12 SHEETS

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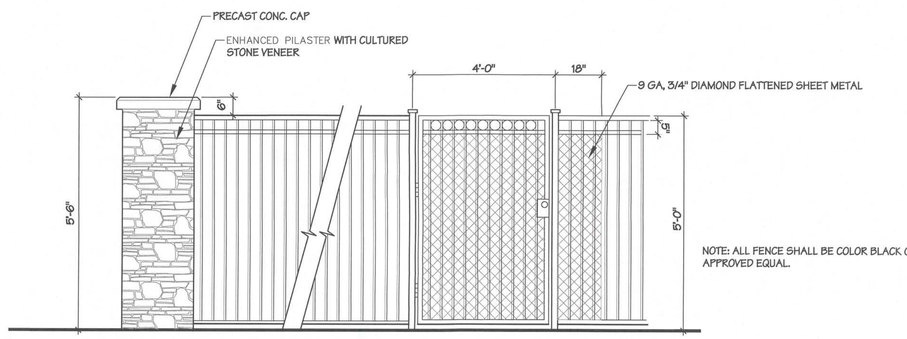


WALL AND FENCE LEGEND

- 5' HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE – SEE DETAIL A THIS SHEET
- 5' HIGH DECORATIVE PAINTED TUBULAR STEEL GATE – SEE DETAIL B THIS SHEET
- 5'-6" HIGH ENHANCED PILASTER – SEE DETAIL B THIS SHEET
- COMMUNITY ENTRY MONUMENTS SEE ENLARGEMENTS AND DETAILS ON SHEET 3 AND 4
- RETAINING WALL PER CIVIL PLANS



A PAINTED TUBULAR STEEL FENCE
SCALE: NOT TO SCALE



NOTE: ALL FENCE SHALL BE COLOR BLACK OR APPROVED EQUAL.

B PAINTED TUBULAR STEEL FENCE AND GATE AT ENTRY AND POOL AREA
SCALE: NOT TO SCALE

PLANNING APPLICATION NO. 14-0040

REGISTERED LANDSCAPE ARCHITECT
MARK PRESTON ANDREW C.L.A. NO. 3562
SIGNATURE
SEP. 30, 2017
RENEWAL DATE
DATE
STATE OF CALIFORNIA

CITY OF WILDOMAR
Est. 1885 Incorp. 2008
Historic – Opportunity – Future

RBF CONSULTING
A Baker Company

PRIELIPP ROAD PROJECT
FENCE PLAN
CITY OF WILDOMAR – COUNTY OF RIVERSIDE
40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

SHEET 10 OF 12 SHEETS

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GROUP PICNIC EXAMPLE







TOT-LOT EXAMPLES





PICNIC TABLE EXAMPLES







TRASH RECEPTACLE EXAMPLES









BENCH EXAMPLES







EXPOSED AGGREGATE CONCRETE EXAMPLES







CONCRETE PAVER EXAMPLES







STAMPED CONCRETE EXAMPLES







PLANNING APPLICATION NO. 14-0069

REGISTERED LANDSCAPE ARCHITECT
JOHN PRESTON ANDREW LIC. NO. 4924
SIGNATURE
SEP. 30, 2017
RENEWAL DATE
DATE
STATE OF CALIFORNIA

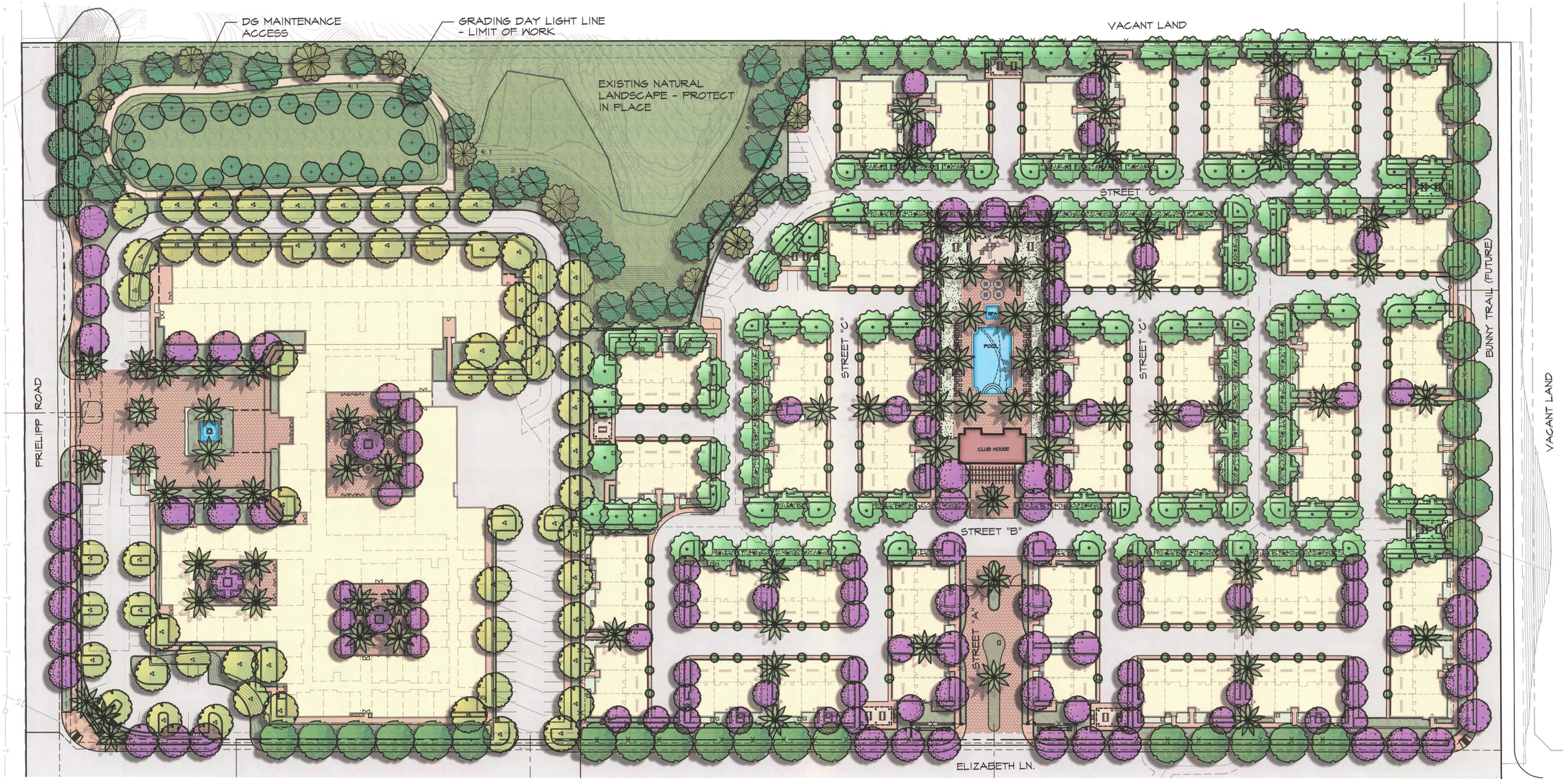
CITY OF WILDOMAR
Est. 1906 Inc. 2008
Pride - Opportunity - Progress

RBF CONSULTING
A Baker Company

PRIELIPP ROAD PROJECT
SITE FURNISHINGS AND
ENRICHED PAVEMENT EXAMPLES
CITY OF WILDOMAR – COUNTY OF RIVERSIDE
40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

SHEET 11 OF 12 SHEETS

C:\USERS\JENHUA.HAN\DESKTOP\WORK FILE\GROVE PARK\FURNISHINGS\133549-FURNISHINGS.DWG JENHUA.HAN 12/16/15 11:26 pm



SCALE: 1"=50'

50 25 0 50 100 150

SCALE: 1"=50'

PLANNING APPLICATION NO. 14-0040

REGISTERED LANDSCAPE ARCHITECT JOHN HESTON ANDREW LIC NO. 3852 SIGNATURE SEP. 30, 2017 RENEWAL DATE OF STATE OF CALIFORNIA

CITY OF WILDOMAR Est. 1896 Inc. 2008 Incredible ~ Opportunity ~ Possible

RBF CONSULTING A Baker Company

PRIELIPP ROAD PROJECT

CONCEPTUAL LANDSCAPE PLAN

CITY OF WILDOMAR - COUNTY OF RIVERSIDE

40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

SHEET 12 OF 12 SHEETS

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STRATA EQUITY GROUP, INC.

January 3, 2024

Matthew Bassi
City of Wildomar
23873 Clinton Keith Road #201
Wildomar, CA 92595

RE: PA 24-0001 "Horizons" EOT #3 Request

Dear Mr. Bassi,

As the property owner and applicant of PA 24-0001 "Horizons", we respectfully request the Extension of Time #3 for a 1-year period for Plot Plan 24-0001 (formerly 14-0040).

Final Parcel Map 36672 was previously approved by the City and recorded by the County in May 2021, so an extension of the Tentative Parcel Map is not necessary.

Due to the slower recovery than expected for the senior living use contained in the approved project coupled with increased prices of building materials; lingering effects of economic disruptions due to COVID-19; and the increased interest rates by the Federal Reserve; it has taken much longer than anticipated to receive interest from senior facility builders/operators in this specific location. We need an extension of time for the approved project in order to keep the project marketable.

Thank you for your consideration of this approval.

Sincerely,

Eric Flodine
Director of Community Development

Project Location/Vicinity:

The project site encompasses approximately 20.21+ acres and is located at the northwest corner of Elizabeth Lane and Prielipp Road and the southwest corner of Elizabeth Lane and Bunny Trial. The aerial photo on the following page shows the project site and surrounding area.

Vicinity/Location Map



Figure 2.0-2
Project Vicinity

CITY OF WILDOMAR
PC - REGULAR MEETING
GENERAL BUSINESS
Agenda Staff Report # 3.2
Meeting Date: February 7, 2024

SUBJECT: Plot Plan No. 14-0069 Extension of Time (EOT) #3:

SUBMITTED BY: Matthew Bassi

PREPARED BY: Matthew Bassi

ACTION:
The Planning Department recommends the Planning Commission take the following actions:

1. Find and determine that the Extension of Time (EOT) #3 for Plot Plan No. 14-0069 does not require additional environmental review in accordance with Section 15162 of the California Environmental Quality Act (CEQA) guidelines; and

2. Adopt a Resolution entitled:

PC RESOLUTION NO. 2024-06

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 1-YEAR EXTENSION OF TIME (EOT #3) TO FEBRUARY 10, 2025 FOR PLOT PLAN NO. 14-0069 TO DEVELOP A 162-UNIT APARTMENT PROJECT AND A 55,000 SQUARE-FOOT RETAIL/OFFICE COMPLEX LOCATED AT THE SOUTHWEST CORNER OF YAMAS DRIVE AND CLINTON KEITH ROAD AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

PROJECT DESCRIPTION:
The Planning Commission reviewed Tentative Tract Map No. 36673 and Plot Plan No. 14-0069 on January 6, 2016 and recommended City Council approval of the project. The City Council subsequently reviewed and approved the project on February 10, 2016. The Council's approval consisted of the following actions:

1) **Environmental Impact Report (EIR)** - The Council certified an Environmental Impact

Report (SCH #2014121064) and adopted an MMRP in accordance with Public Resources Code § 21080(d) and § 21082.2(d);

2) **General Plan Amendment (GPA)** - The Council approved a general plan amendment to change the existing land use designation from Business Park to Commercial Retail for the upper portion of the site. The southerly portion of the site retained the existing HHDR land use designation. Approval of the GPA was effective upon approval;

3) **Change of Zone (CZ)** - The Council approved a change of zone to change the existing zoning designation from R-R to C-P-S for the northly portion of the site. The southerly portion of the site retained the existing R-4 designation. The effective date of the zone change was April 9, 2016;

4) **Tentative Parcel Map (TPM No. 36673)** - The Council approved a tentative parcel map to subdivide the 19.4+ acre site into 3 lots to accommodate the proposed project; and

5) **Plot Plan (PP)** - The Council approved a plot plan to develop 55,000+ square foot retail/office center (on proposed Lot 1) and a 162 unit multi-family apartment project with related site amenities (on proposed Lot 2) of the project site.

In accordance with the adopted conditions, the Applicant was required to record the final parcel map no later than February 10, 2019 (three years from original approval) or the map would have expired. The applicant filed their first extension of time for both the Tentative Parcel Map 36673 and Plot Plan 14-0069 on January 29, 2019, and attained approval by Planning Commission on March 20, 2019, for a three-year time extension, to expire on February 10, 2022. The Final parcel map was approved by the City of Wildomar and then recorded by the County of Riverside by February 2020.

The Applicant was also conditioned to commence grading and building construction of the approved plot plan no later than February 10, 2019 (three years from original approval). Construction had not begun by this deadline so the Applicant requested the 1st extension of time which was approved by the Commission creating a new deadline of February 10, 2022. Unfortunately, the project did not start construction by the 2nd deadline, thus, the Applicant received a 2nd extension of time to February 10, 2024. As of today's date, the Applicant has not found a user nor has construction begun, therefore, the Applicant has requested a 3rd extension of time to February 10, 2025.

The approval or denial of the 3rd extension of time for Plot Plan No. 14-0069 is in the purview of the Planning Commission subject to specific findings. The Applicant has indicated the need for additional time to market the approved project (Attachment H). In reviewing the 3rd extension of time request, the Planning and Engineering departments have determined that the approved Plot Plan has not been modified from its original approval, nor has the Applicant

requested any changes. Thus, it is staff's opinion that the one-year extension of time is a reasonable request.

PROJECT ANALYSIS:

Chapter 17.216.070.B of the Zoning Ordinance allows plot plans up to six (6) years of time extensions provided the Applicant files an application and filing fee with the Planning Director prior to the expiration date(s). To date, Plot Plan No. 14-0069 has had two time extension granted by the Planning Commission. The Applicant's current request is for a one-year extension to February 10, 2025 for the approved plot plan. The Applicant filed the EOT application and paid the required fee on January 4, 2024 in advance of the February 10, 2024 current deadline. Staff supports this request.

CEQA DISCUSSION:

In accordance with the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 – 21189.3, and the CEQA Guidelines, 14 CCR §§ 15000-15387, an Environmental Impact Report and Mitigation Monitoring and Reporting Program (MMRP) was certified by the City Council upon recommendation from the Planning Commission. On February 10, 2016, the City Council approved Tentative Parcel Map No. 36673 and Plot Plan No. 14-0069. A Notice of Determination (NOD) was filed with the State Clearinghouse and Riverside County Clerk on February 16, 2016 within the prescribed time frame required CEQA. As part of the environmental assessment for the project, the city identified six (6) impact areas with potentially significant impacts, one of which was significant and unavoidable (transportation/traffic). All significant impacts were mitigated and a Statement of Overriding Considerations was adopted for the significant and unavoidable impact in accordance with CEQA, and the resulting MMRP, both which were made project specific conditions of approval.

CEQA Guideline 15162 provides that once an Environmental Impact Report is certified for a project, when a subsequent discretionary approval is required for the project the lead agency may determine, based on substantial evidence, whether additional environmental review of the project is warranted. More specifically, if one or more of the conditions stated in Guideline 15162(a) are present (discussed in more detail below), then the lead agency must prepare a subsequent EIR for the project. If none of the conditions stated in Guideline 15162(a) are present, then the lead agency has the discretion to determine whether to require a lesser form of environmental review (such as an addendum) or no further documentation at all. (Guideline 15162(b)). Guideline 15162(a) requires a subsequent EIR or MND to be prepared if one or more of the following conditions exist:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is

undertaken which will require major revisions of the previous EIR or MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the MND was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or MND;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or MND;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

EOT #3 Findings of Fact for CEQA Determination:

The Planning Department has evaluated the above criteria and determined that there have been no significant changes in the project, no significant changes in the circumstances under which the project will be undertaken, and no new information has come to light regarding new or significant environmental effects. Therefore, no conditions exist that might otherwise require a subsequent EIR, subsequent MND, subsequent Negative Declaration, or an Addendum pursuant to Title 14 Cal. Code Regs. Section 15162. Therefore, it can be concluded with certainty that no additional CEQA documentation is required, and staff recommends the Planning Commission hereby make the following findings:

1) *Substantial changes are not proposed in the project:*

The Applicant is not proposing any technical or physical changes to Plot Plan No. 14-0069 as part of the proposed extension of time Therefore, no major revisions of the previously adopted EIR/MMRP are necessary because there are no new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, resulting from changes to the project.

2) *No Substantial Changes to the Project's Circumstances:*

No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previously adopted EIR/MMRP

due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects. The proposed two-year extension of time request being considered for Plot Plan No. 14-0069 does not include any request for technical or physical changes to the design, specifications, conditions or requirements for construction of the project covered by the approved plot plan. Further, the city has not been presented with any evidence that the physical setting of the project has substantially changed since the original EIR/MMRP was adopted.

3) *No New Information of Substantial Importance:*

This final element under CEQA Guideline 15162(a) requires a showing that there is no new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time of the original project approval. The City has not been made aware of any new information that was not known and could not have been known at the time the City Council originally certified the Environmental Impact Report (EIR) that evidences new or increased significant environmental effects or that new mitigation measures or mitigation measures previously found infeasible are available that would substantially decrease the project's environmental impacts.

EOT #3 Finding of Facts for Plot Plan No. 14-0069:

Pursuant to Chapter 17.216.070.C of the Zoning Ordinance, and in light of the record before it, including the staff reports dated February 2, 2022 and all evidence and testimony heard at the public meeting for said extension of time for Plot Plan No. 14-0069, the Planning Department recommends the Planning Commission hereby make the following findings:

Finding 1: The approved plot plan permit remains consistent with the adopted General Plan.

Evidence: The proposed EOT for Plot Plan No. 14-0069 remains consistent with the City's General Plan in that the existing land use designation of Commercial Retail (CR) for the northerly potion of the site in that the land use designation of Commercial Retail (CR) is intended to provide for commercial and office related land uses to the Wildomar community. With its close proximity other retail and residential projects, the Grove Park Mixed-Use development project will provide valuable commercial retail and office services that are consistent and compatible with the General Plan. Further, as there is no request to modify the approved parcel map, the project remains consistent with the uses allows under the Commercial Retail (CR) land use designation.

The 162-unit apartment project is consistent with the General Plan in that the existing HHDR land use designation specifically allows for multi-family dwellings including apartments and condominiums. As these units are proposed as "rental" units, the project will provide important housing opportunities to Wildomar residents. Further, the HHDR land use designation has a density range of 20+ units per acre. The apartment as proposed has a density of 20 units per acre which falls within the allowable density range. Thus, the proposed Parcel map remains

consistent with the General Plan. The residential project continues to promote the following land use policies:

LU 4.1 The proposed retail and apartment project will accommodate a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed retail and apartment project will be developed in accordance with the proposed General Plan land use designations that ensures compatibility and minimizes impacts.

LU 22.1 The proposed retail and apartment project will accommodate the development of commercial, office and multi-family residential units in an area that is appropriately designated by the General Plan.

LU 22.4 The proposed retail and apartment project will provide a specific housing type, style and density that is accessible to and meets the needs of a range of lifestyles, physical abilities and income levels.

LU 22.10 The proposed retail and apartment project are designed to consider the surrounding areas to visually enhance, and not degrade, the appearance of adjacent residential structures.

LU 23.1 The proposed land use amendment resulting in the commercial retail/office project is properly located and designated for commercial development in accordance with the General Plan.

LU 23.8 The proposed land use amendment resulting in the commercial retail/office project in a commercially designated area that will provide needed services and jobs for the Wildomar community in accordance with the General Plan.

H-1.1 The proposed apartment project will help ensure a sufficient supply of properly planned land to meet housing needs identified in the City's Regional Housing Needs Allocation (RHNA) required in the Housing Element.

H-6.1 The proposed apartment project will utilize energy conservation measures in that each enclosed garage space has an EV charging outlet for electric vehicles, and will be designed to meet Green Building code standards.

Given these facts, the proposed request for a one-year extension of time to February 10, 2025 for Plot Plan No. 14-0069 meets this finding.

Finding 2: The approved plot plan permit remains in conformance with the requirements of Title 17 (Zoning).

Evidence: The approved plot plan approved by the City Council on February 10, 2016, remains consistent with the Zoning Ordinance in that the Plot Plan is consistent with the purpose and intent of the R-4 and C-P-S zones. Multi-family residential uses and commercial retail/offices are encouraged and intended to be located in these zones, respectively. With its close proximity other retail and residential projects, the Grove Park project will provide valuable commercial retail and office services that are consistent and compatible with the General Plan. Further, the approved commercial retail project remains consistent with all development standards outlined in the C-P-S and R-4/R-3 zones.

Upon a detailed review of the development plans, all development standards outlined in the R-4/R-3 zone continue to be met and/or exceeded as originally approved. Also, the design and layout of the project, access and circulation remain configured to accommodate future development on adjacent parcels surrounding the project site. Since there are no changes proposed to the approved plot plan, the project remains consistent with these development standards, and the extension of time does not change this. The approved project also remains consistent with the development standards of Chapter 17.188 (Off Street Vehicle Parking/Landscape Standards), Chapter 17.216 (Plot Plans) and Chapter 17.276 (Water Efficient Landscapes) of the Wildomar Municipal Code. Given these facts, the proposed request for a one-year extension of time to February 10, 2025 for Plot Plan No. 14-0069 meets this finding.

Finding 3: The setting and local circumstances of the approved plot plan have not changed in such a way to make the previously approved plot plan incompatible or inappropriate with the surrounding area.

Evidence: The approved Plot Plan No. 14-0069 for the development of a 55,000 +/- retail/office center and a 162-unit multi-family apartment project remains compatible and appropriate with the surrounding area. Based on the original plot plan findings, the approved project was designed to conform to a logical pattern of development as envisioned by the General Plan, and the project remains consistent with those findings. The adjacent properties have similar compatible land use designations that that have not changed. In addition, the construction of the project was conditioned to comply with all applicable City ordinances, codes, and standards including, including but not limited to, storm water runoff management and other drainage controls regulations which remain in full force and effect.

Further, the MND/MMRP adopted for Plot Plan No. 14-0069 analyzed all potential impacts related to the proposed project and outlined mitigation measures which remain applicable to the project and remain as adopted conditions of approval. These mitigation measures will continue to ensure compliance with the current setting and circumstances that remain the

same as when the project was originally approved. Since there are no changes proposed to the approved plot plan, the approved project remains consistent with the original approval. Given these facts, the proposed request for a one-year extension of time to February 10, 2025 for Plot Plan No. 14-0069 meets this finding.

Finding 4: The request and fee for the extension was filed prior to the expiration date of the approved plot plan permit.

Evidence: The Applicant submitted the third EOT application and paid the required fee on January 4, 2024, in advance of the February 10, 2024 expiration date. Given these facts, the proposed request for a one-year extension of time to February 10, 2024 for Plot Plan No. 14-0069 meets this finding.

ATTACHMENTS:

Attach A - PC Resolution No. 2024-06-final.pdf
Attach B - Grove Park Certified DEIR Document.pdf
Attach C - Grove Park Original City Council Report.pdf
Attach D - Grove Park Approved TPM No 36673 Exhibit.pdf
Attach E - Grove Park Approved Grading-Site Plan Exhibits.pdf
Attach F - Grove Approved Architecture Plan Exhibits.pdf
Attach G - Grove Approved Landscape Plan Exhibits.pdf
Attach H - Applicant Justification Letter 1-3-24.pdf
Attach I - Project Location Exhibit.pdf

ATTACHMENT A

PC Resolution No. 2024-06

PC RESOLUTION NO. 2024-06

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A ONE-YEAR EXTENSION OF TIME TO FEBRUARY 10, 2025 FOR PLOT PLAN NO. 14-0069 TO DEVELOP A 55,000± SQUARE FOOT RETAIL/OFFICE CENTER AND A 162- UNIT MULTI-FAMILY APARTMENT PROJECT (GROVE PARK MIXED-USE PROJECT) LOCATED AT SOUTHWEST CORNER OF YAMAS DRIVE AND CLINTON KEITH ROAD (APN: 380-250-003), AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

WHEREAS, an application for a third Extension of Time for Plot Plan No. 14-0069 (Planning Application No. 21-0178) was filed by:

Applicant:	Strata Keith, LLC
Authorized Agent:	Eric Flodine, Project Manager
Project Location:	SWC Yamas Drive and Clinton Keith Road
APN Number:	380-250-003

WHEREAS, the Applicant has submitted a formal EOT application request and paid the required planning/processing fee on January 4, 2024, requesting a two-year extension of time to February 10, 2024 for Plot Plan No. 14-0069, thereby, meeting the requirements for an Extension of Time as outlined in Chapter 17.216.070 of the Wildomar Municipal Code; and

WHEREAS, the City Council of the City of Wildomar reviewed and approved Plot Plan No. 14-0069 to develop a 55,000± retail/office center and a 162-unit multi-family apartment complex, subject to conditions on February 10, 2016 at a duly noticed public hearing; and

WHEREAS, the City Council of the City of Wildomar in connection with the approval of Plot Plan No. 14-0069 also certified an Environmental Impact Report (EIR) and adopted a Mitigation Monitoring and Reporting Program (MMRP) on February 10, 2016 at a duly noticed public hearing; and

WHEREAS, in accordance with Chapter 16.12, and Chapter 17.216 of the Wildomar Municipal Code, the City of Wildomar Planning Commission, on March 20, 2019, and February 2, 2022 held duly noticed public meetings for the review and approval of a three-year and two-year extension of time, respectively for Plot Plan No. 14-0069.

WHEREAS, in accordance with Chapter 17.216 of the Wildomar Municipal Code, the Planning Department on January 24, 2024 mailed a public notice to all adjacent property owners within a 600-foot radius of the project site notifying the adjacent residents

of the February 7, 2024 Planning Commission meeting where the Commission would review the proposed third extension of time Plot Plan No. 14-0069; and

WHEREAS, in accordance with Chapter 17.216 of the Wildomar Municipal Code, the City of Wildomar Planning Commission conducted the duly noticed public meeting on February 7, 2024, at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed third extension of time for Plot Plan No. 14-0069, and at which time the Planning Commission received public testimony concerning the extension of time.

NOW THEREFORE, the Planning Commission of the City of Wildomar does hereby resolve, determine, order as follows:

SECTION 1. CEQA FINDINGS.

In accordance with CEQA Guidelines Section 15162, the Planning Commission determines that there have been no significant changes in the project, no significant changes in the circumstances under which the project will be undertaken, and no new information has come to light regarding new or significant environmental effects. Therefore, no conditions exist that might otherwise require a subsequent EIR, subsequent MND, subsequent Negative Declaration, or an Addendum pursuant to Title 14 Cal. Code Regs. Section 15162.

1) *Substantial changes are not proposed in the project:*
   The Applicant is not proposing any technical or physical changes to Plot Plan No. 14-0069 as part of the proposed extension of time. Therefore, no major revisions of the previously adopted EIR/MMRP are necessary because there are no new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, resulting from changes to the project.

2) *No Substantial Changes to the Project's Circumstances:*
   No substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previously adopted EIR/MMRP due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects. The proposed two-year extension of time request being considered for Plot Plan No. 14-0069 does not include any request for technical or physical changes to the design, specifications, conditions or requirements for construction of the project covered by the approved plot plan. Further, the city has not been presented with any evidence that the physical setting of the project has substantially changed since the original EIR/MMRP was adopted.

3) *No New Information of Substantial Importance:*
   This final element under CEQA Guideline 15162(a) requires a showing that there is no new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time of the original project approval. The City has not been made aware of any new

information that was not known and could not have been known at the time the City Council originally certified the Environmental Impact Report (EIR) that evidences new or increased significant environmental effects or that new mitigation measures or mitigation measures previously found infeasible are available that would substantially decrease the project's environmental impacts.

SECTION 2. EOT #3 FINDINGS FOR PLOT PLAN NO. 14-0069

Pursuant to Chapter 17.216.070.C of the Zoning Ordinance, and in light of the record before it, including the staff report dated February 7, 2024 and all evidence and testimony heard at the public meeting for said extension of time for Plot Plan No. 14-0069, the Planning Commission hereby make the following findings:

Finding 1: The approved plot plan permit remains consistent with the adopted General Plan.

Evidence: The proposed third EOT for Plot Plan No. 14-0069 remains consistent with the City's General Plan in that the existing land use designation of Commercial Retail (CR) for the northerly potion of the site in that the land use designation of Commercial Retail (CR) is intended to provide for commercial and office related land uses to the Wildomar community. With its close proximity other retail and residential projects, the Grove Park Mixed-Use development project will provide valuable commercial retail and office services that are consistent and compatible with the General Plan. Further, as there is no request to modify the approved parcel map, the project remains consistent with the uses allows under the Commercial Retail (CR) land use designation.

The 162-unit apartment project is consistent with the General Plan in that the existing HHDR land use designation specifically allows for multi-family dwellings including apartments and condominiums. As these units are proposed as "rental" units, the project will provide important housing opportunities to Wildomar residents. Further, the HHDR land use designation has a density range of 20+ units per acre. The apartment as proposed has a density of 20 units per acre which falls within the allowable density range. Thus, the proposed Parcel map remains consistent with the General Plan. The residential project continues to promote the following land use policies:

LU 4.1 The proposed retail and apartment project will accommodate a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed retail and apartment project will be developed in accordance with the proposed General Plan land use designations that ensures compatibility and minimizes impacts.

LU 22.1 The proposed retail and apartment project will accommodate the development of commercial, office and multi-family residential units in an area that is appropriately designated by the General Plan.

LU 22.4 The proposed retail and apartment project will provide a specific housing type, style and density that is accessible to and meets the needs of a range of lifestyles, physical abilities and income levels.

LU 22.10 The proposed retail and apartment project are designed to consider the surrounding areas to visually enhance, and not degrade, the appearance of adjacent residential structures.

LU 23.1 The proposed land use amendment resulting in the commercial retail/office project is properly located and designated for commercial development in accordance with the General Plan.

LU 23.8 The proposed land use amendment resulting in the commercial retail/office project in a commercially designated area that will provide needed services and jobs for the Wildomar community in accordance with the General Plan.

H-1.1 The proposed apartment project will help ensure a sufficient supply of properly planned land to meet housing needs identified in the City's Regional Housing Needs Allocation (RHNA) required in the Housing Element.

H-6.1 The proposed apartment project will utilize energy conservation measures in that each enclosed garage space has an EV charging outlet for electric vehicles, and will be designed to meet Green Building code standards.

Given these facts, the proposed request for a one-year extension of time to February 10, 2025 for Plot Plan No. 14-0069 meets this finding.

Finding 2: The approved plot plan permit remains in conformance with the requirements of Title 17 (Zoning).

Evidence: The approved plot plan approved by the City Council on February 10, 2016, remains consistent with the Zoning Ordinance in that the Plot Plan is consistent with the purpose and intent of the R-4 and C-P-S zones. Multi-family residential uses and commercial retail/offices are encouraged and intended to be located in these zones, respectively. With its close proximity other retail and residential projects, the Grove Park project will provide valuable commercial retail and office services that are consistent and compatible with the General Plan.

Further, the approved commercial retail project remains consistent with all development standards outlined in the C-P-S zones. Upon a detailed review of the multi-family apartment project development plans, all development standards outlined in the R-4 zone continue to be met and/or exceeded as originally approved. Also, the design and layout of the project, access and circulation remain configured to accommodate future development on adjacent parcels surrounding the project site. Since there are no

changes proposed to the approved plot plan, the project remains consistent with these development standards, and the extension of time does not change this. The approved project also remains consistent with the development standards of Chapter 17.188 (Off Street Vehicle Parking/Landscape Standards), Chapter 17.216 (Plot Plans) and Chapter 17.276 (Water Efficient Landscapes) of the Wildomar Municipal Code. Given these facts, the proposed request for a one-year extension of time to February 10, 2025 for Plot Plan No. 14-0069 meets this finding.

Finding 3: The setting and local circumstances of the approved plot plan have not changed in such a way to make the previously approved plot plan incompatible or inappropriate with the surrounding area.

Evidence: The approved Plot Plan No. 14-0069 for the development of a 55,000 +/- retail/office center and a 162-unit multi-family apartment project remains compatible and appropriate with the surrounding area. Based on the original plot plan findings, the approved project was designed to conform to a logical pattern of development as envisioned by the General Plan, and the project remains consistent with those findings. The adjacent properties have similar compatible land use designations that that have not changed. In addition, the construction of the project was conditioned to comply with all applicable City ordinances, codes, and standards including, including but not limited to, storm water runoff management and other drainage controls regulations which remain in full force and effect.

Further, the MND/MMRP adopted for Plot Plan No. 14-0069 analyzed all potential impacts related to the proposed project and outlined mitigation measures which remain applicable to the project and remain as adopted conditions of approval. These mitigation measures will continue to ensure compliance with the current setting and circumstances that remain the same as when the project was originally approved. Since there are no changes proposed to the approved plot plan, the approved project remains consistent with the original approval. Given these facts, the proposed request for a one-year extension of time to February 10, 2025 for Plot Plan No. 14-0069 meets this finding.

Finding 4: The request and fee for the extension was filed prior to the expiration date of the approved plot plan permit.

Evidence: The Applicant submitted the second EOT application and paid the required fees on January 4, 2024, in advance of the February 10, 2024, expiration date. Given these facts, the proposed request for a one-year extension of time to February 10, 2025 for Plot Plan No. 14-0069 meets this finding.

SECTION 3. PLANNING COMMISSION ACTION

The Planning Commission of the City of Wildomar, based on the criteria/findings above, hereby adopts PC Resolution No. 2024-06 approving a one-year extension of time to February 10, 2025 for Plot Plan No. 14-0069, subject to the conditions of approval adopted by the City Council on February 10, 2016, and revised on February 7, 2024, attached hereto this resolution as Exhibit 1.

PASSED, APPROVED AND ADOPTED this 7th day of February, 2024 by the following vote:

AYES.

NOES:

ABSENT:

ABSTAINED:

_____
Eric Filar
Planning Commission Chairman

ATTEST:

_____
Matthew C. Bassi
Community Development Director/Minutes Secretary

APPROVED AS TO FORM:

_____
Stephanie Gutierrez
Assistant City Attorney

EXHIBIT 1

Adopted/Updated Conditions of Approval
For EOT #3

ATTACHMENT A – EXHIBIT 1 GROVE PARK MIXED USE PROJECT – CONDITIONS OF APPROVAL			
Project No.: Plot Plan No. 14-0069 (Planning Application No. 14-0069)			
Applicant: Eric Flodine, Strata Keith, LLC - APN: 380-250-023			
~~**Original Approval Date - February 10, 2016**~~ ~~**EOT #1 Approval Date – March 20, 2019**~~ ~~**EOT #2 Approval Date – February 2, 2022**~~ **EOT #3 Approval Date – February 7, 2024**	~~**Original Expiration Date - February 10, 2019**~~ ~~**EOT #1 Expiration Date – February 10, 2022**~~ ~~**EOT #2 Expiration Date – February 10, 2024**~~ **EOT #3 Expiration Date – February 10, 2025**		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
PLANNING DEPARTMENT CONDITIONS			
Standard Conditions			
1. ~~In compliance with Section 15094 of the CEQA Guidelines, a Notice of Determination (NOD) shall be filed with the Riverside County Clerk within five (5) working days of project approval by the City Council. The notice shall include the required California Department of Fish and Wildlife (Fish and Game Code Section 711.4.d.3) fee, and the Riverside County Clerk administrative fee (paid by the Applicant) in the amount of **$3,120.00**. Failure to pay the required fee will result in the project being deemed null and void (California Fish and Game Code Section 711.4(c)). The above fee shall be provided to the Planning Department no later than **February 10, 2016** and is broken down as follows:~~ ~~**a. California Department of Fish and Wildlife = $3,070.00**~~ ~~**b. Riverside County Clerk Administrative Fee = $50.00**~~	~~February 17, 2016~~	~~Planning Department~~	
2. The Applicant shall review, and sign below verifying the "Acceptance of the EOT #3 Conditions of Approval" and return the signed page to the Wildomar Planning Department within two weeks of the Planning Commission approval. _____ Applicant Signature Date	February 21, 2024	Planning Department	

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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
3.	The Applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. City shall promptly notify the Applicant of any Action brought and request that Applicant defend the City. It is expressly agreed that Applicant may select legal counsel providing the Applicant's defense and the City shall have the right to approve separate legal counsel providing the City's defense. The Applicant shall reimburse City for any attorneys' fees, costs and expenses directly and necessarily incurred by the City in the course of the defense. Applicant agrees that City will forward monthly invoices to	Ongoing	Planning Department	

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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
	Applicant for attorneys' fees, costs and expenses it has incurred related to its defense of any Action and Applicant agrees to timely payment within thirty (30) days of receipt of the invoice. Within fourteen (14) days of an Action being filed, Applicant agrees to post adequate security or a cash deposit with City in an amount to cover the City's estimated attorneys' fees, costs and expenses incurred by City in the course of the defense in order to ensure timely payment of the City's invoices. The amount of the security or cash deposit shall be determined by the City. City shall cooperate with Applicant in the defense of any Action.			
4.	Approval of EOT #3 for Plot Plan No. 14-0069 shall expire on February 10, 2025 if grading and/or building permits have not been issued and substantial construction work has commenced on the project site. The Applicant may apply in writing for a final Extension of Time (EOT) for review and approval of the Planning Commission in accordance with Ordinance No. 231 approved by the City Council on June 10, 2023. Said extension of time application and required fee must be submitted to the Planning Department prior to the expiration date.	February 10, 2024	Planning Department	
5.	~~Plot Plan No. 14-0069 shall not become effective until 30 days after the second reading of the Ordinance approving Change of Zone No. 14-0069 by the City Council. No final map, grading or building permits shall be issued until after the effective date of the Change of Zone.~~	~~April 9, 2016~~	~~Planning Department~~	Matthew Bassi
6.	~~In accordance with Section 66020.d.1 of the Government Code, the Applicant has 90 days from project approval to file a protest of the imposition of fees, dedications, reservations, or other exactions being~~	~~May 10, 2016~~	~~Planning Department~~	Matthew Bassi

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	~~imposed on this project. Notice is hereby to the Applicant that the 90-day appeal hereby begins with approval of this project.~~			
7.	~~Within 60 days of approval of the Grove Park Development Project (Planning Application No. 14-0069) by the City Council, the Applicant shall pay any outstanding deposit account balances. Failure to pay the outstanding balance by the due date may result in delays in the submittal of final map, grading plans, improvement plans and/or building/construction plans.~~	~~April 10, 2016~~	~~Planning Department~~	Matthew Bassi
8.	Applicant herby understands and agrees that failure to comply with all Conditions of Approval may result in the Planning Commission taking action resulting in a modification to the Conditions of Approval and/or suspension or revocation of the plot plan and/or conditional use permit.	On-Going	Planning Department	
9.	The project shall be developed in accordance with the approved plot plan approved by the City Council on February 10, 2016. The Applicant may request a modification/revision to the approved project, if needed, in accordance with Section 17.228 of the Wildomar Municipal Code.	Ongoing	Planning Department	
10.	The proposed Project shall comply with existing SCAQMD rules for the reduction of fugitive dust emissions in accordance with SCAQMD Rule 403.	On-Going	Planning Dept.	
11.	All grading shall conform to the California Building Code and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Building Dept.	On-Going	Planning Dept.	

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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
12. Erosion control-landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded (refer to dept. form 284-47). Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The developer shall plant and irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer.	On-Going	Planning Dept.	
13. If human remains are encountered during grading activities, 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) the 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 a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations to and engage with the Applicant in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.	On-Going	Planning & Engineering Depts.	

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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
14.	If during ground disturbance activities unique cultural resources are discovered, that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance. (1) 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 Native American tribal representative and the planning director to discuss the significance of the find. (2) At the meeting, the significance of the discoveries shall be discussed and after consultation with the Pechanga and Soboba Band representatives 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. (3) Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation.	On-Going	Planning & Engineering Depts.	
15.	The Applicant is prohibited from using any sort of blasting device or activity during all grading and/or construction operations.	On-Going	Planning Department	
16.	The proposed development approved by the City Council shall comply with the standards and requirements of the City's Light Pollution Ordinance in accordance with Section 8.64 of the WMC.	On-Going	Planning Department	

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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
17. As required by Chapter 8.56 of the WMC, subsequent development on the site will need to comply with the County of Riverside, Department of Environmental Health, Local Enforcement Agency (LEA) for all activities related to potential hazardous materials.	On-Going	Planning Department	
18. The Applicant shall provide one (1) 220 v. electric vehicle plug in fixture in each enclosed garage of the multi-family townhouse project area.	On-Going	Planning & Building Departments	
CEQA / Environmental Impact Report (EIR) Mitigation Measures:			
Air Quality Resources			
19. **4.3.6.1A** "Zero-Volatile Organic Compounds" paints (no more than 150 grams/liter of VOC) and/or High Pressure/Low Volume (HPLV) applications consistent with SCAQMD Rule 1113 shall be used during project construction.	During project construction	Planning Department	
20. **4.3.6.1B** All rubber tired dozers and scrapers used during grading operations shall be California Air Resources Board (CARB) Tier 3 certified or better.	During project construction	Planning Department	
21. **4.3.6.1C** Appropriate provisions detailed in SCAQMD Rule 403 shall be implemented for the duration of project construction. Fugitive dust suppression measures include but shall not be limited to the following: • All clearing, grading, earthmoving, or excavation activities shall cease when winds exceed 25 miles per hour; • The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three	During project construction	Planning Department	

	times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and • The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.			
22.	**4.3.6.1D** On-site construction equipment shall be shut off at or prior to five minutes of idling.	During project construction	Planning Department	
Biological Resources				
23.	**4.4.6.1A** A pre-construction burrowing owl survey shall be conducted by a qualified biologist prior to the start of ground-disturbing activities. The burrowing owl survey shall be conducted pursuant to the guidelines established by the California Department of Fish and Wildlife and shall require four site visits (two in the morning and two in the evening) to determine the on-site presence/absence of the species. The final survey shall occur no more than three days prior to the start of ground-disturbing activities. In the event this species is not identified on site, no further mitigation is required. If during the pre-construction burrowing owl survey, this species is found to occupy the site, Mitigation Measure 4.4.6.1B shall be required.	Prior to the start of ground disturbing activities	Planning Department	
24.	**4.4.6.1B** If burrowing owls are identified during the survey periods, the City or project applicant shall develop a burrowing owl conservation strategy that is acceptable to the California Department of Fish and Wildlife (CDFW), the Western Riverside County Regional Conservation Authority (RCA) and the United States Fish and Wildlife Service (USFWS). Of passive or active relocation of owls is approved for the	Prior to issuance of any grading permits and during construction	Planning Department	

	site by the CDFWE, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan shall include the following: • The location of the nests and the owls proposed for relocation; • The locations of the proposed relocation sites; • The number of adult owls and juveniles proposed for relocation; • The time of year when relocation is proposed to occur; • The name of the biologist proposed to supervise the relocation and the details of his/her experience capturing, handling and relocating burrowing owls, including the outcomes of their previous relocation efforts (survival/mortality rates and site-fidelity rates of the relocated owls) and the relevant permits held; • A detailed description of the proposed method of capture, transport, and acclimation of the current project's owls on the proposed relocation site; • A detailed description of relocation site preparations (e.g., the design and dimensions of the artificial release burrows and hacking cage, duration of hacking activities, including the provision of food and water. • A description of the monitoring methods and monitoring duration to be employed to verify survival of the relocate owls and their long-term retention on the relocation site.			
25.	**4.4.6.2A** Prior to the issuance of any grading permit for permanent impacts in jurisdictional features, the project applicant shall obtain a	Prior to grading permit	Planning Department	

	Clean Water Act Section 404 permit and/or an Approved Jurisdictional Determination from the USACE, a Clean Water Act Section 401 permit from the RWQCB, and a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the CDFW. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies: 1. Off-site replacement and/or restoration of USACE/RWQCB jurisdictional "waters of the U.S."/"waters of the State" within the Santa Margarita Watershed at a ratio no less than 1:1 or within an adjacent watershed within Riverside County at a ratio no less than 2:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. 2. Off-site replacement and/or restoration of CDFW jurisdictional streambed and associated riparian habitat within the Santa Margarita Watershed at a ratio no less than 1:1 or within an adjacent watershed at a ratio no less than 2:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank.			

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26.	**4.4.6.2B** Prior to any development activity or the issuance of any permit or approval removing or encroaching upon oak trees on the project site (this generally includes the canopy drip-line of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes: 1. A survey showing the location of oak trees 5 inches or more in diameter at breast height (DBH), as defined by Public Resources Code Section 21083.4(a). 2. The removal of all oak trees 5 inches or more DBH height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three native oak trees of 5 gallons or larger size shall be planted for each oak tree removed that is greater than or equal to 5 inches DBH. The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted. 3. A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot	Prior to any permit or approval removing or encroaching upon oak trees	Planning Department	

ATTACHMENT A – EXHIBIT 1 GROVE PARK MIXED USE PROJECT – CONDITIONS OF APPROVAL			
Project No.: Plot Plan No. 14-0069 (Planning Application No. 14-0069)			
Applicant: Eric Flodine, Strata Keith, LLC - APN: 380-250-023			
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	development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals. 4. Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the drip-line of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan. 5. Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.			
27.	**4.4.6.4A** A pre-construction survey for nesting birds and migratory birds shall be conducted by a qualified biologist, no more than three (3) days prior to the initiation of construction activities. A qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether these activities have the potential to disturb or otherwise harm nesting birds. If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment at a minimum radius of 100 feet or 250 feet for raptors, around the nest). Alternative exclusion zones may be established through consultation with the CDFW and the	Three days or less prior to grading Prior to construction	Planning Department	

	USFWS. The exclusion zones shall remain in force until all young have fledged.			
Cultural Resources				
28.	**4.5.6.1A** If, during grading or construction activities, archaeological resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archaeologist and the Pechanga and Soboba Bands (Tribes). Any unanticipated archaeological resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe(s) determine the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.5.6.1B. This mitigation measure shall be incorporated in all construction contract documentation.	During grading and/or ground disturbing activities	Planning and Engineering Depts.	
29.	**4.5.6.1B** At least 30 days prior to seeking a grading permit, the project applicant(s) shall contact the Pechanga and Soboba Bands (Tribes) to notify the Tribes of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar and the Tribes to develop a	30 days prior to issuance of grading permit	Planning and Engineering Depts.	

	Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but shall not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for the monitors; treatment and location of final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.			
30.	**4.5.6.1C** In the event agreement on the significance and/or mitigation of archaeological resources cannot be reached, these issues will be presented to the City of Wildomar Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of both the Pechanga and the Soboba Bands (Tribes). Notwithstanding any other rights available under the law, the Planning Director's decision shall be appealable to the City Council of Wildomar. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant State and local laws, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.	If a dispute arises over the agreement of significance of discovered archaeological resources during construction.	Planning and Engineering Depts.	

31.	**4.5.6.1D** All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by **Mitigation Measure 4.5.6.1B,** that are collected during the grading monitoring program and from any previous archeological studies or excavations on the project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to a curation facility, which meets the standards set forth in 36 CRF Part 79 for federal repositories.	Prior to issuance of Certificate of Occupancy	Planning and Engineering Depts.	
32.	**4.5.6.1E** All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified archaeologist in consultation with the Tribe(s). To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.	During grading and ground disturbing activities.	Planning and Engineering Depts.	
33.	**4.5.6.1F** To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archaeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural resources.	Prior to issuance of grading permit	Planning and Engineering Depts.	

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34.	**4.5.6.2A** Prior to the issuance of a grading permit, the project applicant(s) shall identify the qualified paleontologist to the City of Wildomar who has been retained to evaluate the significance of any inadvertently discovery paleontological resources. If paleontological resources are encountered during grading or project construction, all work in the area of the find shall cease. The project applicant shall notify the City of Wildomar and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the paleontological resource's disposition to the City of Wildomar Planning Director. The recommendations shall follow procedures established by the Society of Vertebrate Paleontology (SVP) for assessment and mitigation of impacts to paleontological resources, which the Planning Director shall follow. The developer shall pay for all required treatment and storage of the discovered resources.	Prior to issuance of grading permit	Planning and Engineering Depts.	
35.	**4.5.6.2B** A qualified paleontologist or paleontological monitor shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formational sediments of the Pauba Formation. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination	Prior to issuance of grading permit	Planning and Engineering Depts.	

	by qualified paleontological personnel to have low potential to contain fossil resources.			
36.	**4.5.6.2C** Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.	Prior to issuance of Certificate of Occupancy	Planning and Engineering Depts.	
37.	**4.5.6.2D** Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.	Prior to issuance of Certificate of Occupancy	Planning and Engineering Depts.	
38.	**4.5.6.2E** A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.	Prior to issuance of Certificate of Occupancy	Planning and Engineering Depts.	
Hydrology and Water Quality				
39.	**4.9.6.1A** Prior to the issuance of grading permits, the project applicant shall submit evidence to the City that coverage under the SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-	Prior to issuance of grading permit	City Engineer and Building Official	

	DWQ) has been obtained. As required by the General Permit, Project Applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Wildomar, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval. The SWPPP shall identify pre- and post-construction Best Management Practices (BMPs) intended to prevent the release of sediment and pollutants into downstream waterways and comply with all other requirements of the General Permit. BMPs to be implemented may include (but shall not be limited to) the following: • Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary debris basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs are to be periodically inspected by the RWQCB during construction, and repairs would be made as required. • Materials that have the potential to contribute non-visible pollutants to storm water must not be placed in drainage ways and must be placed in temporary storage containment areas. • All loose soil, silt, clay, sand, debris, and other earthen material shall be controlled to eliminate discharge from the site. Temporary soil stabilization measures to be considered include covering disturbed areas with mulch, temporary seeding, soil stabilizing binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Stockpiles shall be surrounded by silt fences and covered with plastic tarps.			

	• The SWPPP shall include inspection forms for routine monitoring of the site during the construction phase. • Additional required BMPs and erosion control measures shall be documented in the SWPPP. The SWPPP would be kept on site for the duration of project construction and shall be available to the local Regional Water Quality Control Board for inspection at any time.	During construction		
40.	**4.9.6.2A** Prior to the issuance of grading permits, the Project Applicant shall submit a final Water Quality Management Plan (WQMP) to the City of Wildomar, for review and approval, as required by SDRWQCB Order No. R9-2004-001 (MS4 Permit) and the current Riverside County Water Quality Management Plan for Urban Runoff. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. This measure shall be implemented to the satisfaction of the City Public Works Department and Planning Division as appropriate.	Prior to issuance of grading permits	Public Works and Planning Departs.	
Noise				
41.	**4.12.6.1A** A noise mitigation plan shall be prepared and submitted to the City for review and approval prior to start of construction. The plan shall identify the location of construction equipment and how the noise from this equipment will be mitigated during construction of the project. Methods to mitigate construction noise shall include (but shall not be limited to):	Prior to issuance of grading permits	Public Works Department	

	- Install temporary noise control barriers, or equally effective noise protection measures, that provide a minimum noise level attenuation of 10 dBA when project construction occurs near existing noise-sensitive structures. The noise control barrier must present a solid face from top to bottom. The noise control barrier must be high enough and long enough to block the view of the noise source. Unnecessary openings shall not be made. The noise barriers must be maintained, and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired - The noise control barriers and associated elements shall be completely removed, and the site appropriately restored upon the conclusion of the construction activity. - During all project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receivers nearest the project site - The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the project site during all project construction. - The construction contractor shall limit haul truck deliveries to the same hours specified in the Clinton Keith Road (APN: 380-250-			

	003) Traffic Impact Analysis with no more than 16 (two-way) haul trips per hour between 7:00 a.m. and 10:00 a.m., up to 30 (two-way) haul trips per hour between 10:00 a.m. and 2:00 p.m., and no more than 16 (two-way) haul trips per hour between 2:00 p.m. and 4:00 p.m. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.			
42.	**4.12.6.1B** Prior to approval of grading plans and/or issuance of building permits, plans shall include a requirement that noise-generating project construction activities shall occur between the permitted hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May (Section 9.48.020). The project construction supervisor shall ensure compliance with the requirement and the City shall conduct periodic inspection at its discretion.	Prior to issuance of Grading Permit and/or Building Permit	City Engineer or Designee or Building Official	
43.	**4.12.6.1C** The construction contractor shall post a publicly visible sign with the telephone number and person to contact regarding noise complaints. The construction manager, within 72 hours of receipt of a noise complaint, shall either take corrective actions or, if immediate action is not feasible, provide a plan or corrective action to address the source of the noise complaint.	Prior to issuance of grading permit.	City Engineer or Designee	
44.	**4.12.6.2A** Buildings adjacent to Clinton Keith Road and Yamas Drive will require a Noise Level Reduction (NLR) of up to 24.3 dBA and a windows closed condition requiring a means of mechanical ventilation (e.g., air conditioning). In order to meet the City of Wildomar 45 dBA	Prior to issuance of building permits	City Building Official	

	CNEL interior noise standards, the project plans shall include measures to achieve the following: - *Windows:* All windows and sliding glass doors shall be well fitted, with well weather-stripped assemblies and shall have a minimum sound transmission class (STC) rating of 27. Air gaps and rattling shall not be permitted. - *Doors:* All exterior doors shall be well weather-stripped solid core assemblies at least 1.25 inches thick. - *Roof: Roof sheathing of wood construction shall be well fitted or caulked* plywood of at least 0.5 inch thick. Ceilings shall be well fitted, well-sealed gypsum board of at least 0.5 inch thick. Insulation with at least a rating of R-19 shall be used in the attic space. - *Ventilation:* Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use. A forced air circulation system (e.g., air conditioning) shall be provided which satisfy the requirements of the Uniform Mechanical Code.			
Transportation and Traffic				
45.	**4.16.6.1A Salida del Sol / Yamas Drive / Clinton Keith Road:** Install a traffic signal with protected left-turn phasing on the eastbound and westbound approaches of Clinton Keith Road and construct the intersection with the following geometrics: • Northbound Approach: One left-turn lane, one shared through/right-turn lane.	Prior to issuance of the first Certificate of Occupancy	City Engineer or Designee	

	• Southbound Approach: One left-turn lane, one shared through/right-turn lane. • Eastbound Approach: One left-turn lane, one shared through/right-turn lane. • Westbound Approach: One left-turn lane, one shared through/right-turn lane. The scope of required improvements at this location shall be reviewed and approved by the City Engineer and be consistent with all applicable City standards.			
46.	**4.16.6.1B** Prior to the issuance of building permits, the project applicant shall submit evidence to the City that the Transportation Uniform Mitigation Fee (TUMF), Development Impact Fee (DIF), and/or fair-share contribution for the required improvements has been paid. As permitted by the City, payment of required fees may be offset by in-lieu fee credit derived by the applicant's installation of the improvement identified in **Mitigation Measure 4.16.6.1A**.	Prior to issuance of building permits	City Engineer of Designee	
47.	**4.16.6.2A** Construction activity associated with soil import activities shall occur outside of the typical morning and evening peak commute hours (i.e., 7:00–9:00 a.m. and 4:00–6:00 p.m.). Prior to the issuance of grading permits, the project applicant shall submit to the City for review and approval, a Construction Traffic Management Plan. Construction-related traffic (including soil import activity) shall operate on the routes and/or during the hours of operation defined in the Construction Traffic Management Plan.	Prior to issuance of grading permits	City Engineer or Designee	

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48.	**4.16.6.3A** Prior to the issuance of first occupancy permit, the project applicant shall submit evidence to the City that the Transportation Uniform Mitigation Fee (TUMF), and Development Impact Fee (DIF) payment for the following improvements have been made: • George Avenue/Clinton Keith Road: o Restripe the eastbound right-turn lane as a shared through/right-turn lane (TUMF/DIF); and o Construct a westbound shared through/right-turn lane (DIF). • Inland Valley Drive/Clinton Keith Road: o Construct an eastbound through lane (TUMF); and o Construct a westbound through lane (TUMF). • *As required by the City's Public Works Director:* o Provide traffic signal interconnection.	Prior to issuance of first occupancy permit	City Public Works Director or Designee	
49.	**4.16.6.4A** Prior to the issuance of first occupancy permit, the project applicant shall submit evidence to the City that required Transportation Uniform Mitigation Fee (TUMF), Development Impact Fee (DIF), and/or fair-share contribution for cumulative project impacts have been made.	Prior to issuance of first occupancy permit	City Public Works Director or Designee	

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Prior to the Issuance of Grading Permits			
50. Prior to the issuance of a grading permit, the applicant shall submit two (2) sets of detailed/complete landscape and irrigation construction drawings to the Planning Department including on-site and public right-of-way and shall include a fence/wall plan for review and approval by the Planning Department. Said landscape and irrigation plans shall be prepared by a licensed Landscape Architect and shall comply with all requirements of Section 17.276 (Water Efficient Landscapes) of the Wildomar Municipal Code, and EVMWD's Water Efficient Landscape Standards as adopted by the City Council on November 12, 2015. The landscape plans shall further include the following items: a) Landscape plans shall be drawn at a scale of 20 feet equal to 1 foot or larger. b) No light fixture shall be designed for any location in a planting area, which would make it necessary to eliminate a tree. All overhead light fixtures and utilities shall be identified on the grading and site plan prior to approval of the grading and site plans. c) All above ground utilities shall be shown on the precise grading plans in their exact locations. Building and landscape backflow prevention units and transformers shall be located in shrub areas. Double detector checks shall be fully screened from view. The detector check/backflow device shall be painted a neutral/earth tone color and any pipes extending above ground shall be finished and painted to match the device. The detector check and post indicator	Prior to Issuance of Grading Permits	Planning Department	

	shall be set back at least 10 feet away from the driveway or sidewalk in a shrub area. Transformers shall be screened with 5 feet of landscaping outside the required setback (18 inches on sides and 8 feet at the front doors). d) All ground covers shall be installed from living plant materials. Spacing shall be such that 100% coverage is achieved within 1 year of the installation. e) All parking lot planter areas shall be a minimum of 5 feet wide excluding curbs, walkways and required concrete strip adjacent to parking spaces (6" curb with a 12" wide by 4" deep reinforced concrete strip adjacent). A detail shall be drawn on the civil engineer's plan to illustrate this application in all relevant locations. f) All plants within the detention basin shall be California native. The trees shall include *Quercus agrifolia* (coast live oak) and *Platanus racemosa* (sycamore). The shrubs shall be *Heteromeles arbutifolia* (toyon). g) All planting areas damaged during construction shall be replaced at the direction of the City Landscape Architect. h) The irrigation controller shall be a weather-based controller that measures evapo-transpiration. A rain shut-off device is required. Drip irrigation is required in all planting areas. i) All soil amendments and fertilizers shall be organic as a storm-water best management practice. Soil analysis and agronomic soil report shall be submitted to the City with the landscape plans, including the following: soil texture, percentage of organic matter, soil infiltration rate (measured or derived from soil texture/infiltration rate			

	tables), pH and total soluble salts, macro-nutrients, micro-nutrients, recommendations for organic fertilizers and amendments. j) No plant materials that could freeze, damage paving, or have thorns are allowed. k) Prior to construction, the job site superintendent and the landscape contractor shall meet with the City's Landscape Architect and Planning Department representative shall meet for a pre-job meeting. No landscaping shall occur prior to the meeting. l) Erosion control-landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457. m) Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. n) The developer shall plant and irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer.			
51.	Prior to the issuance of a grading permit, the applicant shall submit a haul permit for any import of material to the site or export of material off-site for review and approval by the City Engineer and Planning Director. The request for a haul permit shall include a haul route plan addressing the limitations of haul hours, number of loads per day and the posting	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	

	of traffic control personnel at all approved entrances/exits onto public roads. This haul permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site. If the proposed material source or disposal site does not have an approved environmental assessment, a grading environmental assessment shall be submitted for review and approval by the Planning Director prior to the issuance of the haul permit.			
52.	Prior to the issuance of a grading permit, the developer shall submit a final geotechnical soils reports to the City Engineer for review and approval prior to issuance of grading permit. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by the City of Wildomar.	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	
53.	The grading plan shall include the following information in the Notes Section of the Grading Plan: "No grubbing/clearing of the site shall occur prior to scheduling the pre-grading meeting with Engineering. All project sites containing suitable habitat for burrowing owls, whether owls were found or not, require a 30-day preconstruction survey that shall be conducted within 30 days prior to ground disturbance to avoid direct take of burrowing owls. If the results of the survey indicate that no burrowing owls are present on-site, then the project may move forward with grading, upon Planning Department approval. If burrowing owls are found to be present or nesting on-site during the preconstruction survey, then the following recommendations must be adhered to: Exclusion and relocation activities may not occur during the breeding season, which is defined as March 1 through August 31, with the following exception: From	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	

	March 1 through March 15 and from August 1 through August 31 exclusion and relocation activities may take place if it is proven to the City and appropriate regulatory agencies (if any) that egg laying or chick rearing is not taking place. This determination must be made by a qualified biologist."			
54.	The grading plan shall include the following information in the Notes Section of the Grading Plan: "If at any time during excavation/construction of the site, archaeological/cultural resources, or any artifacts or other objects which reasonably appears to be evidence of cultural or archaeological resource are discovered, the property owner shall immediately advise the City of such and the City shall cause all further excavation or other disturbance of the affected area to immediately cease. The Planning Director at his/her sole discretion may require the property owner to deposit a sum of money it deems reasonably necessary to allow the City to consult and/or authorize an independent, fully qualified specialist to inspect the site at no cost to the City, in order to assess the significance of the find. Upon determining that the discovery is not an archaeological/cultural resource, the Planning Director shall notify the property owner of such determination and shall authorize the resumption of work. Upon determining that the discovery is an archaeological/cultural resource, the Planning Director shall notify the property owner that no further excavation or development may take place until a mitigation plan or other corrective measures have been approved by the Planning Director.	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	

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Prior to Issuance of Building Permits			
55. Prior to the issuance of the 1st building permit on the project site, the Applicant shall prepare a comprehensive sign program for the entire Grove Park development project. The sign program shall be consistent with all applicable provisions of Section 17.252 (Sign Regulations) of the Wildomar Municipal Code, and approved by the Planning Department.	Prior to Issuance of Building Permits	Planning Department	
56. Prior to the issuance of a building permit, the Applicant shall comply with Building Dept. requirements in obtaining all necessary permits as part of the plan check review process.	Prior to Issuance of Building Permits	Planning Department	
57. Prior to the issuance of the building permits, the applicant shall pay all applicable and current Development Impact Fees and City Mitigation Fees as determined by the Building and Engineering departments, including but not limited to, TUMF, MSHCP and K-Rat fees, etc.	Prior to Issuance of Building Permits	Planning & Building Departments	
Prior to Issuance of a Certificate of Occupancy			
58. Prior to the issuance of a certificate of occupancy, all required landscape planting and irrigation shall have been installed consistent with the approved construction plans and shall be in a condition acceptable to the Planning Director. The plants shall be healthy and free of weeds, disease, or pests. The irrigation system shall be properly constructed and in good working order. The Applicant shall contact the Planning Department to schedule the final inspection(s).	Prior to the Issuance of Occupancy Permits	Planning Dept.	

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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
59.	Prior to the issuance of occupancy permits, all required landscaping and irrigation systems shall be installed in a condition acceptable to the City. The owner's Landscape Architect shall provide inspection of the landscaping. The owner's Landscape Architect shall provide the City with a Certificate of Compliance stating that the landscaping was installed per the approved plans. An irrigation audit may be required. The City will review the Certificate of Compliance and conduct inspections to ensure that the landscape installation is in compliance with the approved landscape plans.	Prior to the Issuance of Occupancy Permits	Planning Dept.	
60.	Prior to the issuance of occupancy permits, the following conditions shall be satisfied: • Performance securities, in the amount determined by the City Landscape Architect and Planning Director, shall be provided to guarantee the adequate maintenance of the landscaping materials and irrigation system in accordance with the approved plans for a period of one (1) year from the date of final clearance of the installed landscaping by the City. Acceptable forms of security shall be limited to cash deposit, cash bonds, or irrevocable letters of credit. The performance securities shall be released one (1) year after final clearance of the installed landscaping by the City, upon written request by the owner, if the landscaping has been adequately maintained in accordance with the approved landscape plans. A deposit to cover re-inspection of the landscape, at the current City rate shall be posted with the Planning Department prior to re-inspection for maintenance bond release.	Prior to the Issuance of Occupancy Permits	Planning Dept.	

	• All required landscaping and irrigation systems shall be installed in a condition acceptable to the City. • The owner's Landscape Architect shall provide inspection of the landscaping. The Landscape Architect shall provide the City with the Certificate of Landscape Design. • The project landscape contractor shall provide the City with the Landscape Installation Certification of Completion stating that the landscaping was installed per the approved plans. The City will review the Certificate and conduct inspections to ensure that the landscape installation is in compliance with the approved landscape plans.			
61.	Prior to issuance of occupancy permits, all Riverside County Fire Department conditions shall be complied with. The Applicant shall provide written verification that all applicable conditions have been met.	Prior to the Issuance of Occupancy Permits	Planning Dept.	
62.	Prior to the Issuance of an Occupancy Permit, all Planning Department conditions listed herein for Plot Plan No. 14-0069 shall be completed to the satisfaction of the Planning Department.	Prior to the Issuance of Occupancy Permits	Planning Dept.	

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PUBLIC WORKS/ENGINEERING/BUILDING DEPARTMENT CONDITIONS				
General Requirements/Conditions				
1.	The developer shall obtain City approval for any modifications or revisions to the approval of this project. Deviations not identified on the plans may not be approved by the City, potentially resulting in the need for the project to be redesigned. Amended entitlement approvals may be necessary as a result.	On-Going	Engineering Dept.	
2.	No grading shall be performed without the prior issuance of a grading permit by the City.	On-Going	Engineering Dept.	
3.	Written permission shall be obtained from the affected property owners allowing the proposed grading and/or facilities to be installed outside of the project boundaries.	On-Going	Engineering Dept.	
4.	The developer/owner or contractor shall apply for an Encroachment Permit for work performed within the public right of way. Compliance with current environmental regulations applies and additional studies and/or permits may be required.	On-Going	Public Works	
5.	The developer's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads.	On-Going	Public Works	

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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
6.	Storm water and non-storm water discharges from the project site shall be mitigated in conformance with the applicable Regional Water Quality Control Board permit(s) and/or site specific SWPPP prior to entering into the MS4s.	On-Going	Engineering Dept.	
7.	For commercial/industrial projects, the developer/applicant shall submit a Business Registration application to the city for approval. The Business Registration shall indicate that this business in required to submit a Stormwater Compliance Deposit to the City for ongoing Commercial/Industrial Inspection requirements of the City's MS4 permit (NPDES Inspection). The requirement for stormwater compliance deposits and NPDES inspections are recurring for the duration of the conditional use permit. The developer/applicant shall also provide to the Planning Department, as part of the Business' Statement of Operations, a copy of the educational materials, business' handbook, training or similar documents describing the business' best management practices for storm water pollution prevention.	On-Going	Engineering Dept.	
8.	The developer/applicant shall provide all tenants/employees/homeowners with educational materials regarding Best Management Practices for Stormwater Pollution Prevention. Educational materials are available on the Riverside County Flood Control and Water Conservation District's website. .	On-Going	Engineering Dept.	
9.	The developer/owner/tenant shall comply with all applicable laws and regulations regarding the proper disposal of waste materials generated from the business.	On-Going	Engineering Dept.	

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10.	The Developer shall dedicate, design and construct all improvements in accordance the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, as further conditioned herein and to the satisfaction of the City Engineer.	On-Going	Engineering Dept.	
11.	The Developer shall be responsible for all costs associated with off-site right-of-way acquisition, including any costs associated with the eminent domain process, if necessary.	On-Going	Engineering Dept.	
12.	All grading shall conform to the California Building Code, including Appendix J, and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Building Department.	On-Going	Engineering Dept.	
13.	All necessary measures to control dust shall be implemented by the developer during grading to the satisfaction of the City Engineer. A PM10 plan may be required at the time a grading permit is issued.	On-Going	Engineering Dept.	
14.	Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the City Engineer.	On-Going	Engineering Dept.	
15.	Grading in excess of 199 cubic yards will require performance security to be posted with the City.	On-Going	Engineering Dept.	
16.	All retaining walls shall require a separate permit from the Building Department.	On-Going	Building Dept.	
17.	Erosion control – landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded. The soils engineer shall review the	On-Going	Engineering Dept. Planning Dept.	

	erosion control plans for conformance with the Geotechnical Report's Findings and Recommendations. Erosion control shall be placed within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The Developer shall plant & irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with soil stabilizers and ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer and City Planner.			
18.	Should this project lie within any assessment/benefit district, the project proponent shall, prior to acceptance of improvements, make application for and pay for their reapportionment of the assessments or pay the unit fees in the benefit district unless said fees are otherwise deferred or covered under the City's Community Facility District (CFD Services).	On-Going	Engineering Dept.	
19.	The developer shall annex into the City's Community Facility District (CFD Services) and pay associated costs for annexation. Should this project lie within any assessment/benefit district that duplicates the services to be covered under CFD Services then the developer shall de-annex from said assessment/benefit district.	On-Going	Engineering Dept.	
20.	The developer shall design and construct all driveways in accordance with the City of Wildomar Improvement Standards.	On-Going	Engineering Dept.	
21.	The improvement plans for the required public improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the project boundaries at a grade and alignment as approved by the City Engineer.	On-Going	Engineering Dept.	

22.	All above-ground utilities, including but not limited to communication and power that are 33KV in size or less, shall be undergrounded by the developer in accordance with City requirements. The undergrounding of utilities shall be reflected on the project improvement plans.	On-Going	Engineering Dept.	
23.	All flood control plans to be reviewed by the City or the Riverside County Flood Control District (RCFCD) shall be submitted through the City of Wildomar, unless otherwise directed by the City Engineer. For projects requiring RCFCD review the developer shall pay the appropriate fees to RCFCD.	On-Going	Engineering Dept.	
Prior to the Issuance of Grading Permits				
24.	The developer shall submit a geotechnical soils reports to the City Engineer for review and approval prior to issuance of grading permit. The findings and recommendations shall reflect current conditions and the report shall be no older than one (1) year. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by City of Wildomar.	Prior to Issuance of a Grading Permit	Engineering Dept.	
25.	The developer shall obtain any and all easements and/or permissions necessary to perform the grading required for the project. A notarized letter of permission from all affected property owners or easement holders, or encroachment permit, is required for all off-site grading.	Prior to Issuance of a Grading Permit	Engineering Dept.	
26.	The project specific SWPPP and an Erosion/Sediment Control plan shall be approved by the City Engineer.	Prior to Issuance of a Grading Permit	Engineering Dept.	
27.	The Developer shall provide the Engineering Department evidence of compliance with the National Pollutant Discharge Elimination System	Prior to Issuance of a Grading Permit	Engineering Dept.	

	(NPDES); obtain a construction permit from the State Water Resource Control Board (SWRRCB); and, reference the WDID number on the improvement/grading plans.			
28.	The developer shall have obtained approval for the import/export location from the City of Wildomar. Additionally, if either location was not previously approved by an Environmental Assessment, prior to issuing a grading permit, a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the City Engineer for approval.	Prior to Issuance of a Grading Permit	Engineering Dept.	
29.	A licensed engineer shall prepare and submit a Water Quality Management Plan (WQMP) Applicability Checklist; determine if a WQMP is applicable for this project; and, sign and stamp the WQMP checklist with their license seal.	Prior to Issuance of a Grading Permit	Engineering Dept.	
30.	If the WQMP is required, an approved Final Water Quality Management Plan (WQMP), in conformance with the requirements of the San Diego Regional Water Quality Control Board. Applicant shall confirm the watershed requirements relative to their project location shall be approved by the City Engineer prior to issuance of a grading permit. All stormwater quality treatment devices shall be located outside of the ultimate public right of way. The developer shall design the stormwater quality treatment devices to accommodate all project runoff, ensuring post-construction flows and volumes do not exceed pre-construction levels, in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer.	Prior to Issuance of a Grading Permit	Engineering Dept.	

	These BMPs shall be consistent with the Final WQMP and installed and maintained to the satisfaction of the City Engineer. The project shall use the following hydromodification criteria for the project site: "The runoff flow rate, volume, velocity, and duration for the post development condition of the Priority Development Project do not exceed the pre-development (i.e. naturally occurring) condition for the 2 year, 24 hour and 10 year, 24 hour rainfall events. This condition must be substantiated by hydrologic modeling acceptable to City of Wildomar."			
31.	A Storm Water Management Facilities Agreement shall be approved by the City Engineer and/or City Council.	Prior to Issuance of a Grading Permit	Engineering Dept.	
32.	A Grading Agreement shall be approved by the City Council and/or City Council.	Prior to Issuance of a Grading Permit	Engineering Dept.	
33.	The developer shall prepare and submit a comprehensive drainage study and plan that includes, but is not limited to: definition with mapping of the existing watersheds; a detailed pre- and post-project hydrologic and hydraulic analysis of the project and project impacts; definition of the local controlling 100-year frequency water levels existing and with project; the proposed method of flow conveyance to mitigate the potential project impacts with adequate supporting calculations; any proposed improvements to mitigate the impacts of increased runoff from the project and any change in runoff; including quality, quantity, and duration in accordance with City of Wildomar's Hydrology Manual, Improvement Standards, and to the satisfaction of the City Engineer. The criteria applies to projects that have drainage areas less	Prior to Issuance of a Grading Permit	Engineering Dept.	

	than 200 to 500 acres as discussed in the RCFC & WCD Hydrology Manual. Specifically, the study will: a. Analyze the detention basin drainage area for a project using the Rational Method 100-year storm event for the pre-project and post-project. b. Analyze 4 hydrographs for the detention basin drainage area for a project using the Unit Hydrograph 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour storm durations for post-project condition. c. Using the Unit Hydrographs determine which duration provides the highest flow rate. Adjust parameters such as lag time, flow line roughness coefficient or other parameters to calibrate Unit Hydrograph model to provide results similar to the Rational Method. d. The project will assess and document the 100 year 1 hour, 3, hour, 6 hour and 24 hour Calibrated Unit Hydrograph peak flow rates e. The project shall use the calibrated Unit Hydrograph with the highest peak flow rate for the detention basin drainage area and perform basin routing analysis to demonstrate that the outflow is less than the pre-project Rational Method flow rate. (i.e. If the 100 year, 3 hour Unit Hydrograph results in the highest peak flow rate when compared with 100 year, 1 hour, 6 hour, and 24 hour, the basin routing shall only be performed for the 100 year, 3 hour storm event.)			

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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
34. The developer shall show all easements per the Title Report to the satisfaction of Public Works. Any conflict with existing easements resulting in the site being redesigned potentially requires a minor change or amendment approval by Planning Commission.	Prior to the 1st Improvement Plan submittal	Engineering Dept.	
Prior to Issuance of Building Permits			
35. Comply with the Conditions of Approval for Tentative Parcel Map 36673.	Prior to Issuance of a Building Permit	Building Dept. Engineering Dept.	
36. The developer/owner shall obtain a grading permit and/or approval to construct from the City Engineer.	Prior to Issuance of a Building Permit	Building Dept. Engineering Dept.	
37. Improvement plans shall be approved by the City Engineer and all improvements to be constructed shall be secured by the Developer.	Prior to Issuance of a Building Permit	Building Dept. Engineering Dept.	
38. The developer shall provide will serve letters from the appropriate water and sewer agencies.	Prior to Issuance of a Building Permit	Building Dept.	
39. The developer shall provide approval letter from Fire Department for fire water service.	Prior to Issuance of a Building Permit	Building Dept. Fire Dept.	
40. The developer shall install streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept. Public Works Dept.	
41. The developer shall install all street name signs at intersections adjacent to the project, public or private and/or replace street name	Prior to Issuance of a Building Permit	Public Works Dept.	

	signs in accordance with the City of Wildomar Standard Details and to the satisfaction of the City Engineer.			
42.	The developer shall annex into the CFD Services District to offset development related costs for maintenance and services.	Prior to Issuance of a Building Permit	Engineering Dept.	
43.	The developer/applicant shall demonstrate that all development related fees, impact fees, and mitigation fees have been satisfactorily paid.	Prior to Issuance of a Building Permit	Building Dept.	
44.	The developer shall pay the appropriate impact mitigation fee to the Riverside County Flood Control and Water Conservation District and provide the City receipt of payment.	Prior to Issuance of a Building Permit	Building Dept.	
45.	The developer shall pay all necessary impact and mitigation fees required. These fees include, but are not limited to, fees associated with Transportation Uniform Mitigation Fee (TUMF), Quimby (parkland in-lieu) Fee, and City Development Impact Fees.	Prior to Issuance of a Building Permit or Certificate of Occupancy	Building Dept.	
46.	The developer shall construct the stormwater quality treatment devices to accommodate all project runoff from in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. All stormwater quality treatment devices shall be constructed outside of the ultimate public right of way.	Prior to Issuance of a Building Permit		
47.	The developer shall design and construct a Trail Head Public Park on Lot 1 in accordance with the City's Park Master Plan to the satisfaction of the City Engineer.	Prior to Certificate of Occupancy Permits		

48.	The developer shall design and construct a Regional Multi-use Trail across Lot 2 to the satisfaction of the City Engineer.	Prior to Certificate of Occupancy Permits		
RIVERSIDE COUNTY FIRE DEPARTMENT				
General Conditions				
1.	These conditions are for shell buildings only; commercial shell buildings will receive a shell final only. No fire and life safety clearance will be issued for a tenant space until the specific occupancy classification has been established and tenant improvement plans have been reviewed and conditioned by the Riverside County Fire Department.	On-Going	Fire Department	
2.	This building has not been reviewed or approved for high pile/rack storage. Prior to such use, building(s) shall be approved for high-piled storage (materials in closely packed piles or on pallets, or in racks where the top of storage exceeds 12 feet in height, 6 feet for Group A plastics and certain other hazardous commodities) or aerosols products. High-piled and aerosol stock shall be approved by the Fire Department prior to materials being stored on site. A licensed Fire Protection Engineer or a Fire Department approved consultant must prepare plans for high-piled storage or aerosol storage in accordance with the 2013 CFC and NFPA 13, 2013 Edition. Current plan check deposit based fee is $348.00.	On-Going	Fire Department	
3.	Provide or show there exists a water system capable of delivering the required fire flow based on the California Fire Code and Riverside	On-Going	Fire Department	

	County Fire Department standards. The approved water supply must be available before any combustible material is placed on the construction site.			
4.	Approved accessible on-site fire hydrants shall be within 400 feet of all portions of the buildings and located according to the California Fire Code and Riverside County Fire Department standards.	On-Going	Fire Department	
5.	All portions of the buildings or of an exterior wall of the first story of all buildings shall be within 150 feet from fire apparatus as measured by an approved route around the complex, exterior of the facility or building.	On-Going	Fire Department	
6.	Prior to building plan approval and construction, applicant/developer shall furnish two copies of the water system fire hydrant plans to Fire Department for review and approval. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Fire Department for review and approval.	Prior to building plan approval	Fire Department	
7.	Prior to issuance of building permits, the fire protection water system must be provided as approved by the Fire Department and the local water authority.	Prior to issuance of building permits	Fire Department	
8.	Blue dot reflective pavement markers shall be installed on private and public streets and driveways to indicate location of the fire hydrant, and shall be in accordance with Riverside County Fire Department Standard 06-11.	On-Going	Fire Department	

9.	Fire Apparatus access road(s) shall be in compliance with the Riverside County Fire Department Standard number 06-05. Access roads shall have an unobstructed vertical clearance of not less than 13 feet, 6 inches. Access lanes shall be designed to withstand the weight of 75,000 pounds over 2 axles. Access will have a turning radius capable of accommodating fire apparatus. Access lane shall be constructed with a surface so as to provide all-weather driving capabilities.	On-Going	Fire Department	
10.	Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with approved provision for the turnaround capabilities of fire apparatus	On-Going	Fire Department	
11.	Driveway loops, fire apparatus access lanes and entrance curb radius should be designed to adequately allow access of emergency fire vehicles. The applicant or developer shall include in the building plans the required fire lanes and include the appropriate lane printing and/or signs.	On-Going	Fire Department	
12.	An approved Fire Department access key lock box (Minimum Knox Box 3200 series model) shall be installed next to the approved Fire Department access door to the building. If the buildings are protected with an alarm system, the lock box shall be required to have tampered monitoring. Required order forms and installation standards may be obtained at the Fire Department.	On-Going	Fire Department	
13.	Display street numbers in a prominent location on the address side of building(s) and/or rear access if applicable. Numbers and letters shall be a minimum of 12” in height for building(s) up to 25’ in height. In complexes with alpha designations, letter size must match numbers. All	On-Going	Fire Department	

	addressing must be legible, of a contrasting color, and adequately illuminated to be visible from street at all hours.			
14.	Install a complete commercial fire sprinkler system (per NFPA 13 or 13R, 2013 Edition). Fire sprinkler system(s) with pipe sizes in excess of 4" in diameter will require the project Structural Engineer to certify with a "wet signature", that the structural system is designed to support the seismic and gravity loads to support the additional weight of the sprinkler system. All fire sprinkler risers shall be protected from any physical damage. The PIV and FCD shall be located to the front, within 25 to 50 feet of a hydrant, and a minimum of 25 feet from the building(s). Sprinkler riser room must have exterior and/or interior door signs. A licensed C-16 contactor must submit plans, along with current permit fees, to the Fire Department for review and approval prior to installation.	On-Going	Fire Department	
15.	Install an alarm monitoring system for fire sprinkler system(s) with 20 or more heads. A licensed C-10 contractor must submit plans along with the current permit fees to the Fire Department for review and approval prior to installation.	On-Going	Fire Department	
16.	Install portable fire extinguishers, with a minimum rating of 2A-10BC, for every 3,000 sq. ft. and/or 75 feet of travel distance. Fire extinguishers shall be mounted 3.5 to 5 ft. above finished floor, measured to the top of the extinguisher. Where not readily visible, signs shall be posted above all extinguishers to indicate their locations. Extinguishers must have current CSFM service tags affixed.	On-Going	Fire Department	

17.	Exit designs, exit signs, door hardware, exit markers, exit doors, and exit path marking shall be installed per the 2013 California Building Code.	On-Going	Fire Department	
18.	Electrical room doors, FACP, fire sprinkler riser, and roof access if applicable shall be labeled as per use.	On-Going	Fire Department	
19.	Access shall be provided to all mechanical equipment located on the roof as per 2013 California Mechanical Code.	On-Going	Fire Department	
20.	Gate(s) shall be automatic or manually operated. Install Knox key operated switches, mounted per recommended standard of the Knox Company. Building plans shall include mounting location/position and operating standards for Fire Department approval.	On-Going	Fire Department	
ELSINORE VALLEY MUNICIPAL WATER DISTRICT (EVMWD)				
General Conditions				
1.	The water connection shall be to an existing 16” PVC water line On Clinton Keith Road (PZ 1650).	On-Going	EVMWD	
2.	The developer will be responsible to install a 12” water line fronting the property on Yamas Drive.	On-Going	EVMWD	
3.	The developer will be responsible to install a 10” to 12” gravity sewer along Yamas Drive from the middle property line on Yamas Drive to Prielipp Drive. The northern areas of this development (commercial and medical) will be able to connect to an existing 18” sewer on Clinton Keith Road.	On-Going	EVMWD	

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4. Applicant will be required to follow the Districts Plan Check procedures.	On-Going	EVMWD	
5. The Developer will be required to adhere to the Districts Development process, and pay all applicable fees.	On-Going	EVMWD	

END

ATTACHMENT B

Grove Park
Certified DEIR Document

DRAFT ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE NO. 2014121064

GROVE PARK MIXED-USE DEVELOPMENT

(PA No. 14-0069)

CITY OF WILDOMAR

RIVERSIDE COUNTY, CALIFORNIA

LSA

September 1, 2015

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STATE CLEARINGHOUSE NO. 2014121064

GROVE PARK MIXED-USE DEVELOPMENT

(PA No. 14-0069)

CITY OF WILDOMAR

RIVERSIDE COUNTY, CALIFORNIA

Prepared for:

City of Wildomar
Planning Department
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Wildomar, California 92595
Contact: Matthew C. Bassi, Planning Director
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(951) 781-9310

LSA

September 1, 2015

The City of Wildomar has independently reviewed, analyzed, and exercised its judgment in the analysis contained in this Environmental Impact Report and supporting documentation pursuant to Section 21082 of the California Environmental Quality Act.

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Draft Environmental Impact Report (EIR) (State of California Clearinghouse No. 2014121064) for the Grove Park Mixed-Use Development Project (Project) has been prepared by LSA Associates, Inc. (LSA) on behalf of the City of Wildomar (City) to identify and evaluate the potential environmental effects associated with the construction and operation of the proposed on-site uses.

This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA)[1] and *Guidelines for California Environmental Quality Act*[2] *(CEQA Guidelines),* both of which regulate the preparation of EIRs. As required pursuant to *CEQA Guidelines* (Section 15123), this section of the EIR summarizes the proposed project; the environmental impacts and mitigation required to reduce or eliminate those impacts determined to be significant; areas of controversy known by the City including those raised by other agencies and the public; the issues to be resolved; and alternatives to the project that could reduce the extent and/or severity of the proposed project's environmental impacts. While this Executive Summary provides an overview of these issues, more detail is provided in subsequent sections of this EIR as follows:

- Project Description (Section 3.0).
- Environmental Impacts (Section 4.0).
- Other CEQA Topics (Section 5.0).
- Project Alternatives (Section 6.0).

1.2 PROPOSED PROJECT

The proposed project envisions the construction and occupation of a mixed (horizontal) use development. The approximately 19.4-acre property is divided into north and south sites of approximately 9.8 and 8.1 acres, respectively, and an approximately 1.4-acre detention basin. Proposed on-site development includes approximately 55,000 square feet (sf) of commercial/retail and office uses to be developed on northern portion of the site adjacent to Clinton Keith Road. Eight three-story multiple-family apartment buildings, containing 162 units, are to be developed on the southern portion of the site. The project includes an approximately 1.9-acre passive park and trailhead proposed directly south of the commercial development

[1] California Environmental Quality Act, California Public Resources Code, Division 13. Environmental Quality, §§ 21000 – 21189.3, January 1, 2015.
[2] California Code of Regulations, Chapter 3: Guidelines for the Implementation of the California Environmental Quality Act, §§ 15000 – 15387, January 1, 2015.

and preserves an approximately 1.3-acre natural open space area including a grove of coast live oaks. Table 1.A provides a summary of the project land uses.

Table 1.A: Project Development Summary

Area	Use	Acres	Units/Square Footage
North Site (Lot 1)	Office & Commercial/Retail	4.8	55,000 square feet
	Park	1.9	n/a
	Oak Grove Preserve	1.3	
	Slope	0.4	
	Public Roads	1.4	
	Total North Site	**9.8**	
South Site (Lot 2)	Apartments	6.8	162 units 735–1,281 square feet per unit
	Slope	0.6	n/a
	Public Roads	0.7	
	Total South Site	**8.1**	
Lot C	**Detention Basin**	**1.4**	
TOTAL		**19.4**	**162 units/55,000 square feet**

Sources: Conceptual Site Plan, Grove Park, KTGY Architecture and Planning, July 2015.

The project includes the 19.4 acres to be developed and approximately 2.0 acres along portions of the west and east property lines. These areas were included in the impact assessments to account for off-site disturbances from grading activities associated with the development of manufactured slopes and the Yamas Drive improvements.

A retention basin will be developed on approximately 1.4 acres at the southwestern corner of the property. Required on-site and off-site improvements include the installation and/or extension of circulation, access, storm water, and utility improvements, parking, and landscape features. The project includes an amendment to the City's existing General Plan land use designation and zone change for the northern 10 portion of the site.

The following project objectives have been identified:

- Establish a mixed-use community for Wildomar with a balance of land uses including commercial, multifamily housing, and recreation.
- Deliver an appropriately sized commercial center that provides a mix of retail and office uses with opportunities for employment growth and increased sales tax for Wildomar.
- Provide rental housing opportunities in a quality multifamily setting at a scale and character appropriate to the site and adjacent existing and future developments.

- Utilize architectural styles and design elements that reflect Wildomar's heritage, namely through the use of Ranch, Farmhouse, and Craftsman styles.
- Incorporate a public park within the project site for the overall Wildomar community.
- Preserve the existing on-site oak grove to the maximum extent feasible.
- Create a walkable community that provides convenient non-vehicular access from the residential area to the public park and commercial center.
- Implement a trail system for the project consistent with the Wildomar Multi-Use Trails Master Plan.

A detailed description of the project is included in Section 3.0 (Project Description) of this EIR.

1.3 ISSUES ADDRESSED AND AREAS OF CONTROVERSY TO BE RESOLVED

When a City determines that an EIR will clearly be required for a project, *CEQA Guidelines* (Section 15060), states further initial review can be skipped and work directly on the EIR may commence. Based on its review of the project, the City has determined the potential impacts resulting from the construction and/or operation of the project, including cumulative impacts, require preparation of an EIR. An Initial Study was not prepared for the project. In the absence of an Initial Study, the City analyzed the project's environmental impacts in an EIR related to the following issues:

- Aesthetics;
- Agricultural and Forestry Resources;
- Air Quality;
- Biological Resources;
- Cultural and Paleontological Resources;
- Geology and Soils;
- Greenhouse Gas Emissions and Global Climate Change;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Noise;
- Population, Housing, and Employment;
- Public Services;
- Recreation
- Transportation and Traffic; and
- Utilities and Service Systems.

The project's impact, the severity of any impact, and the mitigation required to reduce or eliminate the impacts relative to these environmental issues are addressed in Sections 4.1 through 4.17 and summarized in Table 1.D at the end of this section.

Issues of concern and/or controversy related to the project were further identified by the City through responses to the Notice of Preparations (NOPs), Public Scoping Meetings, and Native American Tribal Consultation.

1.3.1 Notice of Preparation

The objective of distributing an NOP is to solicit public comment, ensuring the full and appropriate examination of issues of concern in the EIR. The NOP was distributed to the State Clearinghouse, as well as to the agencies, organizations, and persons considered likely to be interested in the project and its potential impacts. Comments received regarding the NOP have been used to identify impacts that could result from implementation of the project. The NOP was distributed on December 22, 2014, for a 35-day review period ending on January 26, 2015. Due to pending litigation, City staff subsequently determined that the area of the proposed General Plan Amendment and Zone Change may need to be extended to the entire site. To provide notice of these possible changes to the project, a second NOP was distributed on June 11, 2015, for a 30-day public review period ending July 13, 2015. However, after the end of the review period for the second NOP, the litigation was settled and it was determined that a General Plan Amendment and Zone Change would not be required for the southern 10 acres of the site and the project description in the original NOP was accurate.

The NOPs, NOP distribution lists, and response letters are included in Appendix A of this Draft EIR. Table 1.B provides a general summary of NOP comments received by the City during each distribution. As appropriate, Table 1.B identifies in which section of the EIR each specific NOP comment has been addressed.

Table 1.B: Notice of Preparation Comments

Agency/ Organization/ Individual	Date	Summary of Comments	Addressed in Section(s) of the EIR
NOP No. 1: December 22, 2014–January 26, 2015			
Riverside County Fire Department (RCFD)	12/22/2014	The RCFD acknowledged receipt of NOP and requests a copy of EIR to review for impacts to public services.	Section 4.14
Governor's Office of Planning and Research (OPR)	12/29/2014	OPR provided a copy of the cover letter and documents sent to responsible agencies.	Not Applicable
South Coast Air Quality Management District (SCAQMD)	1/5/2015	The SCAQMD provided recommendations regarding the analysis and mitigation of potential air quality impacts.	Section 4.3
California Department of Transportation (Caltrans)	1/8/2015	Caltrans recommended methodology and analysis for the traffic study and requested to review the project specific traffic study.	Section 4.16

Table 1.B: Notice of Preparation Comments

Agency/ Organization/ Individual	Date	Summary of Comments	Addressed in Section(s) of the EIR
California Native American Heritage Commission (NAHC)	1/12/2015	The NAHC recommended that the EIR analyze and mitigate potential impacts to historical resources within the project area. The NAHC also recommended methodology, analysis, and mitigation that should be included in the EIR.	Section 4.5
Riverside County Flood Control and Water Conservation District (RCFCWCD)	1/13/2015	The RCFCWCD provided general project area and water district and suggested appropriate permits are obtained.	Section 4.9
California Department of Fish and Wildlife (CDFW)	1/14/2015	The CDFW provided information on existing habitat and species and mitigation measures to avoid sensitive biological resources, requested the project demonstrate consistency with MSHCP, and fully analyze cumulative impacts and project alternatives.	Section 4.4
Elsinore Valley Municipal Water District (EVMWD)	1/19/2015	The EVMWD identified utility connection and fee requirements related to the provision of water and wastewater conveyance.	Section 4.17
Pechanga Band of Luiseño Indians	1/22/2015	The Pechanga Band requested that archaeological and cultural resource evaluation be completed for the project in consultation and participation from the Pechanga Tribe.	Section 4.5
NOP No. 2: June 12–July 13, 2015			
Soboba Band of Luiseño Indians	6/17/2015	The Soboba Band stated the site is within its Traditional Use Areas and requested consultation with the City related to site development and participation in any future on-site archaeological monitoring.	Section 4.5
South Coast Air Quality Management District (SCAQMD)	6/18/2015	The SCAQMD provided recommendations regarding the analysis and mitigation of potential air quality impacts.	Section 4.3
CDFW	7/9/2015	The CDFW provided information on existing habitat and species and mitigation measures to avoid sensitive biological resources, requested the project demonstrate consistency with MSHCP, and fully analyze cumulative impacts and project alternatives.	Section 4,4
Pechanga Band of Luiseño Indians	1/22/2015 (re-sent previous letter)	The Pechanga Band requested that archaeological and cultural resource evaluation be completed for the project in consultation and participation from the Pechanga Tribe.	Section 4.5

Table 1.B: Notice of Preparation Comments

Agency/ Organization/ Individual	Date	Summary of Comments	Addressed in Section(s) of the EIR
Caltrans	7/14/2015	Caltrans encourages Transit Oriented Development, multi-modal accessibility, adoption of safe pedestrian and bicycle networks, and sustainable roadway design features. Additionally, a review of the project's hydrologic impacts to I-15 was requested.	Section 4.16

1.3.2 Public Scoping Meetings

Pursuant to *CEQA Guidelines* (Section 15082(c)), the City conducted a public scoping meeting, which was held to further determine the scope and content of the environmental analysis contained in the EIR. The public scoping meeting was held on January 19, 2015, at 6:00 p.m. at Wildomar City Hall. Copies of the NOP (including a project description) and the project's conceptual site plan were available to the public for review. City staff, the project applicant, and the EIR consultant were present during this meeting to provide information regarding the project and collect public comments. To solicit public comments related to the potential revisions to the project, a second public scoping meeting was held on June 29, 2015. Table 1.C provides a general summary of Public Scoping comments received on the project.

Table 1.C: Public Scoping Meetings Comments

Agency/ Organization/ Individual	Date	Comments	Addressed in Section(s) of the EIR
Scoping Meeting No. 1: January 19, 2015			
Ken Mayes	1/19/2015	Questions were asked about the type of land uses the project would include and the potential population increase due to the project. Comments were made about the designation and upkeep of the park, location of the trail, and quantity of parking spaces.	Sections 3.0, 4.10, 4.13, 4.15, and 4.16
Howard Kaner	1/19/2015	Concerns were expressed about the widening of Clinton Keith Road and the projected start date of construction.	Sections 4.16 and 3.0
Edward Velk	1/19/2015	Views were expressed about the connection of Yamas Drive to Salida Del Sol, traffic circulation, and off-site drainage.	Sections 4.16 and 4.9
Joseph Morabito	1/19/2015	A question was asked about the affordability of the future apartments.	Not a CEQA issue.
Eric Velk	1/19/2015	Questions were expressed about the proposed traffic circulation, the entrance to the project site, and a potential horse trail.	Sections 4.16 and 4.15

Table 1.C: Public Scoping Meetings Comments

Agency/ Organization/ Individual	Date	Comments	Addressed in Section(s) of the EIR
Dale Velk	1/19/2015	Expressions of approval for the project were made for the project. Views expressed included impact to drainage and who would be responsible for the installation of Yamas Drive.	Sections 4.9 and 4.16
Scoping Meeting No. 2: June 29, 2015			
Gary Andre	6/29/2015	Cited density standards detailed in the City's General Plan	Section 4.10

1.3.3 Tribal Consultation (SB 18)

As the project includes a General Plan Amendment, consultation with Native American Tribal Government(s) pursuant to applicable provisions of *Local and Inter-Governmental Consultation* (SB 18) is required. The City formally contacted the Pechanga Band of Luiseño Indians (Pechanga Band) for the SB 18 consultation meeting on April 1, 2015, and subsequently met with the Tribe fulfilling this requirement. The Tribe has additionally responded to the NOP distributed for the project. The Soboba Band of Luiseño Indians (Soboba Band) requested consultation in its NOP response and the City will likewise consult with them prior to taking any action on the project. As appropriate, issues raised during consultation with local Tribal governments have been incorporated into the EIR.

1.4 ALTERNATIVES TO THE PROPOSED PROJECT

An EIR must describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the project objectives, and would avoid or substantially lessen its significant effects (*CEQA Guidelines,* Section 15126.3). The EIR need not consider every conceivable alternative; rather it must consider a reasonable range of potentially feasible alternatives that "… foster informed decision making and public participation." The City, as Lead Agency, is responsible for selection the range of project alternatives and must disclose its reasoning for disclosing those alternatives.

The City has identified the following alternatives to the project. Section 6.0 (Alternatives) of this EIR provides a detailed description of each project alternative, assesses the potential environmental impacts associated with its construction and operation of each alternative, and provides justification for the selection of the "environmentally superior" alternative.

1.4.1 No Project Alternative

The No Project Alternative provides a comparison between the environmental impacts of the project in contrast to the environmental impacts that could result from not approving, or denying, the project. Under the No Project Alternative, the site would remain in its existing condition and no development would occur. Under this alternative, the project site would retain its existing General Plan and zoning designation and would remain undeveloped.

1.4.2 Multifamily Residential Alternative

Under this alternative, the northern portion of the site's General Plan designation would be changed from Business Park (BP) to Highest Density Residential (HHDR). This area's zoning would be changed from R-R (Rural Residential) to R-4 (Planned Residential). This alternative would allow the development of up to 96 multiple-family units on 4.8 acres along Clinton Keith Road. The proposed 162 multiple-family residential units on the southern portion of the site, retention basin, passive park, oak grove, manufactured slopes, and related features would be retained. Overall site development would total 258 multifamily dwellings, ancillary features, and site improvements.

1.4.3 Reduced Density Residential Alternative

The development plan for the northern portion of the site including a proposed General Plan Amendment and Zone Change would remain in effect under this alternative. The development of 55,000 square feet of office and commercial use would still take place. On the southern portion of the site, this alternative envisions a General Plan Amendment from Highest Density Residential (HHDR) to High Density Residential (HDR). This designation allows detached, small lot single-family and attached single-family homes, patio homes, zero lot line homes, multifamily apartments, duplexes, and townhouses and would reduce the overall residential density of the site. The potential for clustered development is provided for in this land use category. The density range is 8.0 to 14.0 dwelling units per acre. The retention basin, passive park, oak grove, manufactured slopes, and related features would be retained. Under this alternative, 90 single-family residences (3,500-square foot minimum lots, 12.5 dwelling units per acre) and 55,000 square feet of commercial/office uses would be developed on site.

1.4.4 Reduced Density Office/Commercial Alternative

The southern portion of the project site would be retained as proposed by the project. A General Plan Amendment and Zone Change on the northern portion of the site similar to the proposed project would occur. Using a minimal FAR of 0.2, the amount of development on the northern portion of the site would be approximately 41,000 square feet. For this alternative, this development potential is divided into 25,000 square feet of office space and 16,000 square feet commercial uses. This

alternative would retain the on-site oak grove, passive public park and trailhead, and retention basin.

1.4.5 Environmentally Superior Alternative

The Environmentally Superior Alternative is the one that would result in the fewest or least significant impacts. If the Environmentally Superior Alternative is the No Project Alternative, as in this case, then an Environmentally Superior Alternative must be selected from the remaining alternatives. While the No Project Alternative (No Build) would avoid all environmental impacts without any requirement for mitigation, it would not meet any of the stated project objectives.

The Reduced Density Office/Commercial Alternative would reduce the overall number of daily vehicle trips, which in turn would proportionally reduce the amount of air pollutants, greenhouse gas emissions, and noise generated during the operation of on-site uses. This alternative would not result in any impact greater than identified with the project and would reduce vehicle trips (although the impact would remain significant and unavoidable) and public service/utility demand. The Reduced Density Office/Commercial Alternative would result in the development of a mixed-use project, provide for a commercial/office center, increase employment opportunities in the City, would provide public amenities (park, trail, preserved open space), and would create a walkable project that provides an alternate residential option to local residents. Because it satisfies all of the primary project objectives (though not as fully as the proposed project), it has been selected as the Environmentally Superior Alternative.

1.5 SUMMARY OF IMPACTS, MITIGATION, AND LEVEL OF IMPACTS

Table 1.D provides a summary of the proposed project impacts, proposed mitigation measures, and the level of significance of each impact following the application of identified mitigation measures.

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Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
4.1 Aesthetics			
4.1.5.1 Scenic Vistas: While the project would obstruct views of the Sedco Hills to residents immediately south of the project site, it would not create a substantial permanent obstruction to viewsheds of scenic hills and ridgelines that are generally accessible to the public.	Less than significant	No mitigation is required.	
4.1.5.2 Scenic Highways: The site is not visible from any state scenic highway or scenic local road.	No impact	No mitigation is required.	
4.1.5.3 Visual Character: The site is consistent with surrounding development patterns and would preserve existing scenic resources (the on-site oak grove).	Less than significant	No mitigation is required.	
4.1.6.1 Light and Glare: Project lighting would be designed, installed, and maintained in a manner sufficient to maintain the viability of Palomar Observatory. Adherence to the applicable light pollution control measures is a standard requirement for all development in the City and would ensure that lighting impacts to Palomar Observatory are less than significant.	Less than	No mitigation is required.	
4.1.7 Cumulative Impacts: Cumulative projects would contribute to development that is consistent with planned uses in the project area.	Less than significant	No mitigation is required.	
4.2 Agriculture and Forestry Resources			
4.2.5.1 Loss or Conversion of Forest Land: The project would not affect existing forest or timberland.	No impact	No mitigation is required.	
4.2.5.2 Farmland Conversion: The project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.	No impact	No mitigation is required.	

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Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
4.2.5.3 Existing Zoning and Williamson Act: The project site and adjacent properties are neither zoned for agriculture nor enrolled in Williamson Act contracts.	No impact	No mitigation is required.	
4.2.5.4 Conversion of Farmland to Non-Agricultural Uses: Neither the project site nor adjacent land are considered farmland or forest land, as shown on maps prepared by the California Department of Conservation. In addition, the project site and adjacent lands are not currently used for agriculture, nor is there evidence to suggest that they have been in the past.	No impact	No mitigation is required.	
4.2.7 Cumulative Agricultural and Forestry Resources: Since the project does not contain agricultural or forest resources, it would not contribute to a cumulative impact.	No impact	No mitigation is required.	
4.3 Air Quality			
4.3.5.1 Air Quality Management Plan Consistency: The project's proposed GPA would not materially affect the uses allowed to be developed on the site or the development intensities cited in the City's General Plan; therefore, it is consistent with the AQMP and no significant impact would occur.	No impact	No mitigation is required.	
4.3.5.2 Operational Regional Emissions: The increase of criteria pollutants as a result of the project would not exceed established SCAQMD daily emission thresholds. Project-related long-term air quality impacts would be less than significant.	Less than significant	No mitigation is required.	
4.3.5.3 Operational Localized Emissions: the project's operational-source emissions would not exceed applicable localized significance thresholds.	Less than significant	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
4.3.5.4 Long-Term CO "Hotspot" Impacts: Given the existing extremely low level of CO concentrations in the project area, anticipated project-related traffic is not expected to result in the CO concentrations exceeding the State or Federal CO standards; therefore, CO hotspot impacts would not occur.	Less than significant	No mitigation is required.	
4.3.5.5 Odors: While construction activities, application of architectural coatings and installation of asphalt may temporarily generate odors, these odors are not likely to be noticeable beyond the project boundaries. The project does not propose any such uses or activities that would result in potentially significant operational source odor impacts.	Less than significant	No mitigation is required.	
4.3.6.1 Construction-Related Regional Emissions: Under the assumed construction scenario, Project emissions will exceed the SCAQMD thresholds established for VOCs and NO_X. The exceedance of SCAQMD thresholds is a significant impact requiring mitigation.	Potentially significant	**4.3.6.1A** "Zero-Volatile Organic Compounds" paints (no more than 150 grams/liter of VOC) and/or High Pressure/Low Volume (HPLV) applications consistent with SCAQMD Rule 1113 shall be used during project construction. **4.3.6.1B** All rubber tired dozers and scrapers used during grading operations shall be California Air Resources Board (CARB) Tier 3 certified or better. **4.3.6.1C** Appropriate provisions detailed in SCAQMD Rule 403 shall be implemented for the duration of project construction. Fugitive dust suppression measures include but shall not be limited to the following: • All clearing, grading, earthmoving, or excavation activities shall cease when winds exceed 25 miles per hour;	Less than significant

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
		• The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and • The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less. **4.3.6.1D** On-site construction equipment shall be shut off at or prior to five minutes of idling.	
4.3.6.2 Construction-related Localized Emissions: localized emissions of PM_{10} and $PM_{2.5}$ at the nearest receptor would exceed the SCAQMD's thresholds. The exceedance of SCAQMD thresholds is a significant impact requiring mitigation.	Potentially significant	Previously identified **Mitigation Measures 4.3.6.1A** through **4.3.6.1D** address the incorporation of BACMs and applicable SCAQMD Rules to reduce the level of pollutants emitted during on-site construction activities. Specifically, adherence to provisions of Rule 403 will reduce PM_{10} emissions from on-site activities that have the potential to generate fugitive dust.	Less than significant
4.3.7 Cumulative Air Quality Impacts: Individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. As previously noted, the project **will not** exceed the applicable SCAQMD regional threshold for construction and operational-source emissions. As such, the project will not result in a cumulatively considerable significant impact.	Less than significant	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
4.4 Biological Resources			
4.4.5.1 Adopted Policies and/or Ordinances: The City of Wildomar does not have a local tree ordinance or any other local ordinance that pertains to the protection of biological resources.	No impact	No mitigation is required.	
4.4.5.2 Adopted Habitat Conservation Plans: The project site is located within the Elsinore Area Plan of the MSHCP, and the Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP). Implementation of the proposed project under the MSHCP requires compliance with the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2 of the MSHCP), the Guidelines Pertaining to the Urban/Wildlands Interface (Section 6.1.4 of the MSHCP), and the Burrowing Owl Survey Area (Section 6.3.2 of the MSHCP). The project would comply with all applicable provisions of the MSHCP. Because the project would be in compliance with the MSHCP and SKR HCP, impacts to adopted habitat conservation plans will be less than significant levels.	Less than significant	No mitigation is required.	
4.4.5.3 Candidate, Non-listed Sensitive, or Special-Status Plant Species – Paniculate tarplant: The paniculate tarplant is classified by the CNPS as a "plant of limited distribution – a watch list." However, according to documentation by Calflora and CNPS, the paniculate tarplant is widely distributed throughout Riverside County (PCR, 2013). In addition, this species is not covered or even considered for coverage under the MSHCP. Based on the distribution of this species within Riverside County, the lack of consideration of this	Less than Significant	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
species for coverage under the MSHCP, and the CNPS listing of 4, this species is not considered sensitive.			
4.4.6.1 Candidate, Non-listed Sensitive, or Special-Status Species: The project may impact sensitive species, including burrowing owl, during grading.	Potentially significant	**4.4.6.1A** A pre-construction burrowing owl survey shall be conducted by a qualified biologist prior to the start of ground-disturbing activities. The burrowing owl survey shall be conducted pursuant to the guidelines established by the California Department of Fish and Wildlife and shall require four site visits (two in the morning and two in the evening) to determine the on-site presence/absence of the species. The final survey shall occur no more than three days prior to the start of ground-disturbing activities. In the event this species is not identified on site, no further mitigation is required. If during the pre-construction burrowing owl survey, this species is found to occupy the site, Mitigation Measure 4.4.6.1B shall be required. **4.4.6.1B** If burrowing owls are identified during the survey periods, the City shall contact the California Department of Fish and Wildlife to develop a burrowing owl relocation and conservation strategy. Prior to ground-disturbing activities the project applicant shall take the following actions: • A minimum 75-meter (250-foot) buffer shall be provided around any active nest until fledging has occurred. Following fledging, owls may be passively relocated (use of one-way doors and collapse of burrows) by a qualified biologist. • If impacts to occupied (non-nesting) burrows are unavoidable, on-site passive relocation techniques, as approved by the CDFW, may be	Less than significant

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
		employed to encourage owls to move to alternative burrows outside of the impact area. • If relocation of the owls is approved for the site by the CDFW, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following: - The location of the nest and owls proposed for relocation. - The location of the proposed relocation site. - The number of owls involved and the time of year when the relocation is proposed to take place. - The name and credentials of the biologist who will be retained to supervise the relocation. - The proposed method of capture and transport for the owls to the new site. - A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control). - A description of efforts and funding support proposed to monitor the relocation.	
4.4.6.2 Riparian Habitat or Other Sensitive Natural Communities: The project would result in the loss of MSHCP Riverine Areas.	Potentially significant	**4.4.6.2A** Prior to the issuance of any grading permit for permanent impacts in jurisdictional features, the project applicant shall obtain a Clean Water Act Section 404	Less than significant

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Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
		permit and/or an Approved Jurisdictional Determination from the USACE, a Clean Water Act Section 401 permit from the RWQCB, and a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the CDFW. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies: 1. Off-site replacement and/or restoration of USACE/RWQCB jurisdictional "waters of the U.S."/"waters of the State" within the Santa Margarita Watershed at a ratio no less than 1:1 or within an adjacent watershed within Riverside County at a ratio no less than 2:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank. 2. Off-site replacement and/or restoration of CDFW jurisdictional streambed and associated riparian habitat within the Santa Margarita Watershed at a ratio no less than 1:1 or within an adjacent watershed at a ratio no less than 2:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
		credits at an agency-approved off-site mitigation bank. **4.4.6.2B** Prior to any development activity or the issuance of any permit or approval removing or encroaching upon oak trees on the project site (this generally includes the canopy drip-line of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes: 1. A survey showing the location of oak trees 5 inches or more in diameter at breast height (DBH), as defined by Public Resources Code Section 21083.4(a). 2. The removal of all oak trees 5 inches or more DBH height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three native oak trees of 5 gallons or larger size shall be planted for each oak tree removed that is greater than or equal to 5 inches DBH. The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
		are planted. 3. A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals. 4. Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the drip-line of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan. 5. Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.	
4.4.6.3 Jurisdictional Waters/Wetlands: The project would fill 0.07 acres of USACE/RWQCB jurisdictional drainages.	Potentially significant	Implementation of Mitigation Measure 4.4.6.2A	Less than significant
4.4.6.4 Wildlife Movement and Nesting/ Migratory Birds. The project site and surrounding area contain suitable nesting habitat for several	Potentially Significant	**4.4.6.4A** A pre-construction survey for nesting birds and migratory birds shall be conducted by a qualified biologist, no more than three (3) days prior to the	Less than significant

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Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
tree-, shrub-, and ground-nesting avian species, including the coastal California gnatcatcher.		initiation of construction activities. A qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether these activities have the potential to disturb or otherwise harm nesting birds. If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment at a minimum radius of 100 feet or 250 feet for raptors, around the nest). Alternative exclusion zones may be established through consultation with the CDFW and the USFWS. The exclusion zones shall remain in force until all young have fledged.	
4.4.7 Cumulative Biological Resources Impacts. The proposed project would not make a cumulatively considerable contribution to impacts on endangered or threatened species, riparian habitat or natural plant communities, jurisdictional waters, habitat fragmentation, wildlife movement, local policies and ordinances, or habitat conservation plans. There are no projects that would, in combination with the proposed project, produce a significant impact to non-listed sensitive species. Therefore, there are no significant cumulative impacts anticipated to occur that are associated with biological resources. With implementation of project-level mitigation measures, the project's contribution to cumulative biological impacts will be incremental and not be cumulatively considerable.	Less than significant	None required.	

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Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
4.5 Cultural and Paleontological Resources			
4.5.5.1 Historic Resources: No historic structures or above-ground features were identified during field survey or the archival records search.	No impact	No mitigation is required.	
4.5.5.2 Human Remains: While no evidence exists to suggest the project site has been used in the past for human burials, on-site construction could uncover previously unknown buried human remains. If human remains were discovered, compliance with California State Health and Safety Code § 7050.5 would be required.	Less than significant	No mitigation is required.	
4.5.6.1 Archaeological Resources: While no cultural resources have been identified or previously recorded within the project site, 18 prehistoric archaeological sites, historic archaeological site, or historic buildings have been identified within one-mile of the proposed development; therefore, a potential exists that development activities may result in the unanticipated discovery of such resources on-site.	Potentially significant	**4.5.6.1A** If, during grading or construction activities, archaeological resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archaeologist and the Pechanga and Soboba Bands (Tribes). Any unanticipated archaeological resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe(s) determine the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required by Mitigation Measure 4.5.6.1B. This mitigation measure shall be incorporated in all	Less than significant

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
		construction contract documentation. **4.5.6.1B** At least 30 days prior to seeking a grading permit, the project applicant(s) shall contact the Pechanga and Soboba Bands (Tribes) to notify the Tribes of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar and the Tribes to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but shall not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for the monitors; treatment and location of final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit. **4.5.6.1C** In the event agreement on the significance and/or mitigation of archaeological resources cannot be reached, these issues will be presented to the City of Wildomar Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of both the Pechanga and the Soboba Bands (Tribes). Notwithstanding any other rights available under the law, the Planning Director's decision shall be appealable to the City Council of Wildomar. In the event the significant resources are recovered and if	

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Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
		the qualified archaeologist determines the resources to be historic or unique as defined by relevant State and local laws, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4. **4.5.6.1D** All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by **Mitigation Measure 4.5.6.1B,** that are collected during the grading monitoring program and from any previous archeological studies or excavations on the project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to a curation facility, which meets the standards set forth in 36 CRF Part 79 for federal repositories. **4.5.6.1E** All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified archaeologist in consultation with the Tribe(s). To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4. **4.5.6.1F** To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
		impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural resources.	
4.5.6.2 Paleontological Resources: While no known fossil beds exist on the site, the Pauba Formation, which underlies the western portion of the site, has produced fossils near the project site.	Potentially significant	**4.5.6.2A** Prior to the issuance of a grading permit, the project applicant(s) shall identify the qualified paleontologist to the City of Wildomar who has been retained to evaluate the significance of any inadvertently discovery paleontological resources. If paleontological resources are encountered during grading or project construction, all work in the area of the find shall cease. The project applicant shall notify the City of Wildomar and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the paleontological resource's disposition to the City of Wildomar Planning Director. The recommendations shall follow procedures established by the Society of Vertebrate Paleontology (SVP) for assessment and mitigation of impacts to paleontological resources, which the Planning Director shall follow. The developer shall pay for all required treatment and storage of the discovered resources. **4.5.6.2B** A qualified paleontologist or paleontological monitor shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formational sediments of the Pauba Formation. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to	Less than significant

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
		temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. **4.5.6.2C** Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary. **4.5.6.2D** Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities. **4.5.6.2E** A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.	
4.5.7 Cumulative Cultural and Paleontological Resources: Since this region contains	Potentially significant	Implementation of the mitigation measures outlined in this document, and other CEQA documents for	Less than Significant

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
archaeological, historical, and paleontological resources that have been found in the past, future development in the surrounding region may affect these resources as well.		development projects in the area, will reduce cumulative impacts to cultural resources.	
4.6 Geological Resources			
4.6.5.1 Fault Rupture: The project is not located within an Alquist Priolo Earthquake fault zone, and all active faults in the vicinity of the project are located far enough away that they do not pose a threat from fault rupture.	Less than significant	No mitigation is required.	
4.6.5.2 Ground Shaking: The site could experience moderate to severe ground shaking during an earthquake. However, design and construction in accordance with the current California Building Code (CBC) requirements is anticipated to address the issues related to potential ground shaking.	Less than significant	No mitigation is required.	
4.6.5.3 Seismic-Related Ground Failure: Potential for landslides and subsidence at the site is considered low. While the site has a moderate liquefaction potential, remedial grading is expected to reduce liquefaction potential to a very low level.	Less than significant	No mitigation is required.	
4.6.5.4 Landslides and Rockfalls: The site has low potential for landslides and rockfalls due to the lack of steep, unstable hillsides at or near the site.	Less than significant	No mitigation is required.	
4.6.5.5 Soil Erosion or Loss of Topsoil: Soils at the project site generally have a moderate erosion potential. As the project would be required to adhere to the conditions detailed in the NPDES Permit, the project-specific SWPPP and a WQMP.	Less than significant	No mitigation is required.	
4.6.5.6 Unstable Soils: Remedial excavation and	Less than	No mitigation is required.	

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Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
grading under the project would address the potential for expansive soils on site.	significant		
4.6.5.7 Septic Tanks: Septic tanks will not be used by the project.	Less than significant	No mitigation is required.	
4.6.7 Cumulative Geological and Soil Impacts: As more development occurs in the project area, each project will be required to mitigate its own identified geologic and soil constraints. Therefore, the project will not make a significant contribution to any cumulatively considerable impacts regarding geology or soils.	Less than significant	No mitigation is required.	
4.7 Greenhouse Gas Emissions and Climate Change			
4.7.5.1 Greenhouse Gas Plan, Policy, Regulation Consistency: The project is consistent with State, regional, and local policies regarding climate change. Therefore, the project would not conflict with any plans or policies created for the purpose of reducing greenhouse gas emissions. Impacts are less than significant.	Less than significant	No mitigation is required.	
4.7.5.2 Greenhouse Gas Emissions: With mitigation and regulatory developments, the project's GHG reduction would exceed the AB 32 reduction target of 28.5 percent.	Potentially significant	Implementation of Mitigation Measures 4.3.6.1A–D.	Less than significant
4.7.7 Cumulative Greenhouse Gas and Climate Change Emissions: The project's greenhouse gas emissions would not exceed any established thresholds, nor would the project conflict with any plan established for the purpose of reducing greenhouse gas emissions. As a result, the project's contribute to Global Climate Change is not considered cumulatively significant.	Less than significant	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
4.8 Hazards and Hazardous Materials			
4.8.5.1 Routine Transport, Use, or Disposal of Hazardous Materials and Reasonable Foreseeable Upset and Accident Conditions: Some limited transport of potentially hazardous materials, such as gasoline, diesel fuel, paints, solvents, and fertilizers, may occur during construction of the project. Compliance with applicable City management plans regarding hazardous waste shall ensure these materials are handled safely.	Less than significant	No mitigation is required.	
4.8.5.2 Located on a List of Hazardous Materials Sites: Two Leaking Underground Storage Tanks (LUST) listings were identified with a half mile radius of the property. Considering the distance, status and the topographical relation to the project site, the LUSTs are not considered to be a recognized environmental condition in connection with the project.	Less than significant	No mitigation is required.	
4.8.5.3 Within Two Miles of a Private Airport or Within an Airport Land Use Plan or Within Two Miles of a Public Airport: The project is not located within two miles of a public airport or within an airport land use plan. The project is also not located in the vicinity of a private airstrip.	Less than significant	No mitigation is required.	
4.8.5.4 Existing or Proposed School: The project is not located within one-quarter mile of an existing or proposed school. The handling of hazardous materials or emission of hazardous substances, if present, would have to be in accordance with the Hazardous Materials Business Emergency Plan as required by applicable local, State, and Federal	Less than significant	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
standards, ordinances, and regulations.			
4.8.5.5 Conflict with Emergency Response Plans: The project will be designed, constructed, and maintained in accordance with applicable standards associated with vehicular access, ensuring that adequate emergency access and evacuation will be provided. Construction activities that may temporarily restrict vehicular traffic would be required to implement appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures.	Less than significant	No mitigation is required.	
4.8.5.6 Wildland Fire Risks: According to the Riverside County Land Information System and State Responsibility Area maps by CalFire, the project is not within a High Fire Area (subject to County Ordinance 787) or within any Fire Responsibility Area.	Less than significant	No mitigation is required.	
4.8.7 Cumulative Hazards and Hazardous Materials Impact: Significant cumulative impacts associated with the routine transport, use, and disposal of hazardous materials would not occur as these risks are largely site-specific and localized and therefore limited to the project site. The project would not combine with other projects to result in a cumulatively considerable impact with respect to potential hazards. Therefore, its contribution to any cumulative impacts related to hazards or hazardous materials is considered to be less than significant.	Less than significant	No mitigation is required.	
4.9 Hydrology and Water Quality			
4.9.5.1 Dam Inundation Impacts: The project is not located in a dam inundation zone or flood hazard area.	Less than significant	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
4.9.5.2 Seismic-Related Impacts: The project area is not at risk of inundation by a tsunami as it is located approximately 24 miles from the Pacific Ocean. The project site also not located near any enclosed body of water and could be subject to a seiche during a seismic event or hillside area making it susceptible to mudflows.	Less than significant	No mitigation is required.	
4.9.5.3 Groundwater: The project would reduce infiltration of storm water on site through the addition of impervious cover. The project is generally consistent with planned land uses in the project area and the use projection cited in the UWMP. The project site is not considered a groundwater recharge area by the City.	Less than significant	No mitigation is required.	
4.9.5.4 100-Year Flooding-Related Impacts: The project site is not at all within a 100-year flood zone.	Less than significant	No mitigation is required.	
4.9.6.1 Construction-Related Water Quality Impacts: Construction activities could increase sedimentation, erosion or increase sources of contamination, if not managed properly	Potentially significant	**4.9.6.1A** Prior to the issuance of grading permits, the project applicant shall submit evidence to the City that coverage under the SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ) has been obtained. As required by the General Permit, Project Applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of Wildomar, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval. The SWPPP shall identify pre- and post-construction Best Management Practices (BMPs) intended to prevent the release of sediment and pollutants into downstream waterways and comply with all other requirements of the General Permit. BMPs to be	Less than significant

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Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
		implemented may include (but shall not be limited to) the following: • Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary debris basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs are to be periodically inspected by the RWQCB during construction, and repairs would be made as required. • Materials that have the potential to contribute non-visible pollutants to storm water must not be placed in drainage ways and must be placed in temporary storage containment areas. • All loose soil, silt, clay, sand, debris, and other earthen material shall be controlled to eliminate discharge from the site. Temporary soil stabilization measures to be considered include: covering disturbed areas with mulch, temporary seeding, soil stabilizing binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Stockpiles shall be surrounded by silt fences and covered with plastic tarps. • The SWPPP shall include inspection forms for routine monitoring of the site during the construction phase. • Additional required BMPs and erosion control measures shall be documented in the SWPPP. • The SWPPP would be kept on site for the duration of project construction and shall be available to the	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
		local Regional Water Quality Control Board for inspection at any time.	
4.9.6.2 Operational-Related Water Quality Impacts: Runoff from developed surfaces may increase the pollution in stormwater runoff from the project site.	Potentially significant	**4.9.6.2A** Prior to the issuance of grading permits, the Project Applicant shall submit a final Water Quality Management Plan (WQMP) to the City of Wildomar, for review and approval, as required by SDRWQCB Order No. R9-2004-001 (MS4 Permit) and the current Riverside County Water Quality Management Plan for Urban Runoff. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. This measure shall be implemented to the satisfaction of the City Public Works Department and Planning Division as appropriate.	Less than significant
4.9.6.3 Drainage Pattern and Capacity-Related Impacts: Implementation of the project would result in the construction of impervious surfaces, increasing the amount of runoff at the site.	Potentially significant	Development of facilities detailed in the WQMP prepared pursuant to Mitigation Measure 4.9.6.2A	Less than significant
4.9.7 Cumulative Hydrology and Water Quality Impacts: Development within the watershed will result in an increase in impervious surfaces, changes in the type and density of land use, and corresponding changes in the amount and characteristic of runoff characteristics. Future development will be required to comply with the applicable requirements of the NPDES permit program and water quality standards Continued development within the Elsinore Valley will put additional pressure on water supplies from the local groundwater basins, including the Elsinore and Temescal Valley basins. The land uses proposed for the site do not vary substantially from	Less than significant	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
those that were projected during preparation of the UWMP. EVMMD plans to use a variety of water sources, including imported water from the State Water Project and Colorado River Aqueduct. EVMD's ability to import water would prevent significant groundwater depletion with cumulative project in its service area. The drainage system for the proposed project will be designed so that peak flows from post-development runoff are captured by landscape features and BMPs like infiltration basins, and treated prior their discharge into storm drains and water bodies. Similar requirements will be placed on all other development in the vicinity of the project site by the City.			
4.10 Land Use and Planning			
4.10.5.1 Physically Divide an Established Community: The project does not include any physical structures that would divide the surrounding community. The project will connect to existing roadway system, as well as the future extension of Yamas Drive.	No impact	No mitigation is required.	
4.10.5.2 Conflict with Applicable Land Use Plans, Policies, or Regulations (Local): Project is generally consistent with the goals, objectives, and policies of the City's General Plan and other regional plans. The proposed General Plan Amendment and Zoning Change would not significantly affect the goals and objectives of the General Plan because it would result in uses that are similar to those envisioned in the General Plan. The overall pattern of development planned for the	Less than significant	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
area along Clinton Keith Road would not change.			
4.10.5.3 Conflict with Any Applicable Habitat or Natural Community Conservation Plan: The project site is within the Elsinore Area Plan of Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). However, Project site is not within a cell, a designated cell group, or a subunit within the Elsinore Area Plan; therefore, conservation of land on the project site is not required pursuant to the MSHCP. The project does require compliance with the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2 of the MSHCP), the Guidelines Pertaining to the Urban/Wildlands Interface (Section 6.1.4 of the MSHCP), and the Burrowing Owl Survey Area (Section 6.3.2 of the MSHCP). The project is also within the Stephen's Kangaroo Rat Habitat Conservation Plan (SKR HCP) fee area. The project would therefore potentially conflict with provisions of the MSHCP and SKR HCP.	Potentially significant	Implementation of Mitigation Measures 4.4.6.1A-B, 4.4.6.2A-B and 4.4.6.4A.	Less than significant
4.10.7 Cumulative Land Use and Planning Impacts: The project would not have significant project-related impacts related to dividing an existing community, conflicts with applicable land use plans, policies, or regulations with approval of the proposed GPA or zone change, or conflict with an approved habitat conservation plan. While the project would represent a shift in land use designation for the project site, this shift does not represent a significant cumulative land use impact	Less than significant	No mitigation is required.	
4.11 Mineral Resources			
4.11.5.1 Loss of Statewide, Regional, or Locally	Less than	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
Important Mineral Resources: The site is within Mineral Resource Zone (MRZ)-3a, where mineral deposits are likely to exist but their significance is undetermined. The majority of Wildomar is also designated as MRZ-3a and occurs on similar geologic features. While it is possible that the site could yield mineral resources, the physical characteristics of the site provide no indication of a unique or valuable mineral resource. In addition, mining would be an incompatible land use with the surrounding residential neighborhoods. Therefore, impacts are less than significant.	significant		
4.11.7 Cumulative Mineral Resources Impacts: As population levels increase in the region, greater demand will be placed on mineral resources, especially sand and gravel. However, because the project site is not identified as a significant source of sand/gravel deposits or other mineral resources and development subsequent to the adoption of the proposed land use actions on any of the sites would not decrease the local or regional availability of mineral resources, potential future development of any of the sites would have no significant cumulative impacts on mineral resources.	Less than significant	No mitigation is required.	
4.12 Noise			
4.12.5.1 Airport Noise Impacts: The project is not located within two miles of an airport or private airstrip. Therefore, the proposed project would not have the potential to expose people to excessive noise levels from airport operations. Therefore, no significant noise impacts would occur regarding these issues from implementation of the proposed project.	Less than significant	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
4.12.5.2 Groundborne Vibration Impacts: Heavy construction equipment, such as large bull dozers, and haul trucks have the greatest potential of producing vibration impacts. The greatest potential vibration impacts would be experienced by the sensitive receptors located at the multifamily residences south of the project. The maximum potential vibration would be 75.6 VdB. The Federal Transit Administration's (FTA) maximum acceptable vibration standard is 80 VdB.As a result, the project site will not include nor require equipment, facilities, or activities that would result in a perceptible human response (annoyance). Impacts are less than significant.	Less than significant	No mitigation is required.	
4.12.5.3 Operational Noise Impacts: Based on representative noise measurements and the distance to on-site sensitive receivers (residential units), combined operational noise levels are projected to range from 50.4 to 51.2 dBA L_{eq}. While this level of operational noise would not exceed the City's daytime standard, the stated project activities will exceed the City's nighttime exterior noise standards of 45 dBA L_{eq} at the residential land uses within the project site. Based on the nature of uses (office and retail) of areas adjacent to the residential uses, parking lot and air conditioning unit activities would be limited during the sensitive nighttime hours of 10:00 p.m. to 7:00 a.m. While some parking lot vehicle movement may occur during nighttime hours, any such noise will likely be overshadowed by background traffic noise from Clinton Keith Road.	Less than Significant	No mitigation is required.	
4.12.6.1 Short-Term Construction Noise	Potentially	**4.12.6.1A** A noise mitigation plan shall be prepared and	Less than

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
Impacts: During this time, construction noise experienced by the closest sensitive receiver, 60 feet from the site, could reach up to 85.2 Leq dBA. The next closest receiver, at 147 feet away, could experience construction noise at levels up to 77.4 dBA.	significant	submitted to the City for review and approval prior to start of construction. The plan shall identify the location of construction equipment and how the noise from this equipment will be mitigated during construction of the project. Methods to mitigate construction noise may include (but shall not be limited to): - Install temporary noise control barriers, or equally effective noise protection measures, that provide a minimum noise level attenuation of 10 dBA when project construction occurs near existing noise-sensitive structures. The noise control barrier must present a solid face from top to bottom. The noise control barrier must be high enough and long enough to block the view of the noise source. Unnecessary openings shall not be made. The noise barriers must be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired - The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity. - During all project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receivers	Significant

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
		nearest the project site - The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the project site during all project construction. - The construction contractor shall limit haul truck deliveries to the same hours specified in the Clinton Keith Road (APN: 380-250-003) Traffic Impact Analysis with no more than 16 (two-way) haul trips per hour between 7:00 a.m. and 10:00 a.m., up to 30 (two-way) haul trips per hour between 10:00 a.m. and 2:00 p.m., and no more than 16 (two-way) haul trips per hour between 2:00 p.m. and 4:00 p.m. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings. **4.12.6.1B** Prior to approval of grading plans and/or issuance of building permits, plans shall include a requirement that noise-generating project construction activities shall occur between the permitted hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May (Section 9.48.020). The project construction supervisor shall ensure compliance with the requirement and the City shall conduct periodic inspection at its discretion. **4.12.6.1C** The construction contractor shall post a	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
		publicly visible sign with the telephone number and person to contact regarding noise complaints. The construction manager, within 72 hours of receipt of a noise complaint, shall either take corrective actions or, if immediate action is not feasible, provide a plan or corrective action to address the source of the noise complaint.	
4.12.6.2 Traffic Noise Impacts: Increased traffic on Yamas Drive would generate potentially significant increase in ambient noise. However, there are no off-site noise sensitive receivers adjacent to the segment of Yamas Drive. Traffic-noise at on-site residential uses may exceed interior noise levels established by the City.	Potentially significant	**4.12.6.2A** Buildings adjacent to Clinton Keith Road and Yamas Drive will require a Noise Level Reduction (NLR) of up to 24.3 dBA and a windows closed condition requiring a means of mechanical ventilation (e.g., air conditioning). In order to meet the City of Wildomar 45 dBA CNEL interior noise standards, the project plans shall include measures to achieve the following: - *Windows:* All windows and sliding glass doors shall be well fitted, with well weather-stripped assemblies and shall have a minimum sound transmission class (STC) rating of 27. Air gaps and rattling shall not be permitted. - *Doors:* All exterior doors shall be well weather-stripped solid core assemblies at least 1.25 inches thick. - *Roof: Roof sheathing of wood construction shall be well fitted or caulked* plywood of at least 0.5 inch thick. Ceilings shall be well fitted, well-sealed gypsum board of at least 0.5 inch thick. Insulation with at least a rating of R-19 shall be used in the attic space. - *Ventilation:* Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in	Less than significant

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
		use. A forced air circulation system (e.g., air conditioning) shall be provided which satisfy the requirements of the Uniform Mechanical Code.	
4.12.7 Cumulative Noise Impacts: Although it is not possible to predict if contiguous properties may be constructed at the same time, individual projects will be required to adhere to applicable provisions of the City's Municipal Code to offset temporary construction noise impacts. The project's anticipated traffic volumes were utilized to determine existing, Year 2018, and Year 2035 traffic noise. Exterior noise level increases will largely be at the driveways to the project site on Yamas Drive and remain below exterior noise level criteria, the project will not create a subst antial permanent increase in traffic-related noise levels or expose persons to noise levels in excess of the exterior noise level standards. On-site operational noises are individual occurrences and are not typically additive in nature. Noise sources would have to be adjacent to or in close proximity to one another in order for individual noise sources to intermingle. Similarly, noise receivers would also have to be adjacent to or in close proximity to the noise generators. It is reasonable to conclude the owner/operator/occupant of adjacent properties would adhere to applicable provisions of the City's Municipal Code related to operational and nuisance noise from their respective properties	Less than significant	No mitigation is required	
4.13 Population and Housing:			
4.13.5.1 Population Growth: The project will	Less than	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
develop high density housing within the City, which will contribute to the "fair share" of housing required under the RHNA. Since this housing will be used to satisfy the requirements of the RHNA, and the placement of housing is consistent with the General Plan, population increase as a result of the project is not considered substantial. Therefore, the project will not induce a population increase above which has been planned for by the City.	significant		
4.13.5.2 Displace Substantial Housing/People: The project site is currently vacant and undeveloped. Since the site is currently not used for any dwelling purposes, there is no potential for the project to displace people or housing.	No impact	No mitigation is required.	
4.13.7 Cumulative Population and Housing Impacts: While the project would generate approximately 157 jobs and 356 residents, this growth has been anticipated by the General Plan and therefore not considered substantial. The project would contribute to the City's "fair share" of housing required under the RHNA. Therefore, the project would not significantly contribute to a City or regional cumulative housing or population impact.	Less than significant	No mitigation is required.	
4.14 Public Services and Facilities			
4.14.1.5 Police Services: The project would incrementally increase demand for police services. Since the project would only incrementally increase population in the service area, no new or physically altered law enforcement facilities are required. Payment of City development impact fees would offset any increase in demand for police services. Impacts are therefore less than significant.	Less than significant	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
4.14.2.5 Fire Protection: Since the project would only incrementally increase population in the service area, no new or physically altered law fire-fighting facilities are required. The proposed project would be required to be designed, constructed, and operated per applicable fire prevention/protection standards established by the City. Payment of City development impact fees would offset any increase in demand for fire-fighting services. Impacts are therefore less than significant.	Less than significant	No mitigation is required.	
4.14.3.5 Schools: The proposed project would generate a total of approximately 37 new students, who would attend schools in the Lake Elsinore Unified School District. While the project would increase enrollment at LEUSD schools, the projected increase is within the capacity of the schools. In addition, the LEUSD imposes development fees to help fund improvements to their facilities. With the payment of development fees, the project would have a less than significant impact.	Less than significant	No mitigation is required.	
4.14.4.5 Other Public Facilities: The project will incrementally increase demand for other public facilities. It is reasonable to conclude the payment of required fees, taxes, and other payments by the owners/occupants of the proposed development would sufficiently offset any incremental increase in demand or use of these facilities.	Less than significant	No mitigation is required.	
4.14.5 Cumulative Public Services and Facilities Impacts: The project, along with other local development, will create an incremental need for public services. Payment of identified impact fees will help reduce potential service impacts to less	Less than significant	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
than significant levels, and the project will not make a significant contribution to any cumulative impacts on public services.			
4.15 Recreation and Parks			
4.15.5.1 Increased Use of Existing Recreational Facilities: The project would include 3.1 acres of open space. This exceeds the City requirement of 0.0066 acres per dwelling unit or a total of 1.07 acres. The project proponent would be required to pay the Quimby Act fee and the City's park Development Impact Fee (DIF).	Less than significant	None mitigation is required.	
4.15.5.2 New or Physically Altered Recreation and Park Facilities: Since the environmental effects for the project site, including recreation facilities, are included as part of the entire analysis of environmental effects in the EIR, the construction or expansion of such areas would not result in an adverse physical effect on the environment beyond those analyzed for the overall development of the project.	Less than significant	None required	
4.15.7 Cumulative Recreation and Parks Impacts: Implementation of the proposed project in combination with cumulative projects in the area would increase use of existing parks and recreation facilities. However, as future residential development is proposed, the City will require developers to provide the appropriate amount of parkland or pay the in-lieu fees, which will contribute to future recreational facilities. Payment of these fees and/or implementation of facilities on a project-by-project basis would offset cumulative parkland impacts by providing funding for new	Less than significant	None required	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
and/or renovated parks equipment and facilities. Therefore, the project would not contribute to a cumulative impact with respect to recreation facilities.			
4.16 Transportation and Traffic			
4.15.5.1 Air Traffic Patterns: The project does not include any use that would interfere with or alter air traffic volumes or otherwise affect air traffic patterns, nor does the project include any visual, electronic, or physical feature that would present a flight hazard to aircraft using Skylark Field or any other air facility	No impact	No mitigation is required.	
4.16.5.2 Design Features or Incompatible Uses: The design of project's circulation system does not include any sharp curves or dangerous intersections. Roadway improvements in and around the project site would be designed and constructed to satisfy all City requirements for street widths, corner radii, intersection control, site access requirements and internal circulation. As part of the City's standard plan check process, the final design of all roadways, intersections, and circulation within and adjacent to the project site would be reviewed by and subject to approval by City staff prior to issuance (as relevant) of any grading, construction, or occupancy permit.	Less than significant	No mitigation is required.	
4.16.5.3 Inadequate Emergency Access: The project would be designed, constructed, and maintained to provide required emergency/ evacuation access. As part of the development process, project plans will be submitted to law enforcement, fire protection, and/or other	Less than significant	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
emergency service providers (as appropriate) for review. Adherence to applicable existing requirements of the City, emergency service providers, and other agencies would reduce impacts associated with this issue to a less than significant level and no further discussion is required. The project is not expected to cause any significant impacts at study area intersections that may be used by emergency vehicles. With the installation of project improvements and full participation in the applicable fee programs, it is reasonable to conclude that the long-term emergency access features required for the project site and the City in general will be installed and appropriately maintained.			
4.16.5.4 Alternative Transportation: The project will install sidewalk improvements along Clinton Keith Road and the future extension of Yamas Drive to facilitate pedestrian access. In addition, the commercial component will be required to provide bicycle parking facilities pursuant to Section 17.188.060 of the Municipal Code. The project would be required to adhere to applicable City standards that support and/or facilitate alternative modes of transportation. Through the City's project review process, policies, plans, and/or programs, supporting alternative transportation would be reviewed and incorporated as applicable.	Less than significant	No mitigation is required.	
4.16.6.1 Conflict with Applicable Circulation Plan and Traffic and Level of Service Impacts –	Potentially significant	**4.16.6.1A Salida del Sol/Yamas Drive/Clinton Keith Road:** Install a traffic signal with protected left-turn	Less than significant

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
Existing Plus Project Condition: Under existing conditions one intersection will operate at an acceptable LOS (LOS D) during the p.m. peak hour. • Salida Del Sol/Yamas Drive/Clinton Keith Road (a.m. and p.m.). The addition of project traffic would increase peak hour trips such that the intersection would operate at an unacceptable LOS during both a.m. (LOS D) and p.m. (LOS E) peak hours. Consistent with City significant criteria.		phasing on the eastbound and westbound approaches of Clinton Keith Road and construct the intersection with the following geometrics: • Northbound Approach: One left-turn lane, one shared through/right-turn lane. • Southbound Approach: One left-turn lane, one shared through/right-turn lane. • Eastbound Approach: One left-turn lane, one shared through/right-turn lane. • Westbound Approach: One left-turn lane, one shared through/right-turn lane. The scope of required improvements at this location shall be reviewed and approved by the City Engineer and be consistent with all applicable City standards. **4.16.6.1B** Prior to the issuance of building permits, the project applicant shall submit evidence to the City that the Transportation Uniform Mitigation Fee (TUMF), Development Impact Fee (DIF), and/or fair-share contribution for the required improvements has been paid. As permitted by the City, payment of required fees may be offset by in-lieu fee credit derived by the applicant's installation of the improvement identified in **Mitigation Measure 4.16.6.1A**.	
4.16.6.2. Conflict with Applicable Circulation Plan and Traffic and Level of Service Impacts – Construction Traffic: Imported materials (soil) will be transported via dump trucks. Each truck will generate one inbound. To minimize the impact of construction truck traffic on the surrounding roadway network, it is recommended that trucks	Potentially Significant	**4.16.6.2A** Construction activity associated with soil import activities shall occur outside of the typical morning and evening peak commute hours (i.e., 7:00–9:00 a.m. and 4:00–6:00 p.m.). Prior to the issuance of grading permits, the project applicant shall submit to the City for review and	Less than Significant

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
utilize the most direct route between the site and I-15 via Clinton Keith Road. Soil import hauling activities would occur during off-peak hours (between 9:00 a.m. and 4:00 p.m.) in order to have minimal impact to the surrounding roadway network. Other construction traffic (e.g., equipment and building material delivery) may occur subject to the provisions of the Construction Management Plan.		approval, a Construction Traffic Management plan. Construction-related traffic (including soil import activity) shall operate on the routes and/or during the hours of operation defined in the Construction Traffic Management Plan.	
4.16.6.3. Conflict with Applicable Circulation Plan and Traffic and Level of Service Impacts – Opening Year (2018): Three intersections would operate at unsatisfactory LOS under the "Opening Year (2018)" condition: • George Avenue/Clinton Keith Road (LOS F during a.m. and p.m. peak hours); • Inland Valley Drive/Clinton Keith Road (LOS F during p.m. peak hour); and • Salida Del Sol/Yamas Drive/Clinton Keith Road (LOS F during a.m. and p.m. peak hours). The stated intersections operate at a deficient level both with and without the project. While the project would not result in an increase in the number of LOS-affected intersections, it will increase delay at these intersections by more than 5.0 seconds; therefore, the impacts at these intersections are significant.	Potentially Significant	**4.16.6.3A** Prior to the issuance of first occupancy permit, the project applicant shall submit evidence to the City that the Transportation Uniform Mitigation Fee (TUMF), and Development Impact Fee (DIF) payment for the following improvements have been made: • George Avenue/Clinton Keith Road: o Restripe the eastbound right-turn lane as a shared through/right-turn lane (TUMF/DIF); and o Construct a westbound shared through/right-turn lane (DIF). • Inland Valley Drive/Clinton Keith Road: o Construct an eastbound through lane (TUMF); and o Construct a westbound through lane (TUMF). • *As required by the City's Public Works Director:* o Provide traffic signal interconnection.	Less than Significant
4.16.6.4. Conflict with Applicable Circulation Plan and Traffic and Level of Service Impacts –	Potentially Significant	**4.16.6.4A** Prior to the issuance of first occupancy permit, the project applicant shall submit evidence to the	Less than Significant

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
General Plan Buildout (post-2035): The following intersections would operate at unsatisfactory LOS under the "General Plan Buildout (post-2035)" condition: • I-15 Northbound Ramps/Clinton Keith Road (LOS F during p.m. peak hours); • Salida del Sol/Yamas Drive/Clinton Keith Road (LOS F during a.m. and p.m. peak hours); • Yamas Drive/Prielipp Road (LOS E a.m. peak hour and LOS F p.m. peak hour); and • Elizabeth Lane/Prielipp Road (LOS F a.m. and p.m. peak hours). Compared to the "Without Project" condition, the project is not anticipated to cause any additional study area intersections to operate at an unacceptable LOS.		City that required Transportation Uniform Mitigation Fee (TUMF), Development Impact Fee (DIF), and/or fair-share contribution for cumulative project impacts have been made.	
4.16.6.5. Conflict with Applicable Circulation Plan and Traffic and Level of Service Impacts – Freeway Impacts. State highway facilities are anticipated to operate at unacceptable LOS without the project. Caltrans has exclusive control over State highway improvements and State highway improvements are, by and large, a matter of State-wide control. Although the project is not anticipated to directly result in an impact on the State facilities and these facilities would not meet Caltrans LOS standards even without development of the project, tthe addition of project traffic would contribute to these future deficiencies. This is a significant impact.	Potentially Significant	Because the City has no control over State facilities, and because the State facilities funded and planned to be developed under future traffic conditions are already anticipated to operate at LOS F even without the proposed project, there are no further improvements that can be imposed upon the project to mitigate its small cumulative contribution to significant impacts	Significant and Unavoidable

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
4.6.7. Cumulative Traffic Impacts: With the project-specific mitigation previously identified, project-related short-term and long-term impacts to intersections will be reduced to less than significant levels for "Existing with Project," "Opening Year (2018)," and "General Plan Buildout (post-2035)" conditions. As stated in Section 4.16.6.5, cumulative impacts related to State highway facilities are cumulatively significant	Potentially significant	For intersection and roadways, see Mitigation Measures 4.16.6.1.A-B, 4.16.6.2A, 4.16.6.3A and 4.16.6.4A. For freeway mainline impacts, no feasible mitigation exists.	Less than significant (Intersections and Roadways) Significant and Unavoidable (freeway)
4.17 Utilities and Service Systems:			
4.17.1.5.1 Water Supply and Water Treatment Facilities: Combined, the proposed uses would increase water demand by approximately 109,238 gpd (122.36 AFY). The EVMWD has identified a future target demand of 240 gpcd. Pursuant to Section 17.276.070 of the City's Municipal Code, future development allowed by the proposed General Plan is subject to the requirements of the EVMWD's Ordinance 185, which prohibits the waste or unreasonable use of water and encourages water conservation practices. Compliance with this ordinance is expected to reduce overall water demand. At the projected demand rate of 240 gpcd, the project would increase water demand within the EVMWD by 106,379 gpd or approximately 119.1 AFY. Based on its UWMP, the EVMWD's total potable water production capacity is currently 66,500 AFY, while the average production is 43,800 AFY. Since the project would use approximately 163.4 AFY per year, this would only incrementally increase demand and not require the construction of new	Less than significant	No mitigation is required	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
water treatment facilities or expansion of existing facilities.			
4.17.1.5.2 Storm Water Drainage Requirements: The site's proposed storm drain systems are analyzed as part of this EIR. In addition, the increase in impervious cover would increase stormwater runoff. Development would be required to implement Best Management Practices (BMPs) so that post-construction flows do not exceed pre-construction flows. Therefore, development of the project would not result in construction or expansion stormwater drainage facilities.	Less than significant	No mitigation is required.	
4.17.1.7 Cumulative Impacts to Water Supply Services: The EVMWD's UWMP indicates it can provide long-term water supplies to its service area, including the project area. The EVMWD would have water supplies for projected growth through 2035 in wet, dry, and multiple-dry years. Therefore, cumulative impacts to water supply would be less than significant.	Less than significant	No mitigation is required.	
4.17.2.5.1 Wastewater Treatment Requirements: It is anticipated that all wastewater generated by the proposed project would be routed to and treated by the Regional Water Reclamation Facility (WRF). Compliance with condition or permit requirements established by the City, and waste discharge requirements at the WRF would ensure that discharges into the wastewater treatment facility system from the operation of the proposed project would not exceed applicable San Diego RWQCB wastewater treatment requirements. Expected	Less than significant	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
wastewater flows from the proposed project will not exceed the capabilities of the serving treatment plant, so no significant impact related to this issue would occur.			
4.17.2.5.2 Wastewater Treatment Capacity, New or Expanded Wastewater Treatment Facilities, and/or Wastewater Conveyance Facilities: the project would generate approximately 53,300 gallons of wastewater per day. This increase is well within the current treatment capacity of the Regional WRF. The project's increase in wastewater is equal to 1.97 percent of the WRF's remaining capacity. As the WRF has sufficient capacity, the project would not require the construction of new wastewater treatment facilities. No wastewater conveyance facilities that would serve the project are currently operating near or over capacity, and the project would only incrementally increase demand for wastewater conveyance. Therefore, impacts to wastewater treatment and conveyance are less than significant impact and no mitigation is required.	Less than significant	No mitigation is required.	
4.17.2.7 Cumulative Impacts to Wastewater Facilities: The project would not have a cumulatively significant impact on wastewater infrastructure because the project would not require the expansion of existing infrastructure; only connections to existing infrastructure would be required by the project. By adhering to the wastewater treatment requirements established by the San Diego RWQCB through the NPDES permit, wastewater from the project site that is processed through the Regional Collection System would	Less than significant	None required	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
meet established standards. As the wastewater from all development within the service area of EVMWD would be similarly treated under the NPDES, no cumulatively significant exceedance of San Diego RWQCB wastewater treatment requirements would occur.			
4.17.3.5.1 Solid Waste Facilities: The project would generate approximately 205.81 tons of waste annually, or 1,243 pounds daily. The daily surplus capacity of El Sobrante Landfill is 9,663 tons. Project-generated waste would make up 0.0058 percent of daily surplus capacity at the landfill. As adequate daily surplus capacity exists at the receiving regional landfills, development of the project would not significantly affect current operations or the expected lifetime of the landfills serving the project area.	Less than significant	None required	
4.17.3.5.2 Solid Waste Reduction: The project would be required to comply with all applicable regulations for solid waste reduction, including AB 341, and AB 1327. The project could coordinate with the waste hauler to develop collection of recyclable materials for the project on a common schedule as set forth in applicable local, regional, and State programs. Therefore, a less than significant impact related to this issue would occur.	Less than significant	No mitigation is required.	
4.17.3.7 Cumulative Impacts to Solid Waste Services: Cumulative projects would result in increased generation of solid waste that would need to be processed at the El Sobrante and Lamb Canyon landfills, which have anticipated closure dates of January 2045 and April 2021, respectively.	Less than significant	No mitigation is required.	

Table 1.D: Grove Park Mixed-Use Project Environmental Impacts and Mitigation Summary

Issues/Impacts	Significance before Mitigation	Summary of Mitigation Measures	Significance after Mitigation
In addition to these landfills, five additional regional landfills are available to supplement disposal capacity. With planned expansion activities of landfills in the project vicinity and projected growth rates contained in the City's General Plan EIR, sufficient landfill capacity exists to accommodate future disposal needs through 2030. Therefore, development according to the City General Plan would not create demands for solid waste services that would exceed the capabilities of the County's waste management system. Impacts are less than significant.			

2.0 INTRODUCTION AND PURPOSE

This Environmental Impact Report (EIR) has been prepared utilizing information from City of Wildomar (City) planning and environmental documents, applicant-provided technical studies, and other publicly-available data. Alternatives to the proposed project are also discussed and mitigation measures that would offset, minimize, or otherwise avoid significant environmental impacts from the proposed project have been identified. This section of the EIR provides an overview of the California Environmental Quality Act (CEQA) process, outlines the document's format, summarizes public review of the EIR, describes the Mitigation Monitoring and Reporting Program (MMRP), identifies the environmental issues discussed in the EIR, and defines the parameters and data to be used in the analysis of cumulative impacts.

2.1 LEAD AGENCY

The City was incorporated on July 1, 2008, and is the "… public agency which has the principal responsibility for carrying out or approving the project." As such, it is the "Lead Agency" pursuant to *CEQA Guidelines* (Section 15367). CEQA requires the preparation of an EIR for any project that has the potential to significantly affect the environment.[1] Through its review, the City has determined the project may have a significant impact on the environment and therefore, has required the preparation of this EIR. CEQA requires the Lead Agency to prepare, process, and consider the information contained in the EIR prior to taking any discretionary[2] action on the project.

The EIR must be prepared directly by or under contract to the Lead Agency. LSA Associates, Inc. (LSA) has prepared this EIR under the direction of City staff. As permitted under *CEQA Guidelines* (Section 15084), when prepared by a party other than the Lead Agency, the EIR must be subjected to Lead Agency review and reflect the City's independent judgment.

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1 *CEQA Guidelines §15360*. "Environment" is defined as the physical conditions which exist within the areas that will be affected by a proposed project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. The area involved shall be that in which significant effects would occur either directly or indirectly as a result of the project. The "environment" includes both natural and man-made conditions.

2 *CEQA Guidelines §15357.* "Discretionary Project" is defined as a project that requires the exercise of judgment or deliberation when a public agency decides to approve or disapprove a particular activity, as distinguished from situations where the public agency merely has to determine where there has been conformity with applicable statutes, ordinances, or regulations.

2.2 OVERVIEW OF THE EIR PROCESS

CEQA Guidelines (Section 15002) states the basic purposes of the CEQA are to:

- Inform government decision-makers and the public about the potential significant environmental effects of proposed activities;
- Identify ways that environmental damage can be avoided or significantly reduced;
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governing agency finds the changes to be feasible; and
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

The Grove Park Mixed-Use Development envisions the development of approximately 55,000 square feet of retail/commercial and office uses and 162 multiple-family residential dwellings on 19.4 acres south of Clinton Keith Road, and satisfies the definition of a "project."

An EIR is an informational document used to inform public agency decision-makers and the public of the significant environmental effects of a project. The EIR contains a detailed description of the project under consideration, establishes the existing environmental conditions of the project site and adjacent areas, assesses the environmental effects that would result from the project, identifies measures to reduce or eliminate significant environmental impacts, and evaluates alternatives that may reduce the impacts associated with project development.

The standard[1] for EIR adequacy requires analysis that presents an adequate, complete, and good faith effort to provide decision-makers with the information to intelligently consider the environmental consequences of the project under consideration. While not requiring exhaustive evaluation, the EIR must include a "reasonably feasible" assessment of project impacts. Where disagreement amongst experts occurs, the EIR must detail the main points of disagreement.

The Draft EIR is distributed to public agencies and made available to the general public for review and comment. Upon completion of the public comment period, the Lead Agency prepares responses to comments received and, as appropriate, revises the EIR to accommodate minor corrections or modifications to the Draft EIR. The revised document, the Final EIR, must be certified by the Lead Agency's prior to or in conjunction with the decision to approve the project.

[1] *CEQA Guidelines §15151*.

The City and other agencies with the authority or responsibility to issue permits related to the project "responsible agencies"[1] will consider the information contained in this EIR in their evaluation of the project. The information presented in the EIR does not serve to control the decision(s) related to the project; rather, it is provided to foster informed decision-making and appropriate public participation.

2.3 EIR CONTENT AND FORMAT

To assist the reader's review of the document, the EIR is organized as follows:

Section 1.0 *Executive Summary* provides a summary of the project; identifies potentially significant impacts, mitigation measures, and the level of significance of each impact following mitigation; and project alternatives.

Section 2.0 *Introduction and Purpose* outlines the EIR document's format including technical appendices; describes the purpose of the EIR including the legal purpose of CEQA, the intended use of EIR, and the EIR's incorporated documents and referenced technical reports; summarizes the public review of the EIR to date; identifies environmental issues that are discussed; and defines the cumulative analysis provided in the EIR.

Section 3.0 *Project Description* details the geographical setting, project location, project setting, applicable land use and zoning designations, project characteristics, project objectives, and discretionary actions required to implement the proposed project.

Section 4.0 *Environmental Impact Evaluation* provides the detailed analysis of each environmental issue. Each evaluation of each issue follows the following format:

- *Summary.* Provides an introduction to the issue to be discussed, summarizing the content of the analysis to follow. This section will identify the specific reference material utilized in the environmental analysis.
- *Existing Setting*. Identifies the existing local and regional environmental conditions (natural and man-made) in existence at the time the EIR was prepared. Existing setting information provides the reader with the "baseline" from which future impacts

[1] *CEQA Guidelines §15381.* "Responsible Agency" means a public agency which proposes to carry out or approve a project for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration and includes all public agencies other than the Lead Agency that have discretionary approval power over the project. Examples include the Regional Water Quality Control Board(s), South Coast Air Quality Management District, and the California Department of Fish and Wildlife.

are analyzed, and provides a standard against which to measure these impacts.

- *Existing Policies and Regulations.* Details the local, State, and Federal regulations, ordinances, and policies applicable to the issue area under discussion.
- *Methodology*. A brief summary of the methods and resources utilized in the preparation of the environmental analysis.
- *Thresholds of Significance*. Provides the criteria against which the relative significance of impacts resulting from project implementation are determined.
- *Impacts and Mitigation.* This discussion focuses on the potential short-term, long-term and cumulative impacts of the project. For these issues where no impact or a less than significant impact would occur, either no mitigation would be required or adherence to established regulations, standards, and policies would reduce sufficiently mitigate project impacts.

  For impacts determined to be significant, the measure(s) to reduce or eliminate the impact, as well as the level of impact upon implementation of any such measure(s), will be identified. Impacts that cannot be reduced to a less than significant level will be identified as "significant."
- *Cumulative Impacts.* This discussion focuses on the potential environmental effect of the proposed project combined with the effects of reasonably foreseeable cumulative projects within the project study area.

Table 1.D provides a comprehensive inventory of project impacts.

Section 5.0 *Other CEQA Topics* contains discussions of additional topics required by CEQA, including effects found to be significant and unavoidable, irreversible environmental changes caused by the project, and a discussion of project energy usage.

Section 6.0 *Alternatives* contains discussion of alternatives to development of the proposed project. As allowed by CEQA, the impacts of these alternatives are evaluated at a more general level than the analyses of the proposed project that is contained in Section 4.0. This section also evaluates the proposed effects of the No Project Alternative and identifies the environmentally superior alternative.

Section 7.0 This section identifies the references used in the preparation of the EIR, the persons contacted, and the other source material.

Section 8.0 This section identifies City and Consultant staff who participated in the preparation and review of the EIR.

Section 9.0 This section defines the acronyms and abbreviations used in the document, and definitions of terms used, including those specific to the project.

Appendices The Appendices contain the Notice of Preparation (NOP), NOP mailing list, NOP comment letters and responses, public scoping meeting information; the various technical studies that support the EIR analysis; referenced materials; and other relevant material utilized during the preparation of the EIR.

2.4 AREA-WIDE, REGIONALLY, OR STATEWIDE SIGNIFICANT PROJECT

CEQA Guidelines Section 15206 establishes the criteria for identifying projects of statewide, regional, or area-wide significance. Projects that include the adoption or amendment of a local general plan or general plan element or cause significant impacts (e.g., significant amounts of traffic or exceedance of State or Federal air quality standards) beyond the boundary of the jurisdiction in which the project is located are representative conditions that would be considered of area-wide, regional, or statewide significance. The EIR for such projects must be sent to the State Clearinghouse and the appropriate metropolitan area council of governments for review and comment.

The project proposes an amendment to the City's General Plan and is considered a regionally significant project; therefore, the EIR will be transmitted to the State Clearinghouse and the Southern California Association of Governments (SCAG), for review and comment.

2.5 DOCUMENTS INCORPORATED BY REFERENCE

CEQA Guidelines (Section 15150) permits the incorporation by reference of portions or all of other documents that provide information relevant to the project and the environmental analysis. Documents incorporated by reference must be available for public review at an office of the Lead Agency or other public building. The documents identified below are incorporated by reference, and where relevant, the information therein has been summarized throughout the EIR.

2.5.1 City of Wildomar Documents

- *City of Wildomar General Plan, 2008.*
- *City of Wildomar General Plan* Land Use Map, January 2014.
- City of Wildomar Zoning Map, amended December 2013.
- *City of Wildomar Municipal Code* (various chapters).

2.5.2 Technical Studies

A number of technical project-related reports have been prepared to assess specific issues that may result from the construction and operation of the project. As relevant, the EIR analysis is supported by information obtained from the following technical studies, which have been included as appendices to this EIR.

- *Clinton Keith Road (APN: 380-250-003) "Grove Park" Air Quality Impact Analysis, City of Wildomar,* Urban Crossroads, March 2, 2015. (Appendix B)
- *Biological Resources Assessment and Western Riverside County MSHCP Consistency Analysis, Clinton Keith Road APN 380-250-003*, PCR, November 2013. (Appendix C-1)
- *Determination of Biologically Equivalent or Superior Preservation, Grove Park APN 380-250-003,* PCR, January 2015. (Appendix C-2)
- *Cultural Resources Assessment, Clinton Keith Property (Grove Park Project), Wildomar, Riverside County, California,* BCR Consulting, LLC., March 9, 2015. (Appendix D)
- *Preliminary Geotechnical and Fault Rupture Hazard Investigation, Grove Park , APN 380-250-003 SW Corner Clinton Keith Road & Yamas Drive, Wildomar, California*, Geogon West, Inc., February 24, 2015. (Appendix E)
- *Clinton Keith Road (APN: 380-250-003) "Grove Park" Greenhouse Gas Analysis, City of Wildomar*, Urban Crossroads, March 2, 2015. (Appendix F)
- *Phase I Environmental Site Assessment, APN 380-250-003 and 380-250-023, Wildomar, CA*, Hillmann Consulting, August 31, 2012. (Appendix G)
- *Preliminary Hydrology and Hydraulics Study for Grove Park, City of Wildomar, California*, JLC Engineering and Consulting, Inc., March 16, 2015. (Appendix H-1)
- *Project Specific Water Quality Management Plan, Grove Park*, JLC Engineering and Consulting, Inc., February 27, 2015. (Appendix H-2)
- *Clinton Keith Road (APN: 380-250-003) "Grove Park" Noise Impact Analysis, City of Wildomar*, Urban Crossroads, March 11, 2015. (Appendix I)
- *Clinton Keith Road (APN: 380-250-003) "Grove Park" Traffic Impact Analysis, City of Wildomar*, Urban Crossroads, (revised) March 5, 2015. (Appendix J-1)
- *Grove Park Supplemental Freeway Segment and Ramp Section Operations Analysis*, Urban Crossroads, March 6, 2015. (Appendix J-2)

The documents incorporated by reference in this EIR are available for review at the following location:

Wildomar City Hall
Planning Department
23873 Clinton Keith Road, Suite 201
Wildomar, California 92595
Monday–Thursday 8:00 a.m.–5:00 p.m. (closed Fridays)

2.6 PUBLIC REVIEW PROCESS

2.6.1 Notice of Preparation

An Initial Study was not prepared for the project. Due to the nature and size of the proposed project, the EIR work effort skipped directly to the circulation of the NOP. The NOP was distributed to the State Clearinghouse, as well as agencies and organizations that may provide comment on the proposed project and the potential environmental impacts that may result from the construction and operation of the proposed on-site uses.

The NOP was distributed on December 22, 2014, for a 35-day review period ending on January 26, 2015. To reflect potential changes to the project, a second NOP was distributed on June 11, 2015, for a 30-day public review period ending July 13, 2015.

Comments received during the public review of the NOPs are detailed in previously referenced Table 1.B and were utilized to identify potential impacts addressed in Section 4.0 of this EIR.

2.6.2 Public Scoping Meeting

A public scoping meeting was held was held on January 19, 2015, at 6:00 p.m. at Wildomar City Hall to determine the scope and content of the environmental analysis contained in the EIR. City staff, the project applicant, and the EIR consultant were present during this meeting to provide information regarding the project and collect public comment. A second public scoping meeting was held on June 29, 2015. Table 1.C provides a summary of the comments received during each public scoping meeting.

2.6.3 Tribal Consultation

As the project includes a General Plan Amendment, consultation with Native American Tribal Government(s) pursuant to applicable provisions of *Local and Inter-Governmental Consultation* (Senate Bill [SB] 18) is required. The City formally contacted the Pechanga Band of Luiseño Indians (Pechanga Band) for the SB 18 consultation meeting on April 1, 2015. The Pechanga Band and the Soboba Band of Luiseño Indians (Soboba Band) have additionally responded to the NOP distributed for the project. While Native American consultation is not a CEQA issue, as

appropriate, issues raised during consultation with local Native American governments have been incorporated into the EIR.

2.6.4 Draft Environmental Impact Report

This EIR was distributed to responsible and trustee agencies, other affected agencies, and interested parties. Additionally, in accordance with Public Resources Code Section 21092(b)(3), the EIR has been provided to all parties who have previously requested copies. The Notice of Completion (NOC) and Notice of Availability (NOA) of the EIR have been distributed as required by CEQA. During the 45-day public review period, the Draft EIR and technical appendices have been made available for review. The Draft EIR will be available for review on the City's website (http://www.cityofwildomar.org/environmental-documents.asp) and at City Hall, Planning Department during the public review period.

Written comments and email comments related to this EIR should be addressed to:

Matthew C. Bassi
Planning Director
23873 Clinton Keith Road, Suite 201
Wildomar, California 92595
Phone: (951) 677-7751 x 213
Email: mbassi@cityofwildomar.org

After the 45-day public review period, written responses to all comments on the Draft EIR raised will be prepared. These responses will be available for review for a minimum of 10 days prior to the public hearings before the City's Planning Commission and City Council, at which time the certification of the Final EIR will be considered. The City will respond as appropriate to comments made at public hearings on the project and this EIR. The Final EIR (which will include the Draft EIR, the public comments and responses to the Draft EIR, and findings) will be included as part of the environmental record used during the consideration of the project by the City decision-makers.

2.7 MITIGATION MONITORING AND REPORTING PROGRAM

An MMRP will be prepared for this EIR to comply with the requirements of State law (Public Resources Code Section 21081.6). When mitigation measures are required to avoid or reduce the severity of significant impacts, State law requires the adoption of an MMRP. The monitoring program is intended to ensure compliance during implementation of the program. An MMRP will be adopted by the City Council concurrent with certification of the Final EIR for the proposed project.

2.8 CUMULATIVE IMPACTS

2.8.1 Definition of Cumulative Impact

CEQA defines cumulative effects as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts" (*State CEQA Guidelines* Section 15130). The *Guidelines* further state that the individual effects can be the various changes related to a single project or the changes involved in a number of other closely related past, present, and reasonably foreseeable future projects (Section 15335). Substantial changes are anticipated to occur as the result of the increase in residents and employment growth of the proposed project, as well as growth in population, housing, and employment from development of other projects in the City of Wildomar and the surrounding region. Section 15130 of the *State CEQA Guidelines* requires that an EIR include a discussion of the potential cumulative impacts of a proposed project. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period of time. With respect to the analysis of cumulative impacts, CEQA generally requires the following:

(a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

Pursuant to *CEQA Guidelines*, Section 15130, the assessment of cumulative impacts contained in EIRs is typically based on either: (i) past, present, and probable future projects, which are either approved or being considered for approval by the City or other municipalities (or anticipated to be submitted for consideration, including projects in the design phase or under construction); or (ii) growth projections set forth in regional plans, including regional modeling plans.

Table 2.A summarizes data provided by the City Planning Department pertaining to potential development projects that could contribute to cumulative environmental impacts.

Table 2.A: Cumulative Projects List

Map #[1]	Address	Land Use[2]	Size	Status
1	Lennar Residential (TTM 36497, APN: 380-280-004, 380-280-009 to 380-280-012)	SFDR	67 DU	Approved (Not Yet Under Construction)
2	Lesle Tract Map (TTM 36519, APN: 367-170-029)	SFDR	10 DU	Approved (Not Yet Under Construction)
3	CV Communities (TTM 25122, TTM 32078, APN: 380-080-008,380-080-009, 380-140-001)	SFDR	157 DU	Approved (Not Yet Under Construction)
4	Lennar North Ranch (TTM 32535, APNs: 380-110-005, 380-120-001 & -002, 380-100-004 through -006, 380-130-018	SFDR	84 DU	Approved (Not Yet Under Construction)
5	Rancon Medical & Retail Center (PM 36492, APN: 380-250-022) 3	Business Park General Office Medical Office Shopping Center Fast Food Restaurant w/ Drive through	267,450 SF 45,000 SF 33,400 SF 17,100 SF 3,000 SF	Active (in Process/Not Approved)
6	Cornerstone Church Pre-School Expansion (PUP No. 778) 4	Pre-School/Daycare	180 STU	Active (in Process/Not Approved)
7	Elm Street Subdivision (TTM 33840, APN: 376-043-027)	SFDR	14 DU	Active (in Process/Not Approved)
8	Wildomar Walmart	Free-Standing Discount Superstore Specialty Retail Fast Food Restaurant w/ Drive through	200,000 SF 3,900 SF 3,900 SF	Active (in Process/Not Approved)
9	McVicar Residential Project (TTM 32035, APN: 380-040-005, 380-040-007, 380-040-008, 380-040-012)	SFDR	49 DU	Active (in Process/Not Approved)
10	Inland Valley Medical (Case No. 08-0062, APN: 380-250-001, 380-250-012,3 80-250-013, 380-250-013, 380-250-015, 380-250-017)	Medical Office	39,000 SF	NA

Table 2.A: Cumulative Projects List

Map #[1]	Address	Land Use[2]	Size	Status
11	Auto Zone Retail Center (Case No. 10-0101, APN: 380-120-003, 380-120-004)	Automobile Parts Sale	29,767 SF	NA
12	Hoover Ranch Project (TTM 31895, APN: 380-160-020)	SFDR	51 DU	NA
13	Westpark Promenade Development (TPM 36122, APN: 376-410-013, 376-410-023, 376-410-025)	Apartments Shopping Center	322 DU 86,000 SF	Active (in Process/Not Approved)
14	Sienna Apartment Project (Case No. 13-0089, APN: 380-290-029)	Apartments	180 DU	Active (in Process/Not Approved)
15	Baxter Village Mixed Use	Commercial SFDR Apartments	75,000 SF 66 DU 204 DU	Active (in Process/Not Approved)
16	Prielipp Residential Development (APN: 380-250-023)	Multifamily Assisted Living	140 DU 86 DU	NA
17	Sehremelis PAR (TTM 29426, APN: 367-250-007)	SFDR	80 DU	NA
18	Spring Meadow Ranch PAR (Case No. 12-0399)	SFDR Community Center Area Open Space	1,192 DU 5.0 AC 42.0 AC	Active (in Process/Not Approved)
19	Subway (Case No. 10-0222, APN: 366-390-026, 366-390-027)	Specialty Retail	10,500 SF	Approved Under Construction
20	Orange Bundy (TPM 30522, APN: 367-100-024, 367-100-026)	Retail Fast Food Restaurant with Drive through Gas Station with Market	79,497 SF 1,500 SF 6 VFP	Approved (Not Yet Under Construction)
21	Oak Creek Canyon (Case No. 11-0261, TTM 36388)	SFDR Pharmacy Gas Station with Market and Car Wash Specialty Retail	275 DU 14,469 SF 8 VFP 2,550 SF	Approved (Not Yet Under Construction)
22	Bundy Canyon Plaza (Case No. 08-0179, TPM 32257, APN: 367-100-019)	Retail Fast Food with Drive through Gas Station with Market	33,800 SF 6,200 SF 12 VFP	Approved Under Construction
23	Lennar Homes Andalusia I (Case No. 12-0015, TTM 30839, 30939)	SFDR	55 DU	Approved Under Construction

Table 2.A: Cumulative Projects List

Map #[1]	Address	Land Use[2]	Size	Status
24	Meritage Homes (Case No. 11-0099, TTM 31499)	SFDR	74 DU	Approved Under Construction
25	Lennar Homes Andalusia 1 (Case No. 12-0401, TTM 31837, APN: 380-410-001 to 380-410-019, 380-411-001 to 380-411-025)	SFDR	44 DU	Approved Under Construction
26	Stable Lanes Retail Center (Case No. 08-0166, APN: 380-120-012, 380-120-013)	Commercial/Retail Daycare Facility	20,894 SF 9,305 SF	Approved Under Construction
27	Wildomar Square Retail Center (Case No. 08-0072, PM 36080, APN: 380-110-045)	Shopping Center	46,600 SF	Approved Under Construction
28	Rancon Monte Vista Residential (TTM No. 31409, APN: 367-110-007, 367-110-008)	SFDR	126 DU	Approved (Not Yet Under Construction)
29	Oak Springs Ranch Specific Plan No. 340	SFDR Apartments	103 DU 312 DU	NA
30	Diversified Pacific Homes (APN: 362-240-020, 023,029,031, and 032)[2]	SFDR	51 DU	Approved (Not Yet Under Construction)
31	Pacific Cove Inv. (APN: 367-140-007 and 367-140-011)[2]	SFDR Commercial/Office	70 DU TBD	Approved (Not Yet Under Construction)
32	Beazer Homes (APN: 380-060-007 and 380-060-008)[2]	SFDR	108 DU	Approved (Not Yet Under Construction)
33	Sycamore Academy Charter School[2]	Educational/Institutional	28,000 SF/401 STU	Active (In Process/Not Approved)
34	Space Creations Office and Daycare Facility (DPO-004-220)	Office Daycare	17,400 SF 15,350 SF	NA
35	Bear Creek Residential Development (DPA-011-3032)	SFDR Condominium/Townhouse	11 DU 90 DU	NA

Table 2.A: Cumulative Projects List

Map #[1]	Address	Land Use[2]	Size	Status
	TOTAL	SFDR Apartments/Condos Commercial/Retail Fast Food/Restaurants Gas Station General/Medical Offices Community/Open Space Area Day Care/Educational	2,687 DU 1,248 DU 620,077 SF 14,600 SF 26 VFP +402,250 SF 47 AC 52655 SF/ 581 STU	
	PROPOSED PROJECT	Multifamily Residential Commercial/Retail/Office	162 units 55,000 SF	

Sources: Grove Park Traffic Impact Study (Appendix J) and City of Wildomar Planning Department, Active Development Projects, May 2015.

1 See Figure 2.1.

2 Projects not included in the traffic study.

Notes: SF = square feet, DU = dwelling units, STU = students, VFP = vehicle fueling positions, TBD = to be determined, SDFR = single-family detached residential, AC = acre, NA = Not Available

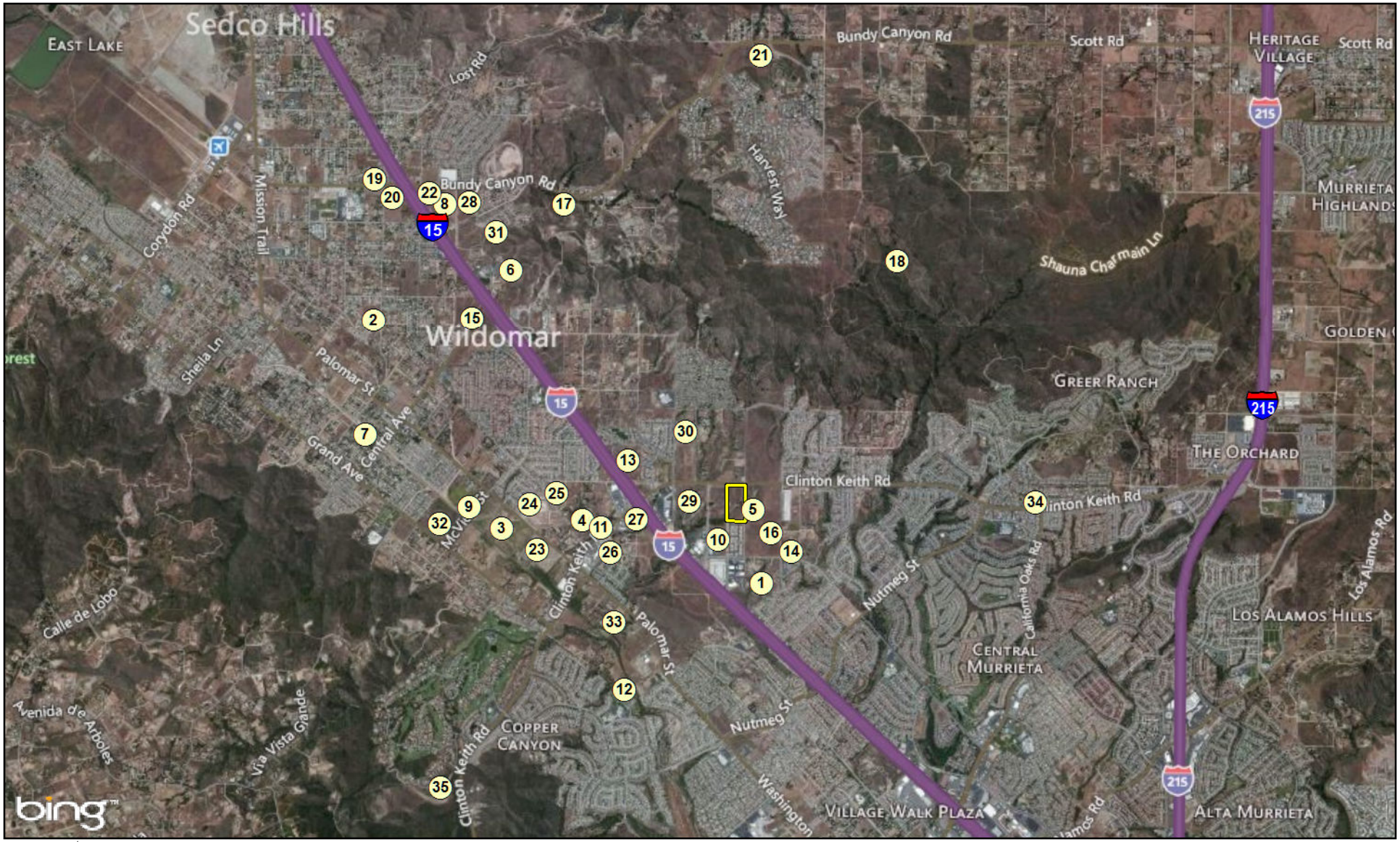
Figure 2.1 details the locations of the cumulative projects.

It is expected that the cumulative impact analysis set forth in this EIR will be conservative and would tend to overstate cumulative impacts. The significance of a cumulative impact may be greater than the effects resulting from the individual actions if the effects of more than one action are additive.

Because of the nature of individual environmental factors, the cumulative area for each issue addressed in this EIR may not be identical. For example, the cumulative universe for air quality impacts is reasonably assumed to be the entire South Coast Air Basin, which is much larger than the cumulative universe for public service impacts (i.e., the service area of the various service providers). Criteria for evaluating the significance of adverse effects are identified for each environmental issue in Section 4.0. These criteria, which are based on resource sensitivity, quality, and quantity, are also instructive when evaluating whether the environmental effect resulting from implementation of a particular project is cumulatively considerable. The timing and duration of each activity is also an important consideration for evaluating the potential cumulative effects of activities that may occur only for a limited period. In such cases, a cumulative effect may occur only when two or more of the activities are occurring simultaneously.

The cumulative discussion for each environmental issue evaluates the proposed project together with (i) the reasonably foreseeable potential effects of other closely related past, present, and reasonably foreseeable or probable future development in the area of the project, and (ii) growth projections set forth in regional plans. Implementation of the mitigation measures identified in each section of the EIR will reduce the cumulative impact of the project to the extent feasible. In many cases,

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Project Boundary

Cumulative Projects

N

0 2,500 5,000

FEET

SOURCE: Bing Aerial, 2010; City of Wildomar, 2014

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FIGURE 2.1

Grove Park Mixed-Use Development
Environmental Impact Report

Cumulative Projects

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the mitigation measures result in reducing the project's cumulative impact to a less than significant level. The analyses indicate to what degree the project makes a significant contribution to cumulatively considerable impacts for each environmental issue (air quality, noise, traffic, etc.). It should be noted that the project Traffic Impact Analysis (TIA) used this same list of cumulative projects to estimate potential traffic impacts over time on local roadways and intersections (see Section 4.16, *Transportation and Traffic*). The traffic data in turn were used as a basis for modeling air quality and greenhouse gas emissions (see Sections 4.3, *Air Quality* and 4.7 *Greenhouse Gas and Global Climate Change*) and noise (see Section 4.12, *Noise*).

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3.0 PROJECT DESCRIPTION

3.1 OVERVIEW

The information in this section is provided pursuant to CEQA Guidelines (Section 15124) governing the identification of the project's location, features, and project objectives at a level of detail sufficient to evaluate environmental impacts.

3.2 PROJECT LOCATION

The project site is located in the southern portion of the city, within southwestern Riverside County. The rectangular-shaped parcel is located directly south of Clinton Keith Road, which intersects Interstates 15 and 215 (I-15 and I-215) approximately 0.85 mile west and 3.35 miles east of the site, respectively. The intersection of Clinton Keith Road and Salida Del Sol is at the northeastern corner of the site, while undeveloped property is located east of the site (Figure 3.1).

The approximately 19.4-acre project site currently consists of a single parcel (Assessor's Parcel Number [APN] 380-250-003) located in Section 31, Township 6 South, Range 3 West (San Bernardino Base and Meridian). The topography of the project site consists of gently rolling hills, sloping gently in a northeast to southwest direction. Elevations on site range from approximately 1,380 feet above mean sea level (amsl) along the northern boundary to approximately 1,330 feet above amsl along the southwestern boundary.

3.3 EXISTING LAND USE AND LAND USE DESIGNATIONS

The following discussion summarizes existing and adjacent land uses on site and in the project area and identifies the existing General Plan and zoning designations in the project area.

3.3.1 Existing Land Uses

3.3.1.1 Existing On-Site Conditions

The project site is undeveloped and consists primarily of disturbed fallow agricultural fields, with a smaller component of native vegetation dominated by California buckwheat (*Eriogonum fasciculatum*), California sagebrush (*Artemisia californica*), chamise (*Adenostoma fasciculatum*), and coast live oak (*Quercus agrifolia*). The project site supports four ephemeral drainage features and an earthen-bermed basin

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FIGURE 3.1

N

0 750 1,500

Feet

SOURCE: Google Earth, 2013; Riverside County, 2014.

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Grove Park Mixed-Use Development
Environmental Impact Report

Regional and Project Location

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at the southwest corner of the project site. Artificial disturbances consist of recent mechanical disking, trenches excavated for geotechnical studies, and some modern trash dumping. No structures are located within the boundaries of the project site.

3.3.1.2 Adjacent

Santa Rosa Apartments, a multiple-family residential apartment development, is located directly south of the project site, while undeveloped land is located to both the east and west. Scattered rural residential uses are located north of Clinton Keith Road. In the project area, commercial/retail development is located farther to the west, adjacent to I-15. The Inland Regional Medical Center, medical office uses, and other office uses are located farther southwest and south of the project site along Inland Valley Drive and Prielipp Road. Residential development occurs on either side of Clinton Keith Road to I-215. The existing on-site and adjacent land uses are summarized in Figure 3.2 and Table 3.A.

Table 3.A: Existing On-site and Adjacent Land Uses and Land Use Designations

Location	Current Land Use	General Plan Land Use Designation	Zoning
On site	Undeveloped	Business Park (BP) & Highest Density Residential (HHDR)	Rural Residential (R-R) & Planned Residential (R-4)
North	Undeveloped & Rural Residential	Business Park	R-R & I-P (Industrial Park)
South	Multiple-family Residential	Very High Density Residential (VHDR)	R-3 (General Residential)
East	Undeveloped	Business Park	R-R & I-P
West	Undeveloped	Commercial Retail	C-P-S (Scenic Highway Commercial)

Sources: City of Wildomar General Land Use Map, January 2014; City of Wildomar Zoning Map, January 2015.

3.3.2. Existing General Plan Land Use Designations

The City's General Plan is the blueprint for future growth and development. The General Plan identifies the City's goals with respect to both built and natural environments, and establishes the policies and implementation measures to achieve the stated goals.

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FIGURE 3.2

N

Project Site

0 250 500

FEET

SOURCE: Google Earth, 2013; Riverside County, 2014.

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Grove Park Mixed-Use Development
Environmental Impact Report

On-site and Adjacent Land Use

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3.3.2.1 On-site

As detailed in previously referenced Table 3.A, the northern 10 acres of the project site is designated for Business Park (BP) uses in the City's General Plan. The Business Park designation envisions the development of "… Employee intensive uses, including research & development, technology centers, corporate offices, 'clean' industry and supporting retail uses."[1] The southern portion of the site is designated Highest Density Residential (HHDR), which anticipates the development of multi-storied, multiple-family residential development (apartments and/or condominiums) at a density of 20 or more units per acre.

3.3.2.2 Adjacent

The Commercial Retail (CR) designation to the west anticipates the development of local and regional serving retail and service uses, while the Very High Density Residential (VHDR) designation to the south is assigned to areas for single-family attached residences and multi-family dwellings (14–20 dwelling units per acre). Parcels to the north and east are assigned the BP designation while, to the southwest, property designated as Light Industrial (LI) envisions the development of "… Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses."

3.3.3. Existing Zoning Designations

The City's Zoning Ordinance (Wildomar Municipal Code, Title 17) regulates the type, scale and intensity of development that may occur in specific zoning districts.

3.3.3.1 On-site

The northern portion of the project site is currently zoned R-R (Rural Residential), which allows the development of large lot (0.5 (½) acre minimum) single-family residential, agricultural, commercial, and ancillary uses. The southern 9.0 acres is zoned R-4 (Planned Residential), which allows for a variety of residential types and compatible ancillary uses.

3.3.3.2 Adjacent

Properties to the north and east are zoned R-R (Rural Residential) and I-P (Industrial Park). The I-P zone allows the development of a variety of industrial, manufacturing, commercial, and service-oriented uses. To the south, the R-3 (General Residential) zone permits the development of a variety of multifamily residential uses, planned residential development, and other compatible ancillary uses. West of the project site, the C-P-S (Scenic Highway Commercial) zone allows for the development of a wide variety of commercial, retail, and service-oriented uses.

[1] City of Wildomar General Plan, Table LU 4, Land Use Designations Summary.

The existing on-site and adjacent General Plan land use and zoning designations are depicted in Figure 3.3.

3.4 PROJECT CHARACTERISTICS

3.4.1 Overall Development Concept

The proposed project envisions the construction of a mixed-use project. As summarized in Table 3.B and illustrated in Figure 3.4, the approximately 19+ acre property is divided into north (Lot 1) and south portions (Lot 2) of approximately 9.8 and 8.1 acres, respectively. A 1.4-acre detention basin will be located within Lot C at the southwestern corner of the site.

Table 3.B: Project Development Summary

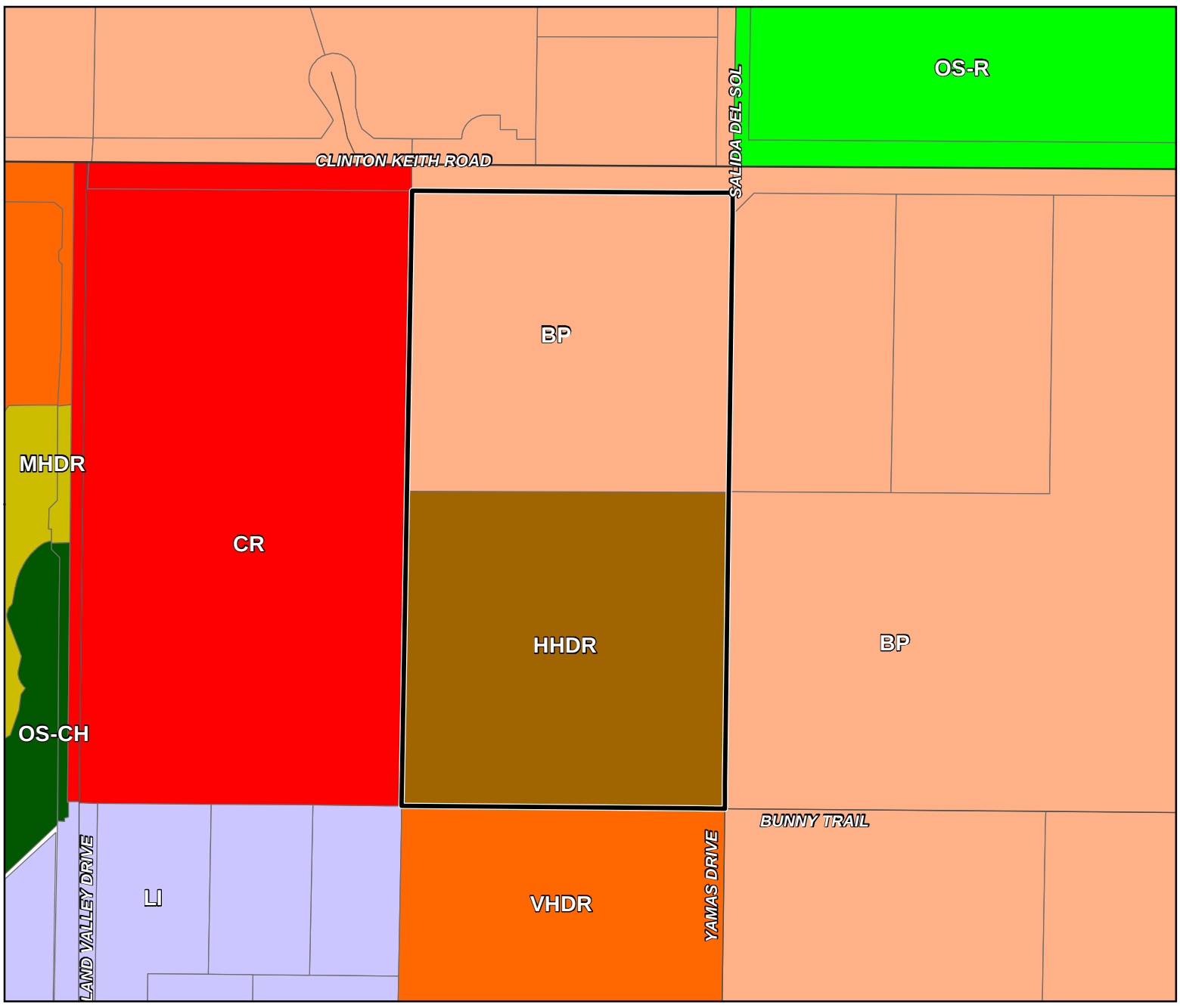
Area	Use	Acres	Units/Square Footage
North Site (Lot 1)	Office & Commercial/Retail	4.8	55,000 square feet
	Park	1.9	n/a
	Oak Preserve	1.3	
	Slope	0.4	
	Public Roads	1.4	
	Total North Site	**9.8**	
South Site (Lot 2)	Apartments	6.8	162 units 735–1,281 square feet per unit
	Slope	0.6	n/a
	Public Roads	0.7	
	Total South Site	**8.1**	
Lot C	Detention Basin/Slopes	**1.4**	
TOTAL		**19.4**	

Sources: Conceptual Site Plan, Grove Park, KTGY Architecture and Planning, July 2015.

The project includes the 19.4 acres to be developed and approximately 2.0 acres along portions of the west and east property lines. These areas were included in the impact assessments to account for off-site disturbances from grading activities associated with the development of manufactured slopes and the Yamas Drive improvements.

Proposed on-site development includes:

North site (Lot 1): Approximately 55,000 square feet (sf) of commercial/retail and office uses will be developed on 4.8 acres adjacent to Clinton Keith Road. Commercial development will include a two-story approximately 35,000 sf office building, two single-story “pad” buildings of approximately 6,000 sf each, and an approximately 8,000 sf retail building. Commercial/retail and office buildings elevations are depicted in Figure 3.5A.

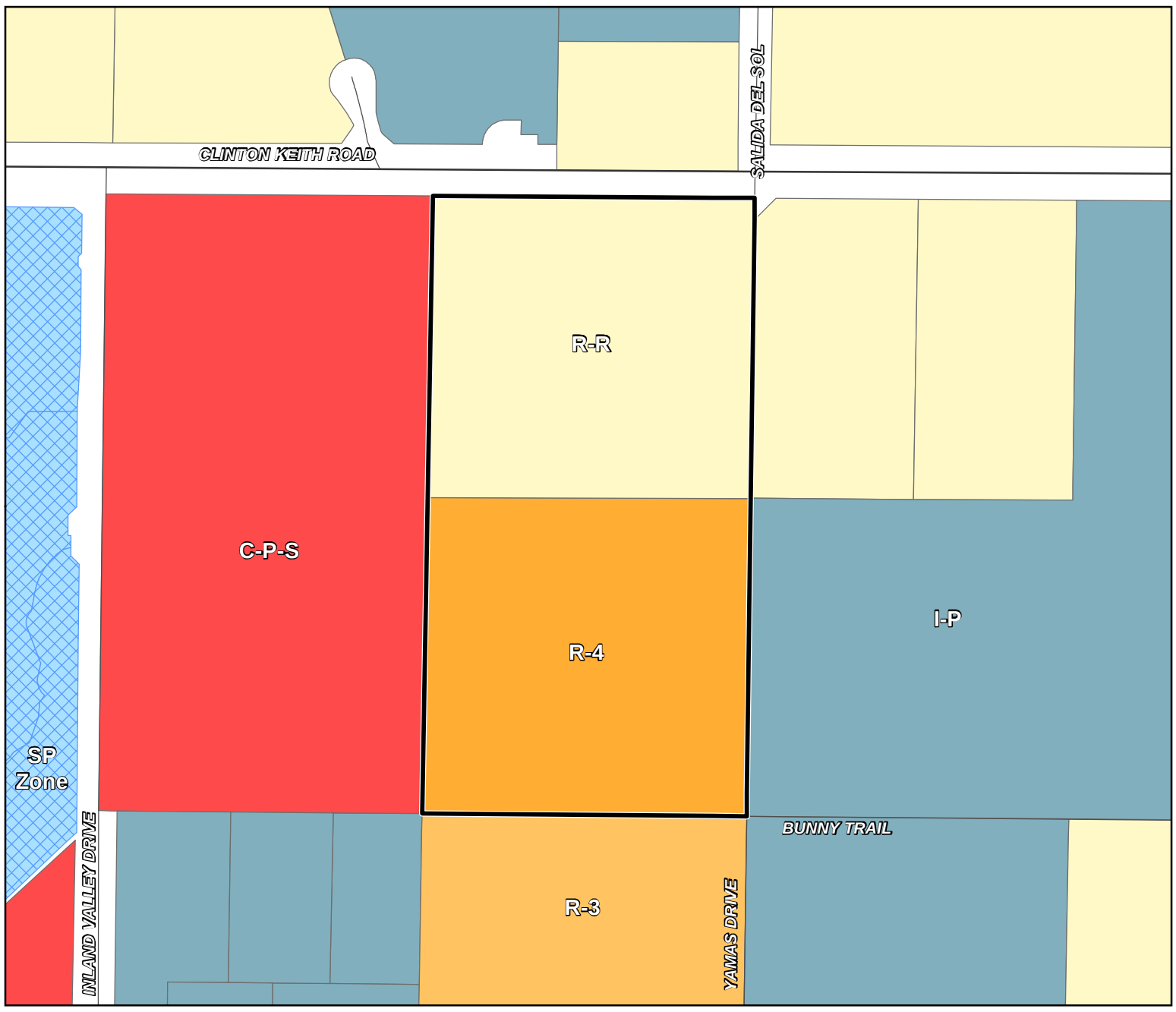


General Plan Land Use

- Project Site

General Plan Land Use

- BP, Business Park
- CR, Commercial Retail
- HHDR, Highest Density Residential
- MHDR, Medium High Density Residential
- VHDR, Very High Density Residential
- LI, Light Industrial
- OS-CH, Conservation Habitat
- OS-R, Open Space Recreation



Zoning

- Project Site

Zoning

- SP Zone, Specific Plan
- R-3, General Residential
- R-4
- R-R
- C-P-S, Scenic Highway Commercial
- I-P, Industrial Park

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N

0 150 300

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SOURCE: City of Wildomar General Plan Land Use Map (June 2014) and Zoning Map (November 2013).

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FIGURE 3.3

Grove Park Mixed-Use Development
Environmental Impact Report

Existing General Plan and Zoning Designation

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FIGURE 3.4

Grove Park Mixed-Use Development
Environmental Impact Report

Conceptual Site Plan

SOURCE: Urban Crossroads Air Quality Report, March 2015.

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FIGURE 3.5A

Grove Park Mixed-Use Development
Environmental Impact Report

Building Elevations

SOURCE: KTGY Group, Inc., 2014

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An approximately 1.9-acre passive park and trailhead is proposed directly south of the commercial development. No play structures or active recreation features are planned for this area. The existing on-site grove of coastal live oaks will be preserved to the maximum extent feasible on approximately 1.3 acres south of the proposed park.

South site (Lot 2): Eight three-story multiple-family apartment buildings will be developed on 6.8 acres of the south site. The residential mix envisioned includes 48 one-bedroom, 90 two-bedroom, and 24 three-bedroom units. The units will range in size from approximately 735 sf in the one-bedroom units to approximately 1,281 square feet in three-bedroom units. The residential area includes a clubhouse/ leasing office and an adjacent pool area. Vehicular access to the residential portion of the site will be from the future extension of Yamas Drive. Figure 3.5B illustrates the building elevations for the multiple-family buildings.

Detention Site (Lot C): A 1.4-acre detention basin will be constructed at the southwestern corner of the project site. This basin will accept drainage flows from Drainage Areas C, D, and F. The basin, its bottom at 1,332 feet, slopes (4:1) upward to the top (1,338 feet) of the surrounding berm and has a projected volume (capacity) of 64,422 cubic feet.

3.4.2 Land Use Changes

The proposed changes to General Plan Land Use and Zoning designations are detailed in Figure 3.6.

3.4.2.1 General Plan Amendment (GPA)

The project includes a proposal to change the General Plan Land Use designation on the northern portion of the site from Business Park (BP) to Commercial Retail (CR). As stated in Section 3.3.2, the CR land use designation allows for the development of local and regional serving retail and service uses.

3.4.2.2 Change of Zone (CZ)

The project proposes to change the zoning for the northern portion of the site from R-R (Rural Residential) to C-P-S (Scenic Highway Commercial) to accommodate the project's proposed commercial/retail uses.

3.4.3 Site Preparation and Grading

The site currently slopes in a northeast to southwest direction, with the elevations ranging from approximately 1,380 feet to 1,330 feet amsl. Proposed pad elevations for the commercial/retail buildings on the northern portion of the site range from

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Apartment Building

LSA

FIGURE 3.5B

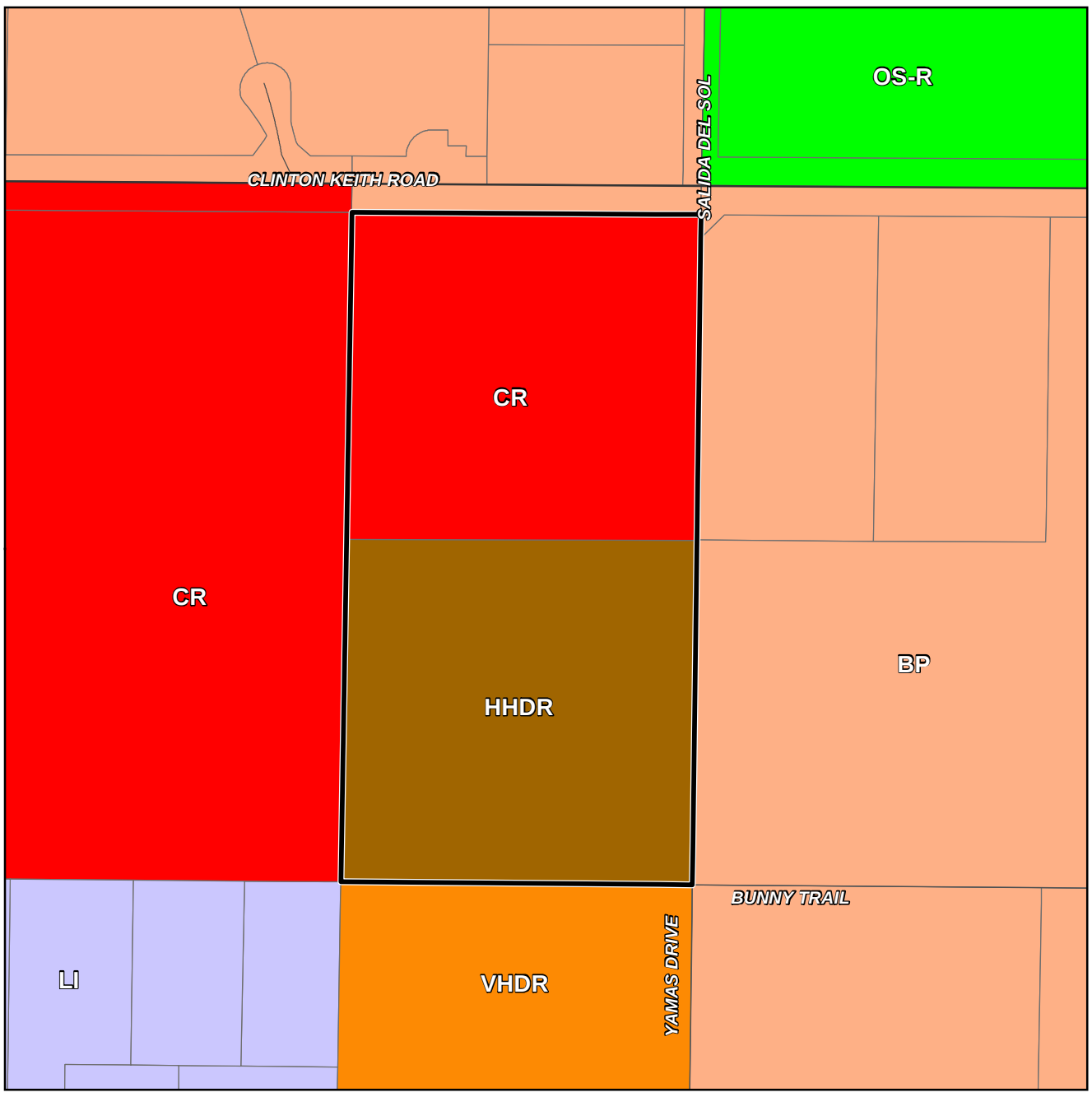
Grove Park Mixed-Use Development
Environmental Impact Report

Building Elevations

SOURCE: KTGY Group, Inc., 2014

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Proposed General Plan Land Use

- Project Site

Genral Plan Land Use

- BP, Business Park
- CR, Commercial Retail
- HHDR, Highest Density Residential
- LI, Light Industrial
- OS-R, Open Space Recreation
- VHDR, Very High Density Residential

Proposed Zoning

- Project Site

Zoning

- C-P-S, Scenic Highway Commercial
- I-P, Industrial Park
- R-3, General Residential
- R-4
- R-R

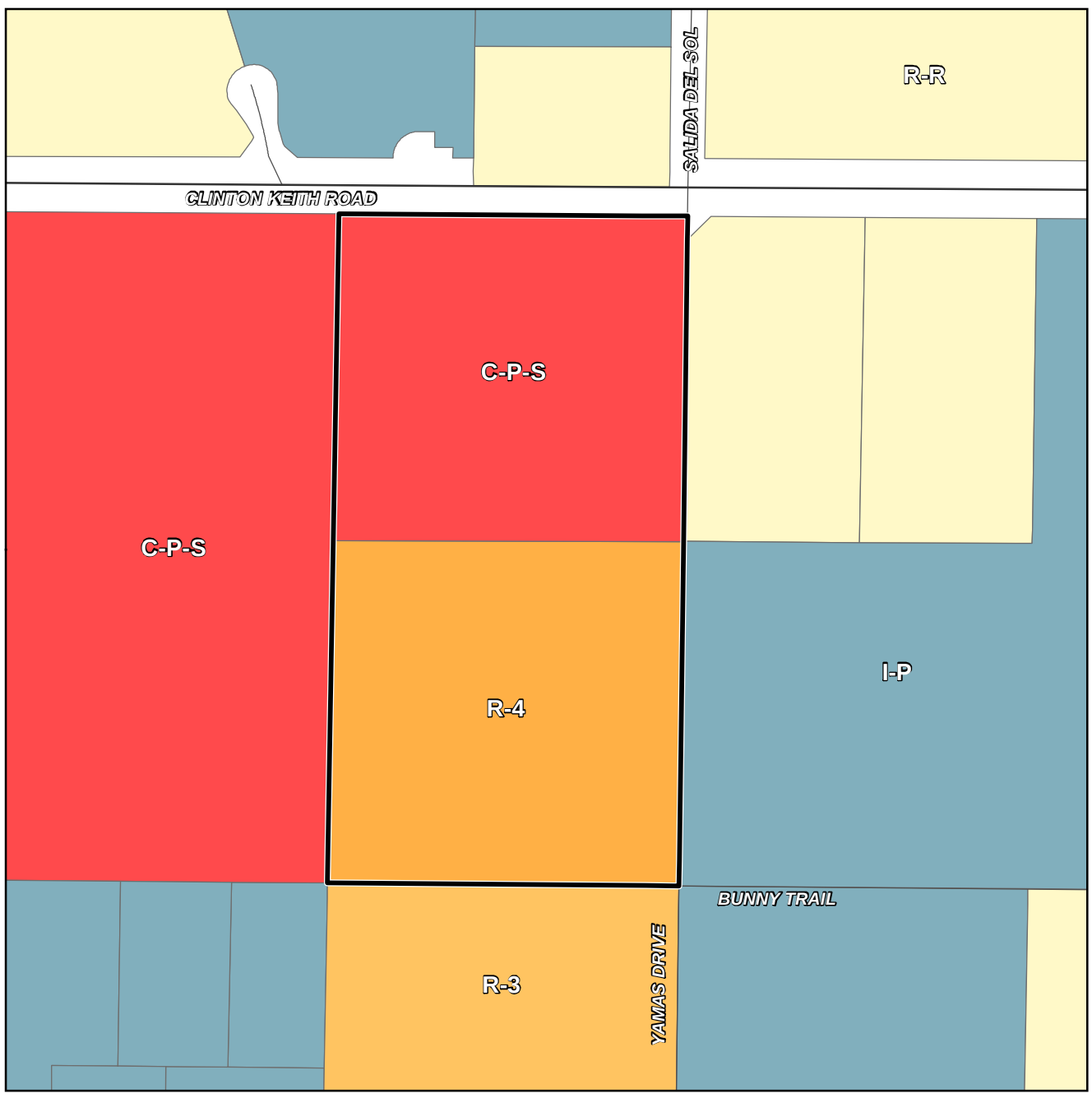


FIGURE 3.6

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N

0 150 300

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SOURCE: City of Wildomar General Plan Land Use Map (June 2014) and Zoning Map (November 2013).

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1,371 to 1,376 feet amsl, while the pad elevations for the apartment buildings on the southern portion of the site will be at 1,341 to 1,346 feet amsl. Areas of 2:1 slope will generally separate the commercial/retail area from other proposed on-site uses. The bottom of the proposed retention basin at southwest corner of the project site is at elevation 1,332 feet amsl.

While the majority of site will be graded, the existing oak grove will be preserved to the maximum extent feasible. Grading will commence with the removal of all existing vegetation from the area to be graded. Debris such as wood and root structures will be exported from the site and will not be mixed with fill material. Based on the Conceptual Grading Plan and Site Plan, development of the site will require the excavation (cut) and placement (fill) of approximately 67,200 cubic yards (cy) and 145,500 cy of material, respectively. Preparation of the project site will require the net import of approximately 78,300 cy of material. Grading activities are anticipated to last approximately 75 working days, and will employ a variety of equipment, including excavators, graders, water trucks, dozer, scrapers, and tractors/backhoes working up to eight hours per day.

3.4.4 Utilities and Storm Water Management

The project will require the extension of utility services to the proposed on-site uses. Actions associated with the extension of utility service include, but are not limited to providing new utility connections, adjusting utility alignments, and/or upgrading existing utility features. As there is a variety of utility lines currently located in existing roadway rights-of-way, it is not anticipated that the major expansion of water or wastewater systems will be required.

3.4.4.1 Water

Water to the project site will be provided by the Elsinore Valley Municipal Water District (EVMWD). Currently, domestic water line(s) are located in Clinton Keith Road. The project would connect to water lines located in Clinton Keith Road and the future extension of Yamas Drive.

On-site and off-site water conveyance improvements will be designed and constructed per the applicable standards established by the City and EVMWD and will conform to all appropriate fire-flow requirements required by the Riverside County Fire Department (RCFD).

3.4.4.2 Wastewater

Wastewater conveyance service to the project site will be provided by the EVMWD. Currently, sanitary sewer line(s) are located in Clinton Keith Road. The project would connect to sanitary sewer lines located in Clinton Keith Road and the future extension of Yamas Drive.

Wastewater generated during occupation of the project will be conveyed by new and existing sanitary sewer lines to wastewater treatment facilities operated by the EVMWD. All sanitary sewer improvements will be designed and constructed per the applicable guidelines established by the City and the EVMWD.

3.4.4.3 Storm Water Management

Within the project site, storm water and water quality management features will be installed subject to applicable City requirements. The City, being subject to provisions of the Municipal Separate Storm Sewer System (MS4) Permit issued by the San Diego Regional Water Quality Control Board (RWQCB), requires that development and municipal activities within its jurisdiction implement appropriate storm water pollution control measures. Construction-related storm water management measures will be implemented by a City approved Storm Water Pollution Prevention Plan (SWPPP).

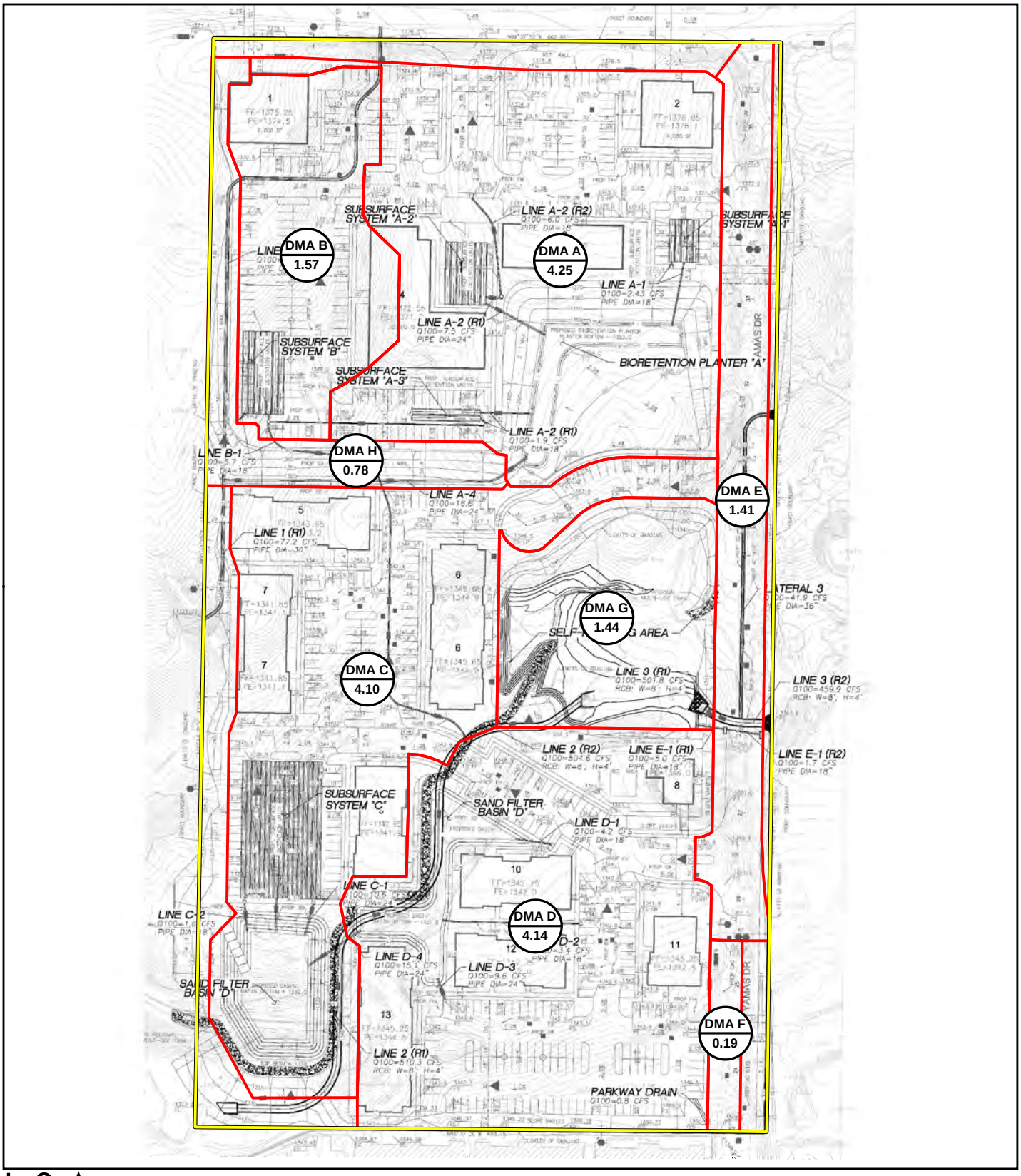
Post-development, the project site will be divided into eight Drainage Management Areas (DMAs). The project will incorporate a bioretention planter, two sand filter basins, natural self-retaining area(s), and five subsurface retention systems to manage and treat storm water flows. As necessary, subsurface storm drains, inlet devices, and other features will be installed to convey flows between and through DMAs.

Table 3.C and Figure 3.7 identify the location of DMAs and storm water management features associated with the project.

Table 3.C: Storm Water Management Features

Drainage Management Area	Location	Use	Storm Water Management Features
A	Eastern ⅔ northern portion	Commercial/Retail & Park	Bioretention Planter A Subsurface systems A-1, -2 and -3
B	Western ⅓ northern portion	Commercial	Subsurface system B
C	Western ⅓ southern portion	Apartments	Sand filter basin C and D Subsurface basin C
D	Southeast corner of site	Apartments	Same as for DMA C
E	Western edge of site	Future Yamas Drive	Self-retaining area (oak grove preserve)
F	Western edge of site	Future Yamas Drive	Same as for DMA C
G	Western edge of site	Oak grove preserve	Self-retaining area
H	Slope between northern and southern portions	Slope	Self-retaining area

Sources: Project Specific Water Quality Management Plan (Preliminary), JLC Engineering and Consulting, June 16, 2014.



LSA

FIGURE 3.7

N

0 80 160

FEET

Project Site

DMA Watershed Boundary

DMA X
X.XX

DMA Area
Acreage

SOURCE: Project Specific Water Quality Management Plan, JCL Engineering & Consulting, Inc., June 16, 2014

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Grove Park Mixed-Use Development
Environmental Impact Report

Proposed Drainage Management Areas and Stormwater Facilities

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3.4.4.4 Other Utilities

Occupation of the proposed on-site uses will require connection to other utility providers, including electricity, natural gas, and communication.

3.4.5 Access, Circulation, and Parking

Primary access to the proposed commercial/retail uses will be from Clinton Keith Road with a secondary access point provided from the future extension of Yamas Drive. Vehicular access to the park, trailhead, and residential component of the project will be from Yamas Drive only. Roadway improvements, driveways, traffic control, and internal circulation will be constructed consistent with respective cross-sections cited in the City's General Plan Circulation Element and the requirements of the City's Public Works Department. The following proposed improvements are detailed in Figure 3.8.

3.4.5.1 Roadway Improvements

Improvements to roadways adjacent to the project site include:

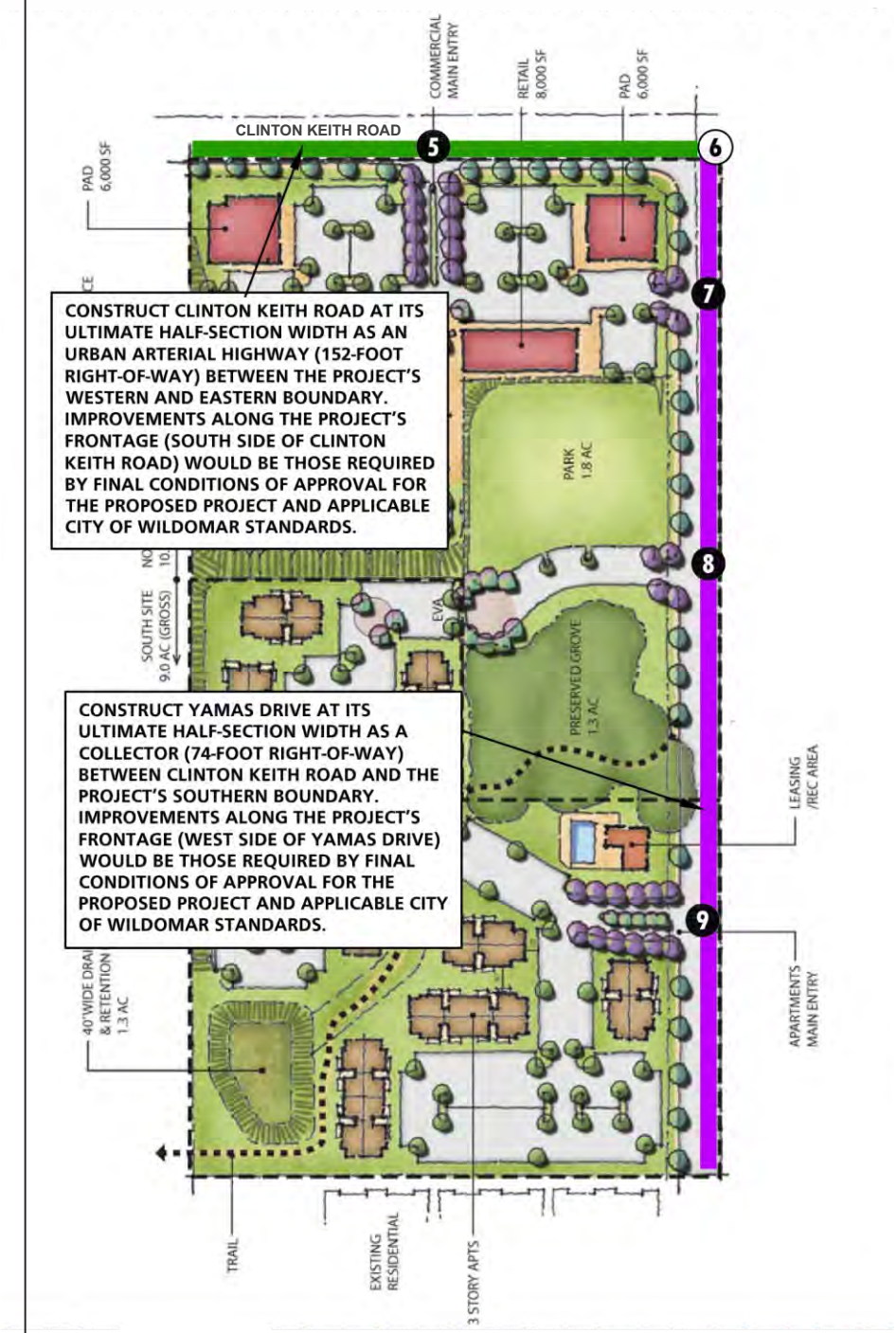
- *Clinton Keith Road:* Construct Clinton Keith Road at its ultimate half-section width as an Urban Arterial Highway (152-foot right-of-way) between the project's western boundary and Salida Del Sol/Yamas Drive. Improvements along the project's frontage (south side of Clinton Keith Road) would be those required by final conditions of approval for the proposed project and applicable City standards.
- *Yamas Drive:* Construct Yamas Drive at its ultimate half-section width as a Collector (74-foot right-of-way) from Clinton Keith Road to the project's southern boundary. Improvements along the project's frontage (west side of Yamas Drive) would be those required by final conditions of approval for the proposed project and applicable City standards.

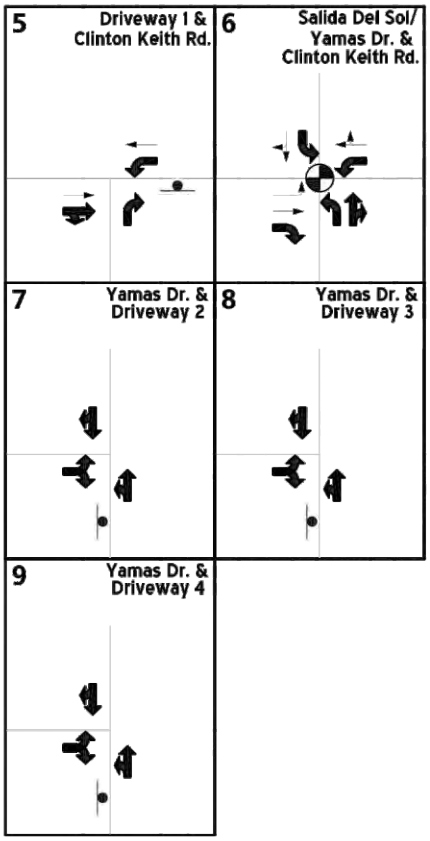
3.4.5.2 Site Access Improvements

Construction of the following on-site and/or adjacent improvements would occur in conjunction with project development activity or as needed for project access purposes.

- *Clinton Keith Road driveway:* Stop control.
- *Salida del Sol/Yamas Drive/Clinton Keith Road:* Install a traffic signal.
- *Yamas Drive (commercial access):* Stop control.
- *Yamas Drive (park and trailhead access):* Stop control.
- *Yamas Drive (residential access):* Stop control.

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ON-SITE TRAFFIC SIGNING AND STRIPING SHOULD BE IMPLEMENTED IN CONJUNCTION WITH DETAILED CONSTRUCTION PLANS FOR THE PROJECT SITE.

SIGHT DISTANCE AT EACH PROJECT ACCESS POINT SHOULD BE REVIEWED WITH RESPECT TO STANDARD CALTRANS AND CITY OF WILDOMAR SIGHT DISTANCE STANDARDS AT THE TIME OF PREPARATION OF FINAL GRADING, LANDSCAPE AND STREET IMPROVEMENT PLANS.

LSA

= TRAFFIC SIGNAL
= STOP SIGN
= EXISTING LANE
= LANE IMPROVEMENT
= URBAN ARTERIAL (152-FOOT R.O.W.)
= COLLECTOR (74-FOOT R.O.W.)

FIGURE 3.8

Grove Park Mixed-Use Development
Environmental Impact Report

Proposed Circulation and Access Improvements

SOURCE: Urban Crossroads Traffic Report, June 2014

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3.4.5.3 Parking

The Conceptual Site Plan identifies 286 and 329 parking spaces in the north (commercial/retail) and south (residential) portions of the project site, respectively. Parking areas will be configured to conform fully to applicable provisions of the City's Municipal Code (Chapter 17.188 – Off-Street Vehicle Parking Standards).

3.4.6 Landscaping, Open Space, and Lighting

3.4.6.1 Landscaping

The landscape concept for the project envisions a variety of accent trees along the frontages of Clinton Keith Road and Yamas Drive, and a mixture of canopy and buffer trees throughout the site's parking areas, adjacent to buildings, and along the western and southern boundaries. Shrubs and groundcover will underlay trees throughout the site's landscaped areas. A 'California Friendly Landscape Corridor' will extend from the park area, through the oak grove preserve, and along the community trail to the southwestern corner of the site. Natural materials such as cobblestone, crushed rock, decomposed granite, course organic bark mulch, and drought-tolerant turf will be utilized throughout landscaped area.

Enriched pavement (e.g., interlocking pavers or stamped concrete), enhanced entry landscaping, and primary entry monument signage will be provided at the Clinton Keith Road entrance. Secondary community entry monument signage will be provided along Yamas Drive. Monument signage will be accented by boulders, low walls, and/or hedges per City design requirements. A pedestrian plaza, with enriched pavement, canopy trees, and seating will provide a focal point near the proposed office building. Views of parking areas from adjacent streets will be screened by three-foot tall masonry walls, landscaped earthen berms, and/or hedges.

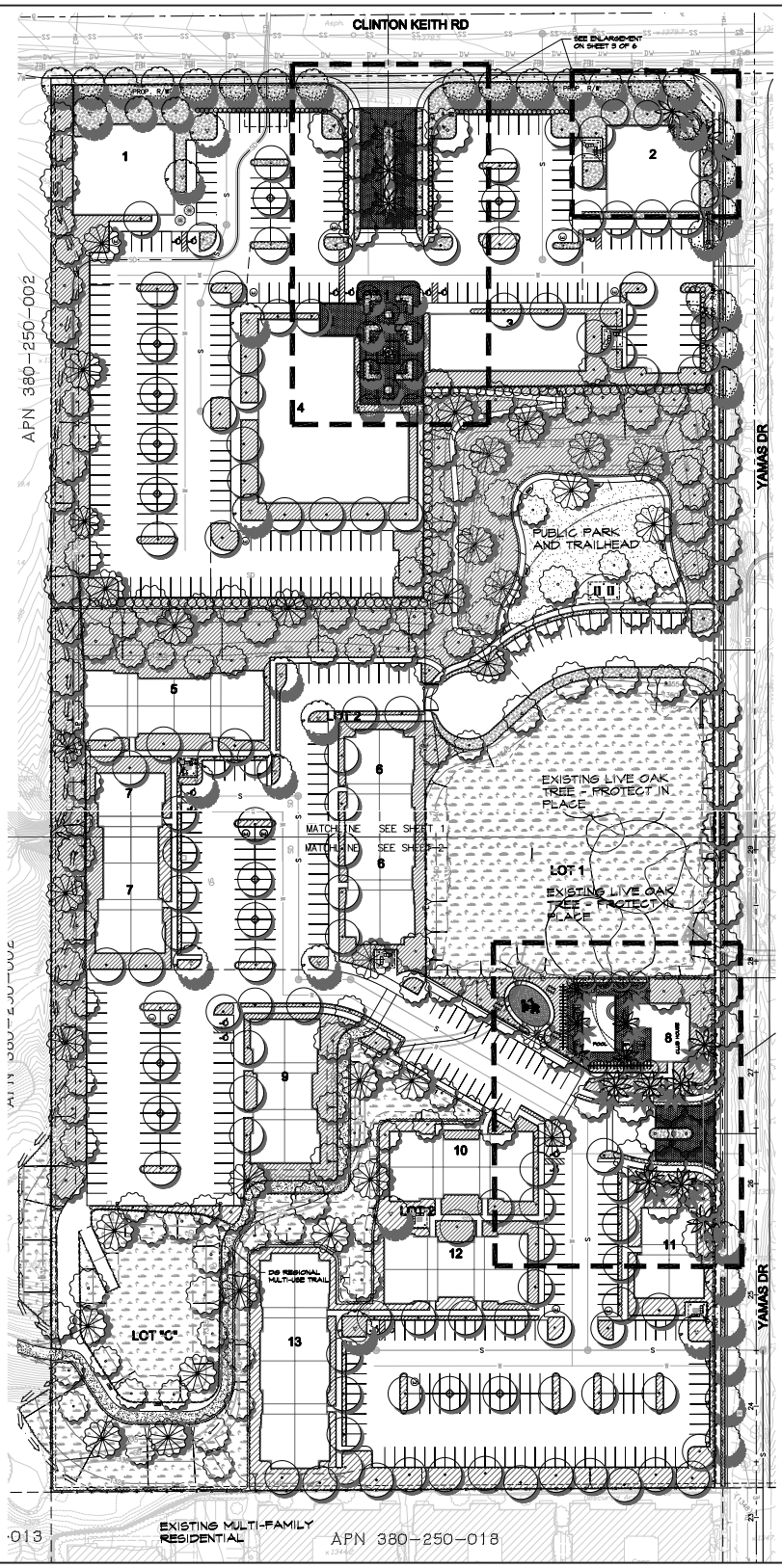
The landscape, irrigation, and related improvements will be designed, installed, and maintained per applicable requirements relating to water efficiency, fire-safety, and 'California-friendly' landscaping. Review of the project's landscaping concept is subject to the City's Design Review Process. The conceptual landscape plan is illustrated in Figures 3.9A through 3.9C.

3.4.6.2 Open Space

An approximately 1.9-acre passive public park and trailhead is proposed directly south of the commercial development. No play structures or active recreation features are planned for this area. The northern edge of the park area will act as a bioretention planter, accepting storm water flows from the DMA.

The existing grove of coast live oaks located along the western edge of the project site will be preserved in place. This 1.3-acre area will remain in its current

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FIGURE 3.9A

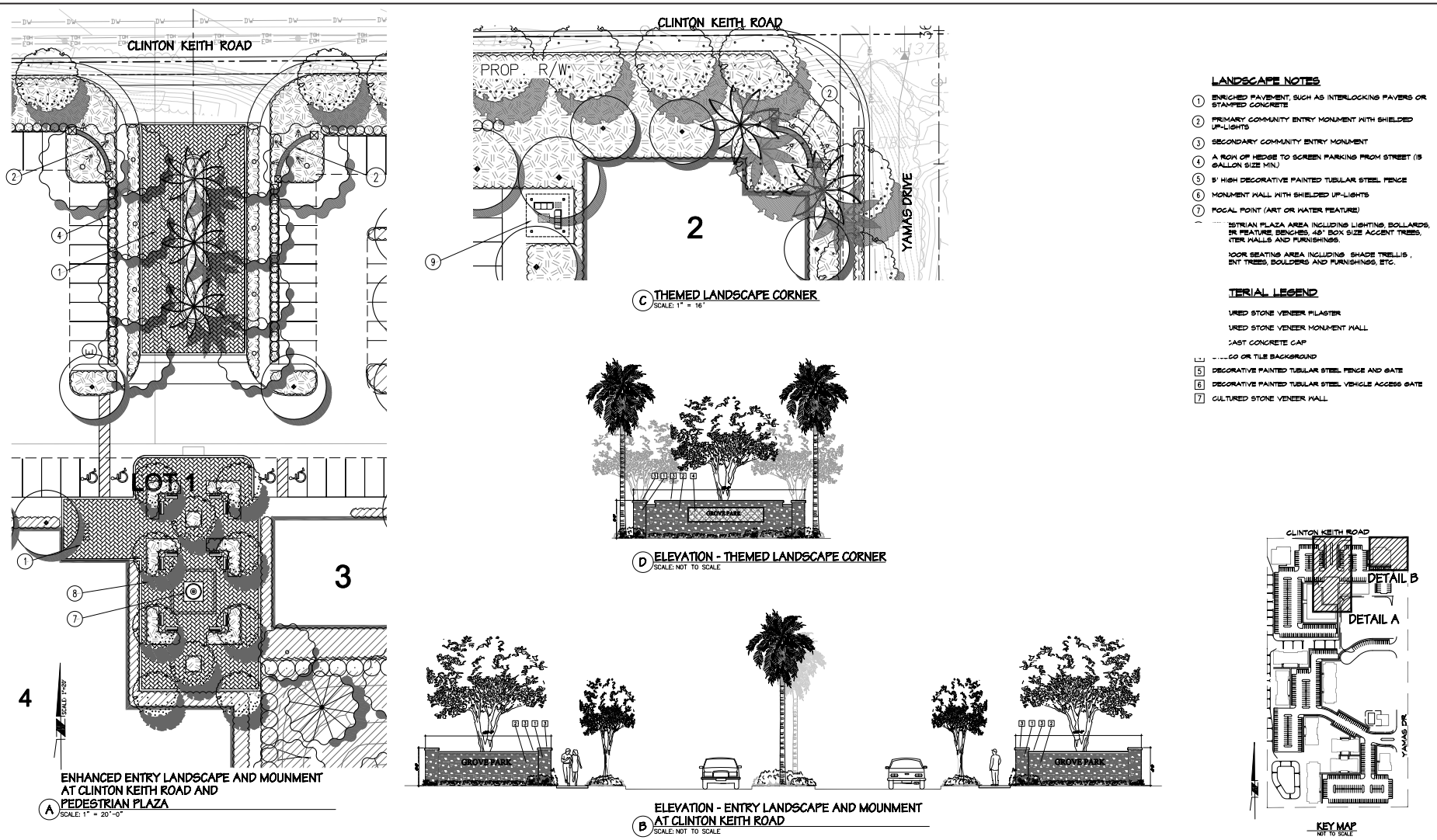
Grove Park Mixed-Use Development
Environmental Impact Report

Conceptual Landscape Plan

SOURCE: RBF, 2015.

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FIGURE 3.9B

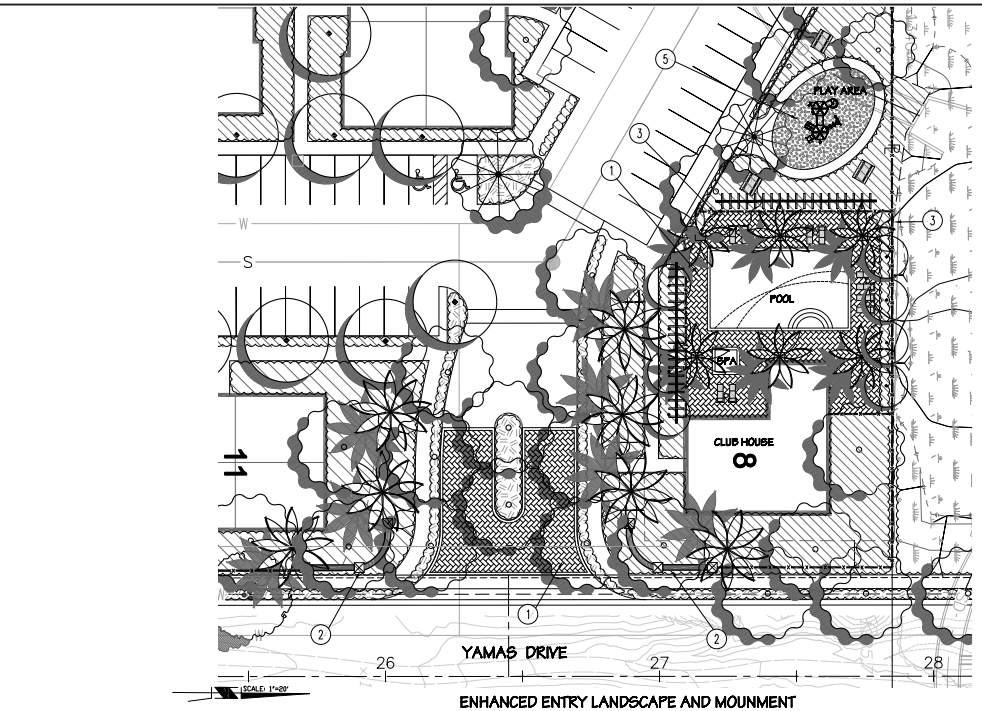
Grove Park Mixed-Use Development
Environmental Impact Report

Conceptual Landscape Plan

SOURCE: RBF, 2015

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ENHANCED ENTRY LANDSCAPE AND MOUNMENT AT YAMAS DRIVE AND POOL AND PLAY AREA
SCALE: 1" = 20'-0"

SEE ELEVATION BELOW

LANDSCAPE NOTES

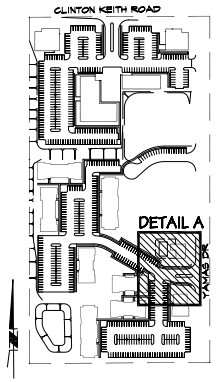
1. ENRICHED PAVEMENT, SUCH AS INTERLOCKING PAVERS OR STAMPED CONCRETE
2. PRIMARY COMMUNITY ENTRY MONUMENT WITH SHIELDED UP-LIGHTS
3. 5' HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE SEE DETAIL A ON SHEET 5
4. POOL AREA INCLUDING VINE TRELLIS, ACCENT TREES, BBQ, FIRE PIT, LIGHTING, SEAT WALLS AND SHADE TRELLIS , ETC.
5. PLAY AREA INCLUDING TOT LOT, BBQ, TRELLIS, PICNIC TABLES AND BENCHES, ETC.

MATERIAL LEGEND

1. CULTURED STONE VENEER PILASTER
2. CULTURED STONE VENEER MONUMENT WALL
3. PRECAST CONCRETE CAP
4. STUCCO OR TILE BACKGROUND
5. DECORATIVE PAINTED TUBULAR STEEL FENCE AND GATE
6. DECORATIVE PAINTED TUBULAR STEEL VEHICLE ACCESS GATE
7. CULTURED STONE VENEER WALL



ELEVATION - ENHANCED ENTRY LANDSCAPE AND MOUNMENT AT YAMAS DRIVE
SCALE: NOT TO SCALE



KEY MAP
NOT TO SCALE

LSA

FIGURE 3.9C

Grove Park Mixed-Use Development
Environmental Impact Report

Conceptual Landscape Plan

SOURCE: RBF, 2015

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undeveloped condition to the maximum extent feasible. Storm water flows from the DMA will be directed to this natural, undisturbed area via an outlet structure adjacent to Yamas Drive and will continue to an inlet structure located at the southwest corner of the oak grove preserve.

A decomposed granite trail will lead from the southwest corner of the oak grove preserve and will continue through the southern multifamily portion of the development to the southwest corner of the site. The trail is consistent with the City's Multi-Use Trail Plan and will implement the portion of the Jon Rodarme Regional Trail on site. The multifamily development will include a resident clubhouse and adjacent pool/spa as well as a tot lot and barbeque/fire-pit area.

3.4.6.3 Lighting

Lighting at locations and density to provide necessary nighttime security and safety for residents, as well as the employees and patrons of the proposed commercial/retail, is component of the project. The lighting will be located, installed, and maintained per applicable City requirements outlined in Chapter 8.64 (*Light Pollution*) of the Wildomar Municipal Code.

3.5 PROJECT OBJECTIVES

The primary project objective is the development of the site with uses that are consistent with the policies and development guidelines established by the City. Specifically the project objectives are:

- Establish a mixed-use community for Wildomar with a balance of land uses including commercial, multifamily housing and recreation.
- Deliver an appropriately sized commercial center that provides a mix of retail and office uses with opportunities for employment growth and increased sales tax for Wildomar.
- Provide rental housing opportunities in a quality multifamily setting at a scale and character appropriate to the site and adjacent existing and future developments.
- Utilize architectural styles and design elements that reflect Wildomar's heritage, namely through the use of ranch, farmhouse and craftsman styles.
- Incorporate a public park within the project site for the overall Wildomar community.
- Preserve the existing on-site oak grove to the maximum extent feasible.
- Create a walkable community that provides convenient non-vehicular access from the residential area to the public park and trailhead and commercial center.

- Implement a trail system for the project consistent with the Wildomar Multi-Use Trails Master Plan.

3.6 REQUIRED ACTIONS AND PERMITS

Development of the project as proposed will require a number of discretionary and non-discretionary actions, permits, and/or related consultations included below.

3.6.1 City Actions and Permits

As established in *CEQA Guidelines* Section 15124(d)(2), "If a public agency must make more than one decision on a project, all its decisions subject should be listed." Actions necessary to fully develop the site as proposed include:

- Certification of the EIR;
- Approval of a General Plan Amendment from Business Park (BP) to Commercial Retail (CR) for the northern portion of the site;
- Approval of a Change of Zone from R-R (Rural Residential) to C-P-S (Scenic Highway Commercial) on the northern portion of the site;
- Approval of Tentative Parcel Map 36673 to divide the 19.4-acre property into three lots; and
- Plot Plan for development of the north and south portions of the site.

In addition to these discretionary actions, the project will require City review and approval of construction, grading, drainage, and related permits to allow for the development of project features and facilities.

3.6.2 Other Required Actions

CEQA Guidelines Section 15124(d)(1) further requires the City, to the extent the information is known, include a list of the agencies that are expected to use the EIR in their decision-making process, a list of permits and other approvals required to implement the project, and a list of related environmental review/consultation requirements established by Federal, State, or local law, regulation and/or policy. Based on the project as proposed, the additional actions that may be required include, but are not limited to the following:

- San Diego Regional Water Quality Control Board;
- California Department of Fish and Wildlife;
- U.S. Army Corps of Engineers; and
- Requisite approval from utility providers (connection permits/work permits).

4.0 ENVIRONMENTAL IMPACT EVALUATION

This Draft EIR addresses potential environmental impacts associated with the following issue areas:

4.1	Aesthetics	4.10	Land Use and Planning
4.2	Agriculture and Forestry Resources	4.11	Mineral Resources
4.3	Air Quality	4.12	Noise
4.4	Biological Resources	4.13	Population and Housing
4.5	Cultural Resources	4.14	Public Services
4.6	Geology and Soils	4.15	Recreation
4.7	Greenhouse Gas Emissions and Global Climate Change	4.16	Transportation and Traffic
4.8	Hazards and Hazardous Materials	4.17	Utilities and Service Systems
4.9	Hydrology and Water Quality		

The analysis relative to each environmental issue will include the following:

- A description of the existing setting relative to each environmental issue;
- A summary of policies and regulations relevant to the specific environmental issue;
- The identification of the significance thresholds against which the project's impact will be measured;
- An evaluation of project-specific impacts and a determination of significance based on identified threshold;
- A description of proposed project design features and/or standard conditions that will help reduce the level of any potential impact;
- An identification of feasible measures to minimize any significant environmental effect;
- A determination of the level of significance after mitigation measures are implemented; and
- Cumulative impacts.

Where appropriate, the Plans, Policies, Programs (PPPs) or Standard Conditions applicable to the project (including regulatory requirements of Federal, State, or local law which effectively reduce environmental impacts) have been identified. The Project Design Features (PDFs specifically intended to reduce or avoid impacts

(e.g., water quality treatment basins) have been identified in relevant impact discussions.

Mitigation Measures (MMs) are the requirements imposed on the project to reduce the significance of identified impacts.

Where appropriate, the application of the PPPs and PDFs has been accounted for in the assessment of impacts for each issue area. MMs have been identified to minimize the project's impact(s) on the environment. MMs have been identified for those significant impacts that could to be reduced to less than significant levels. All three types of measures described above will be required during implementation of the project.

The environmental analysis provided in Sections 4.1 through 4.17 focuses on changes in the existing physical environment and identifies the direct, indirect, and cumulative impacts associated with development of the project.

4.1 AESTHETICS

This section describes the existing aesthetic condition of the project area and analyzes potential impacts of the proposed project relative to views, and light and glare. The project site plan and supporting materials contain sufficient detail as to the general appearance and locations of buildings to evaluate the potential aesthetic impacts of the proposed development.

The following analysis is based on information gathered during a site visit conducted by LSA Associates, Inc. on January 13, 2015, as well as the project application materials. In addition, the following reference documents were used:

- *Visual Impact Assessment for Highway Projects,* Federal Highway Administration (FHWA), March 2010. Publication Number FHWA-HI-88-054.
- *City of Wildomar General Plan*, adopted July 2008.

4.1.1 Existing Setting

4.1.1.1 Project Area

The proposed project is located in the southern portion of the City, within southwestern Riverside County. The City, including the project site, is located in a valley surrounded by scenic backdrops of hillsides and mountains ridges. The Santa Ana Mountains and the Sedco hills line the western and northern boundaries of the City, which is characterized by rural residences along hillside areas and a more intense concentration of residential, commercial, and employment uses between Interstate 15 (I-15) and Grand Avenue. The community is expanding easterly of I-15, especially along Clinton Keith and Bundy Canyon Roads. The project is located in this area of growth, situated directly south of Clinton Keith Road, approximately 0.85 mile east of I-15.

The project site contains rolling topography punctuated by four steeper ephemeral drainage features. The site slopes toward the southwest from Clinton Keith Road. Elevations on site range from approximately 1,380 feet above mean sea level (amsl) along the northern boundary to approximately 1,330 feet amsl along the southwestern boundary. The majority of site has been recently plowed and is sparsely vegetated with ruderal (weed) species. Native vegetation makes up a smaller portion of site cover, and is concentrated in the drainage features. Native vegetation species include California buckwheat (*Eriogonum fasciculatum*), California sagebrush (*Artemisia californica*), chamise (*Adenostoma fasciculatum*), and coast live oak (*Quercus agrifolia*). Most of the coast live oaks on site are clustered in a grove located in the eastern portion of the site.

The project site is currently undeveloped. Site disturbances consist of recent mechanical disking, trenches excavated for geotechnical studies, an earthen basin at the southwest corner of the project site, and some modern trash dumping. A homeless

camp also exists within the oak grove. No structures are located within the boundaries of the project site. According to the Phase I Environmental Site Assessment (Appendix G), the site has been almost entirely undeveloped since before 1938, which is the earliest that aerial photographs are available. The exceptions include the presence of possible beehives on the property starting prior to 1938 and ending before 1953, and the presence of a small area of development in 2005. No evidence of development was observed during the site visit.

A multifamily residential development (Santa Rosa Apartment Homes) is located directly south of the project site, while undeveloped land is located to both the east and west. Scattered rural residential uses and a veterinary clinic are located north of Clinton Keith Road. Based on a review of aerial photographs, the multifamily development south of the site was constructed between 2006 and 2009. The apartments are two stories in height. A similar multifamily residential development exists west of the project site. To the north, the rural residences consist of scattered single-story homes interspersed with undeveloped land. Single-family suburban residential developments are northeast and northwest of the project site.

The current General Plan land use category of the project site is Business Park (BP) in the northern half and Highest Density Residential (HHDR) in the southern half. The northern 10.3 acres of the project site are currently zoned R-R (Rural Residential), which allows the development of large lot (0.5 acre minimum) single-family residential, agricultural, commercial, and ancillary uses. The southern 9.0 acres are zoned Planned Residential (R-4), which allows for a variety of residential types and compatible ancillary uses.

4.1.1.2 Existing Viewsheds and Scenic Resources

In general, scenic resources include areas that are visible to the general public and considered visually attractive. Scenic resources can include natural landmarks and prominent or unusual features of the landscape. Scenic vistas are typically views of natural or open spaces such as mountains, hills, lakes, rivers, or canyons. However, urban settings that define the aesthetic character of a community can also be considered scenic vistas (Perea, 2010). According to the City General Plan (City of Wildomar, 2008):

> *Scenic backdrops include hillsides and ridges that rise above urban or rural areas or highways. Scenic vistas are points, accessible to the general public, that provide a view of the countryside*.

Viewsheds are used as tools in identifying all the views a project could potentially affect. A viewshed is the surface area visible from a given location or series of locations (FHWA, 1983). A viewshed can also be all the surface area from which a given viewpoint can be seen. A viewshed can be divided into three components: the foreground, midground, and background. Table 4.1.A provides a summary of the existing viewsheds to and from the project site. Figure 4.1.1 provides the site photo

key map showing the direction from which the site photos shown in Figures 4.1.2A through 4.1.2C where taken.

Table 4.1.A: Existing Viewsheds in the Project Area

Vantage Point	Characteristics of Views		
	Foreground	Midground	Background
North from project site	Clinton Keith Road, undeveloped land, trees	Rural residences, trees, veterinary clinic	The Sedco Hills
East from project site	Undeveloped land with shrubs, grasses, scattered trees	Grassy vacant land, rural residences	Mature treetops and power lines, the Sedco Hills, the San Jacinto Mountains
South from project site	Multifamily residences, trees	Tops of mature trees	Santa Ana Mountains
West from project site	Vacant land with grasses and shrubs	Mature trees and multifamily residential housing	Santa Ana Mountains
North from the southern project boundary	Earthen detention basin with scattered small trees	Rolling hills with grasses and some shrubs on hillsides	Rural residential housing and the Sedco Hills
East from the western project boundary	Vacant land with rolling hills. Mostly grassy with shrubs on hillsides	Oak grove, vacant land with grasses and shrubs	Rural residences, mature trees and the Sedco Hills
South from Clinton Keith Road (northern project boundary)	Vacant land with rolling hills, drainages. Mostly grassy with shrubs on hillsides	Multifamily residences and mature trees	Santa Ana Mountains
West from the eastern project boundary	Vacant land with rolling hills. Mostly grassy with shrubs on hillsides.	Multifamily residences and mature trees	Santa Ana Mountains

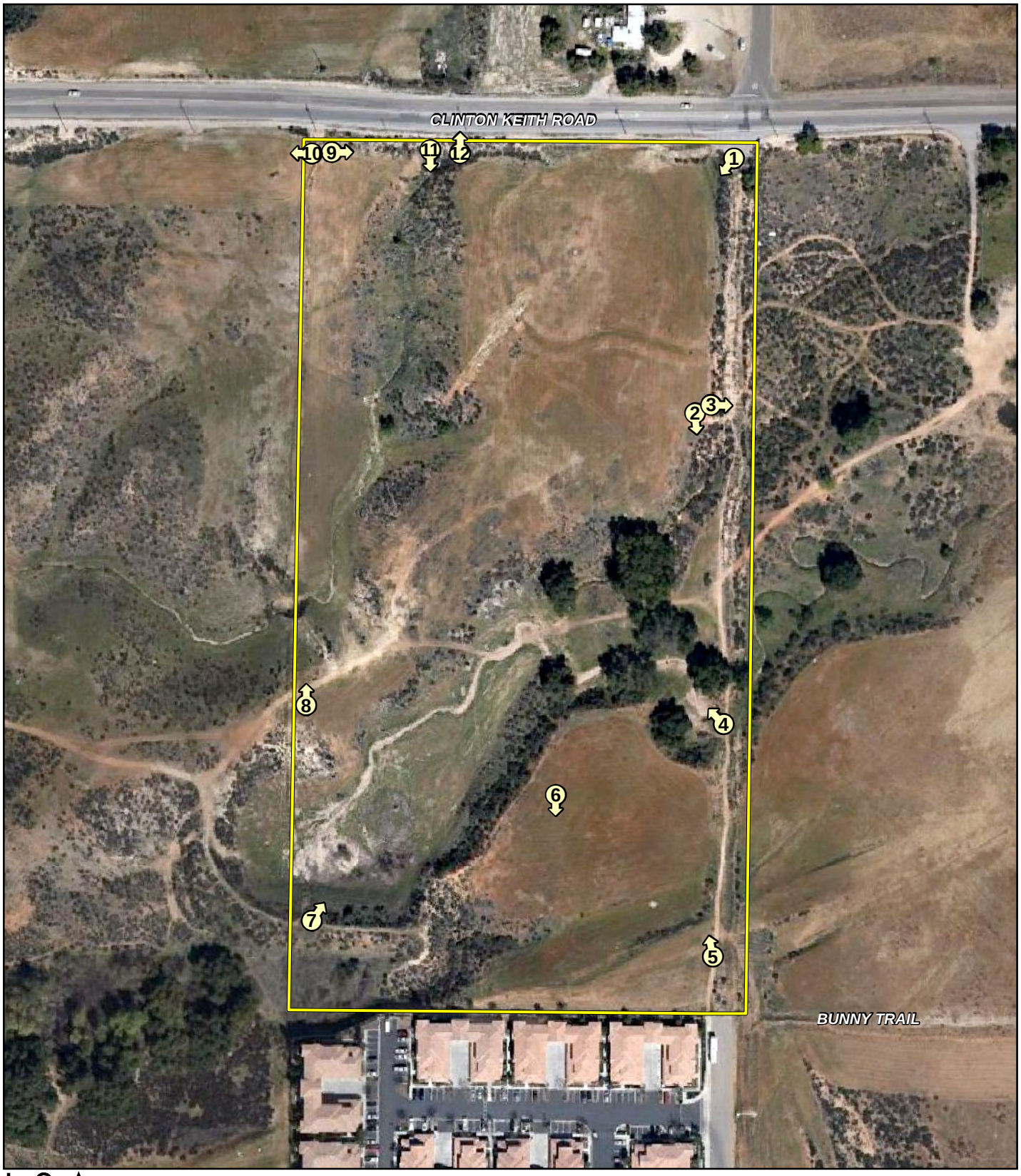
4.1.1.3 Lighting and Visibility

The project site does not contain any lighting as it is undeveloped. Light sources adjacent to the project include streetlights, headlights of vehicles on Clinton Keith Road, and parking lot lights in the multifamily housing to the south of the site.

4.1.1.4 NOP/Scoping Comments

Several members of the public commented during the public scoping process; however, no public or agency comments related to aesthetics, the scenic condition of the site or project area, or lighting were provided during the scoping meetings or NOP comment periods.

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Project Boundary

Photograph location and direction taken

FIGURE 4.1.1

Grove Park Mixed-Use Development
Environmental Impact Report

Photograph Location Key Map

SOURCE: Google Earth, 2013; Riverside County, 2014.

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PHOTOGRAPH 1: *View looking southwest from the northeast corner of the project site toward the Santa Ana Mountains.*



PHOTOGRAPH 2: *View looking south from the eastern border of the project site toward the on-site oak grove, with the Santa Ana Mountains in the background.*



PHOTOGRAPH 3: *View looking east from the eastern border of the site across vacant land.*



PHOTOGRAPH 4: *Oak grove in the eastern portion of the project site.*

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FIGURE 4.1.2A

Grove Park Mixed-Use Development
Environmental Impact Report

Site Photographs

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PHOTOGRAPH 5: *View looking north from the eastern border of the project site toward the Sedco Hills.*



PHOTOGRAPH 6: *View south from the center of the project site toward neighboring multifamily residential housing.*



PHOTOGRAPH 7: *View northeast from the southwest corner of the project site across the on-site detention basin, with the Sedco Hills in the background.*



PHOTOGRAPH 8: *View north from the western border of the project site across a drainage area, with the Sedco Hills in the background.*

LSA

FIGURE 4.1.2B

Grove Park Mixed-Use Development
Environmental Impact Report

Site Photographs

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PHOTOGRAPH 9: *View east along Clinton Keith Road from the northwest corner of the project site.*



PHOTOGRAPH 10: *View west along Clinton Keith Road from the northwest corner of the project site toward the Santa Ana Mountains.*



PHOTOGRAPH 11: *View south from the northern border of the project site across an on-site drainage area, with the Santa Ana Mountains in the background.*



PHOTOGRAPH 12: *View north from the northern border of the project site across Clinton Keith Road, with the Sedco Hills in the background.*

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FIGURE 4.1.2C

Grove Park Mixed-Use Development
Environmental Impact Report

Site Photographs

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4.1.2 Existing Policies and Regulations

4.1.2.1 City of Wildomar General Plan Policies

The following policies pertain to aesthetics and are applicable to the proposed project. Note that these goals and policies are only listed here by number with a brief summary, but each is presented in its entirety in Table 4.1.B later in this section with an evaluation of the project's consistency with the stated goals and policies.

Mt. Palomar Nighttime Lighting

ELAP 10.1 Adhere to the lighting requirements of the City of Wildomar for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.

ELAP 13.1 Protect Interstate 15 and State Route 74 from change that would diminish the aesthetic value of adjacent properties through adherence to the Scenic Corridors sections of the General Plan Land Use and Circulation Elements.

Land Use

LU 13.1 Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public.

LU 13.8 Avoid the blocking of public views by solid walls.

LU 19.4 Encourage that structures be designed to maintain the environmental character in which they are located.

LU 22.10 Require that residential units/projects be designed to consider their surroundings and to visually enhance, not degrade, the character of the immediate area.

LU 23.6 Require that commercial projects abutting residential properties protect the residential use from the impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards.

LU 23.9 Require that commercial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area.

LU 26.10 Require that mixed-use developments be designed to mitigate potential conflicts between uses, considering such issues as noise, lighting, security, trash, and truck, and automobile access.

Scenic Resources

OS 9.3 Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.

OS 9.4 Conserve the oak tree resources in the City.

OS 21.1 Identify and conserve the skylines, view corridors, and outstanding scenic vistas within the City of Wildomar.

4.1.2.2 City of Wildomar Municipal Code (Chapter 8.64: Light Pollution)

8.64.010 The purpose of this chapter is to provide regulations for outdoor lighting that will:

A. Preserve the access to the dark night sky enjoyed by Wildomar residents and residents of surrounding communities.

B. Reduce light pollution in order to support astronomical activity and protect the viability of the Palomar Observatory.

C. Minimize adverse off-site impacts of lighting such as light trespass, an obtrusive light, particularly in residential neighborhoods.

D. Conserve energy and resources to the greatest extent possible.

E. Ensure adequate lighting for the safety, security, and well-being of persons engaged in outdoor nighttime activities.

The Chapter 8.64.010 further provides direction regarding the design, installation and maintenance of lighting as follows:

8.64.020 Applicability

8.64.030 Prohibitions

8.64.090 Lighting Output and Shielding Requirements

8.64.100 Rated Color Temperature

8.64.110 Curfew Requirements

8.64.120 Illumination of Signs

8.64.140 Lighting of Rights-of-Way

8.64.150 Residential Lighting Provisions

8.64.160 Compliance

4.1.3 Methodology

Visual impacts are determined by assessing the degree of change in visual resources and predicting the response of viewers to the change (FHWA). Visual impacts can be beneficial or detrimental. While any evaluation of visual impacts is subjective, aesthetic standards for a project can be found in community document such as the General Plan, zoning code, and design requirements; values expressed in these documents can be used to evaluate changes in view within a particular community.

For the purposes of CEQA compliance, this analysis of visual impacts will focus on changes in the visual character[1] of the project site that would result from the development of the proposed on-site uses, the visual compatibility of on-site and adjacent uses, changes in vistas and viewsheds, and new sources of light and glare. Changes in on-site aesthetics (visual character and compatibility) are assessed by comparing the expected appearance of the project to the existing site appearance and visual character of adjacent uses. Factors such as the blending/contrasting of new buildings, density, height, bulk, and setbacks are considered in this comparison. Changes in views and viewshed are considered in terms of the presence of scenic resources, the degree of obstruction, and the permanence of the obstruction. In addition, the anticipated appearance of the project and its changes to viewsheds is compared to applicable General Plan, zoning code, and design requirements.

In addition to values and standards from community documents, viewer response is predicted by considering the locations of viewers in the project area. Viewers can be either stationary (residents at adjacent housing structures) or mobile (motorists along adjacent roadways and site visitors). For the project, the nearest stationary visual receptors are residents at the multifamily housing directly south of the project. Residents located in the multifamily housing west and rural residences north of the project site may also be affected by visual impacts of the project. Mobile viewers of the site include motorists on Clinton Keith Road, which runs along the northern boundary of the site, and other nearby roadways.

4.1.4 Thresholds of Significance

4.1.4.1 CEQA Thresholds

Appendix G of the State *CEQA Guidelines* recognizes the following significance thresholds related to aesthetics. Based on these significance thresholds, a project would have a significant impact on aesthetic resources if it would result in:

- A substantial adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- Substantial degradation of the existing visual character or quality of the site and its surroundings; and/or
- A new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

[1] Visual character includes attributes such as form, line, color, texture, and is used to describe, not evaluate; that is, these attributes are neither considered good nor bad. However, a change in visual character can be evaluated when it is compared with the viewer response to that change. Changes in visual character can be identified by how visually compatible a proposed project would be with the existing condition by using visual character attributes as an indicator.

4.1.4.2 Project Design Features

The project includes the following features that relate to aesthetic resources:

- An approximately 1.8-acre passive park is proposed directly south of the commercial development. The existing 1.3-acre grove of coast live oaks shall be preserved within the adjacent natural open space area to the maximum extent feasible. Storm water flows from will be directed to this natural, undisturbed area via an outlet structure adjacent to Yamas Drive and will continue to an inlet structure located at the southwest corner of the oak grove preserve.
- A 'California Friendly Landscape Corridor' will extend from the passive park area, through the oak grove preserve, and along the community trail to the southwestern corner of the site. Natural materials such as cobblestone, crushed rock, decomposed granite, coarse organic bark mulch, and drought-tolerant turf will be utilized throughout landscaped area.

4.1.5 Less than Significant Impacts

The following potential impacts were determined to be less than significant. In each of the following issues, either no impact would occur or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level. In either instance, no mitigation would be required.

4.1.5.1 Scenic Vistas

Threshold	Would the proposed project have a substantial adverse effect on a scenic vista?

Views (foreground, midground) in the immediate project vicinity include undeveloped land, some rural single-story development, and two two-story multifamily housing developments. In the background, viewsheds from the project site include the Santa Ana Mountains to the west and the Sedco Hills to the north.

The project site is located along Clinton Keith Road, in an area that has experienced a surge of residential growth; the two multifamily housing developments were both constructed within the past 10 years.

The project would replace undeveloped land with mixed-use development. Building elevations are depicted in Figures 3.5A–C. Rural residences to the north would have views of commercial/retail and office uses instead of vacant land; however, there would be minimal obstruction of scenic backdrops of the Santa Ana Mountains. There may be partial temporary obstruction of mountain ridgelines for motorists on Clinton Keith Road due to their proximity to the development. Views from the west would include parking areas, the on-site retention basin, and some commercial/retail buildings. Viewers in the multifamily development immediately to the south would

have views of parking areas, the retention basin, and three-story multifamily housing buildings.

Viewers in dwelling units immediately south of the project would have long-range views of the Sedco Hills permanently obstructed due to the height of buildings and the upslope location of the project site. Because the viewpoints that are obstructed by the project are not publicly accessible and are only available to a limited number of residents of the multifamily development, they do not constitute a scenic vista as described by the City General Plan. Since the project would not create a substantial permanent obstruction to viewsheds of scenic hills and ridgelines that are generally accessible to the public, it would not have a significant impact to scenic vistas.

4.1.5.2 Scenic Highways

Threshold	Would the proposed project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway and/or local scenic road?

The project site is located 0.85 mile east of I-15, which is eligible to be designated as a state scenic highway (City of Wildomar 2008, Figure C 9; Caltrans 2012). Due to the presence of intervening buildings and mature trees, the site is not visible from I-15. The site contains no rock outcroppings or historic buildings. The oak tree grove on site would be preserved to the maximum extent feasible within the 1.3-acre natural open space area included in the site design. Therefore, there would be no impact to scenic resources within a state scenic highway.

4.1.5.3 Visual Character

Threshold	Would the proposed project substantially degrade the existing visual character or quality of the site and its surroundings?

Under the project, the existing undeveloped land would be graded and developed for the proposed commercial/retail and residential uses. As previously noted, most of the site is currently disturbed by periodic plowing and vegetated with nonnative annual grasses. The site also contains a man-made earthen basin and has been used for dumping of human-generated waste. As a result, the site is not considered a significant aesthetic resource.

The project would preserve the existing oak grove as part of a 1.3-acre open space area that includes other examples of native California vegetation. The improvements proposed by the project would be required to adhere to the City's zoning and design standards, which would make them compatible with the surrounding visual character. Multifamily housing complexes already exist to the west and south of the project site, and the site is zoned for developed uses. Because the site is consistent with surrounding development patterns and would preserve existing scenic

resources (the on-site oak grove), impacts to the visual character of the site and surroundings are considered less than significant.

Compliance with Existing Regulations and Standard Conditions of Approval. As Table 4.1.B shows, the anticipated visual changes of the project site are generally consistent with General Plan policies and objectives in the City Area Plan, Land Use, and Open Space Elements regarding visual resources.

Table 4.1.B: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
ELAP 10.1. Adhere to the lighting requirements of the City of Wildomar for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.	**Consistent.** Per Mitigation Measure 4.1.6.1, the project shall comply with standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.
Land Use	
LU 13.1. Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public.	**Consistent.** The project will not substantially alter vistas and visual features that are accessible to motorists and pedestrians.
LU 13.8. Avoid the blocking of public views by solid walls.	**Consistent.** The project does not proposed any solid walls.
LU 19.4. Encourage that structures be designed to maintain the environmental character in which they are located.	**Consistent.** Project structures will be compatible with the surrounding visual character, as discussed in Section 4.1.5.3.
LU 22.10. Require that residential units/projects be designed to consider their surroundings and to visually enhance, not degrade, the character of the immediate area.	**Consistent.** The project shall comply with City design standards.
LU 23.6. Require that commercial projects abutting residential properties protect the residential use from the impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards.	**Consistent.** The commercial and residential uses of the project are separated by slopes, park space, and a trail area.
LU 23.9. Require that commercial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area.	**Consistent.** The project shall comply with City design standards.
Open Space	
OS 9.3. Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.	**Consistent.** The existing oak grove shall be preserved as part of a 1.3-acre open space area.
OS 9.4. Conserve the oak tree resources.	**Consistent.** The existing oak grove shall be preserved as part of a 1.3-acre open space area.
OS 21.1. Identify and conserve the skylines, view corridors, and outstanding scenic vistas within the City of Wildomar.	**Consistent.** The project will not substantially obstruct any scenic vistas.

Source: *City of Wildomar General Plan* July 2008.

In summary, the project's design features and compliance with the City's zoning and design regulations would ensure that all impacts related to visual character are less than significant.

4.1.5.4 Light and Glare

Threshold	Would the proposed project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The site is currently undeveloped and does not generate light or glare. Light sources adjacent to the project include streetlights, headlights of vehicles on Clinton Keith Road, and residential, vehicle, and parking lot lights in the multifamily housing to the south of the site. Glare is a daytime occurrence typically resulting from light reflecting off polished surfaces and affecting viewers. Impacts of glare from reflective surfaces most often affect viewers in nearby moving vehicles.

Chapter 8.64 (Light Pollution) of the City's Municipal Code establishes regulations for outdoor lighting that preserve the access to the dark night sky; reduce light pollution in order to support astronomical activity and protect the viability of the Palomar Observatory; minimize off-site lighting impacts; conserve energy; and provide for an adequate level of lighting for the safety and security of persons engaged in nighttime activities. The applicant for a development permit that includes outdoor lighting fixtures is required to submit plans indicating the location and type of illuminating feature; a description of the illuminating feature; photometric showing the angle of cutoff or light emissions; and calculations sufficient to demonstrate compliance with the established lumen cap.

The development of commercial/retail, office, and residential uses would create new sources of light and glare. The City's building permit process ensures a project's compliance with City zoning and design standards, including the installation of lighting features. Compliance with the City's requirements, as established in Municipal Code would sufficiently ensure no significant light or glare impact in the project would result from the development of the proposed on-site uses; therefore, no mitigation is warranted.

The project site is located approximately 28 miles northwest of the Palomar Observatory. All development within the City is subject to Chapter 8.64 (Light Pollution) of the Municipal Code. As one of the stated purposes of Chapter 8.64 is to support astronomical activity at Palomar Observatory, project lighting would be designed, installed, and maintained in a manner sufficient to maintain the viability of Palomar Observatory. Adherence to the applicable light pollution control measures is a standard requirement for all development in the City and would ensure that lighting impacts to Palomar Observatory are less than significant. No mitigation is warranted.

4.1.6 Significant Impacts

No significant aesthetic, visual resource, or lighting-related impact was determined to be significant; therefore, no mitigation is required.

4.1.7 Cumulative Impacts

Cumulative development would further alter the viewsheds and visual character in the project area. As required by the City, the design of future projects would be reviewed for consistency with local plans and policies regarding aesthetics. Although the development of the project would partially obstruct views of the Sedco Hills and Santa Ana Mountains from certain vantage points near the project structures, vistas would not be completely obstructed from other viewpoints in the project area. Future development would be required to adhere to City General Plan policies regarding the preservation of scenic vistas.

No significant scenic resources have been identified in the project area. In addition, cumulative projects would contribute to development that is consistent with planned uses in the project area. Compliance with the City's General Plan standards, and the City's Municipal Code standards would ensure that the project in combination with other projects in the area would not result in significant impacts upon scenic vistas, scenic resources, and visual character. As a result, the project would create a less than significant cumulative impact on local scenic vistas, scenic resources, and visual character.

Cumulatively, more lighting would be introduced into the area by proposed, existing, and future development. Developed uses with similar lighting impacts are located directly south of the site and farther to the west. The project site is located in an urbanizing area adjacent to Clinton Keith Road. The proposed uses are consistent with the pattern of ongoing development along Clinton Keith Road. As with past and proposed future development, cumulative lighting-related impacts would be reduced through adherence to applicable City lighting standards. No cumulatively significant lighting impact would result from implementation of the proposed project.

4.2 AGRICULTURAL AND FORESTRY RESOURCES

This section discusses the project's effect on agricultural and forestry resources. It focuses on applicable State, regional, and local policies regarding agricultural resources and the conversion of farmland to non-agricultural uses. The analysis contained in this section is based on the following reference documents:

- *A Guide to the Farmland Mapping and Monitoring Program,* California Department of Conservation, Division of Land Resources Protection, 2004 Edition.
- *Web Soil Survey.* Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Accessed October 23, 2014.
- Multipurpose Open Space Element, *City of Wildomar General Plan*, adopted July 2008.

4.2.1 Existing Setting

4.2.1.1 Agricultural Designations and Use

The project site is a 19.4-acre undeveloped parcel. The site's soils are sandy and formed from granitic alluvium. The soils mapped on site include Hanford sandy loam, 2 to 15 percent slopes; Monserate sandy loam, 8 to 15 percent slopes, eroded; Monserate sandy loam, 15 to 25 percent slopes, severely eroded; Placentia fine sandy loam, 5 to 15 percent slopes; Ramona and Buren sandy loams, 15 to 25 percent slopes, severely eroded; Ramona and Buren loams, 5 to 15 percent slopes, eroded.

The project site has not been previously used for agricultural purposes. According to the Phase I ESA (Appendix G),[1] the site has been almost entirely undeveloped since before 1938, which is the earliest that aerial photographs are available. The exceptions include the presence of possible beehives on the property starting prior to 1938 and ending before 1953, and the presence of a small area of development in 2005. In addition, the site is not designated for agricultural use under the City General Plan or Zoning Ordinance.

The California Department of Conservation (DOC), the Farmland Mapping and Monitoring Program (FMMP)[2] compiles important farmland maps for each county within the State. Maps and statistics are produced biannually using a process that integrates aerial photo interpretation, field mapping, a computerized mapping system, and public review. The entire project site is designated "Other Land" under

[1] *Phase I Environmental Site Assessment, APNs 380-250-003 and 380-250-023, Wildomar, CA*. Hillmann Consulting, LLC. August 31, 2012.

[2] A Guide to the Farmland Mapping and Monitoring Program, California Department of Conservation, Division of Land Resources Protection, 2004 Edition.

the FMMP map for Riverside County (2010). Other Land is land not included in any other mapping category, and can include low density rural developments and vacant land that is surrounded by urbanized uses. Other Land has no agricultural use or value. The project site is not designated as Prime, Unique, Statewide Important of Locally Important Farmland.

4.2.1.2 California Land Conservation Act (Williamson Act)

The California Land Conservation Act of 1965, also referred to as the Williamson Act, is a non-mandated State program administered by counties and cities for the preservation of agricultural land. This program enables local governments to enter into contracts with private landowners to restrict specific parcels of land to agricultural or related open space use. In return, landowners receive much lower property tax assessments than normal because the assessments are based upon farming and open space uses rather than full market value. According to California Department of Conservation map for Riverside County (Sheet 1 of 3, 2012), there are no Williamson Act contracts on or adjacent to the project site.

4.2.1.3 Forest Resources

Public Resource Code Section 12220(g)) defines forest land is:

> "… land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

According to the California Department of Forestry and Fire Protection, there are no areas designated as forest land or timberland on the project site. Figure OS-3 in the Wildomar General Plan also confirms that there is no forest land in the City of Wildomar.

4.2.1.4 NOP/Scoping Comments

No public or agency comments were made about agricultural issues during the public scoping meetings or the NOP comment periods.

4.2.2 Existing Policies and Regulations

4.2.2.1 City of Wildomar General Plan Policies

There are no policies pertaining to agriculture that are applicable to the project, because it is not designated as an agricultural land use in the General Plan. The following policies pertain to forestry resources. Note that these policies are only listed here by number with a brief summary, but this policy is evaluated later in this section against the project's consistency with the stated policy.

Open Space:

OS 8.2 Support conservation programs to reforest privately held forest lands.

ELAP 18.1 Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by the City of Wildomar and the Vegetation section of the Multipurpose Open Space Element of the General Plan.

4.2.3 Thresholds of Significance

Appendix G of the *CEQA Guidelines* recognizes the following significance thresholds related to agricultural resources. Based on these significance thresholds, potential impacts to agricultural resources could be considered significant if the proposed project would:

- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- 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]);
- Result in the loss of forest land or conversion of forest land to non-forest use;
- 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; and/or
- 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 (FMMP) of the California Resources Agency, to non-agricultural use.

4.2.4 Methodology

The methodological analysis underlying this section of the EIR consists of the following:

- Identify the FMMP designation of the site;
- Identify existing and proposed General Plan land use designations and zoning for the site and adjacent areas to determine potential conflicts between agricultural and non-agricultural uses; and
- Finally, use Natural Resource Conservation Service (NRCS) data to further analyze any potential impacts to agricultural resources.

For forest land analysis, the City General Plan and Zoning Ordinance were considered in order to determine whether the project would conflict with forest or timberland zoning.

4.2.5 Less than Significant Impacts

The following potential impacts were determined to be less than significant. In each of the following issues, either no impact would occur or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level. In either instance, no mitigation would be required.

4.2.5.1 Loss or Conversion of Forest Land

Threshold	Would the project 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))?
Threshold	Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The project site is currently zoned for Rural Residential (R-R) and Planned Residential (R-4) uses. The project proposes to rezone the northern portion of the site to Scenic Highway Commercial (C-P-S). The project does not propose a zone change that would convert existing forest or timberland to urban uses.

On-site, coast live oak trees in this community grow close together along the east-central portion of the site with their canopies occasionally touching. The shrub layer underneath is poorly developed likely due to historic livestock grazing. Some non-native species found in the understory included olive, tocalote, shortpod mustard, ripgut brome, and other brome grasses. Coast live oak woodland occupies 0.81 acre within the on-site portion of the project and 0.01 acre off site.

The coast live oaks on site will be preserved to the maximum extent feasible. During development a limited number of oaks located outside the oak preserve will be removed to facilitate the construction of buildings or project features. The City does not have a tree-preservation ordinance or other requirement for the specific preservation of oak trees. Mitigation to address the biological resource impacts related to the limited removal of oak trees is identified in Section 4.4 (Biological Resources) of this EIR.

The on-site trees do not constitute forest or timberland pursuant to Public Resource Code Section 1220(g)), nor is the site zoned for forest or timberland production; therefore, no significant impact to forest or timberland resources would occur. No mitigation is warranted.

Project Design Features. To the extent feasible, the project shall preserve on-site oak trees as part of a 1.3-acre open space area.

4.2.5.2 Farmland Conversion

Threshold	Would the project result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural land use?

The California Resources Agency has mapped the entire project site as Other Land. Other Land is land that does not fall into any other FMMP category and therefore is not considered to be valuable for agricultural uses. Surrounding land to the north, east, and west is also mapped as Other Land. Urban and Built Up Land is mapped south of the project site. Some land directly to the northeast of the project site is considered Farmland of Local Importance; however, neither the project site nor adjacent properties is currently used for agriculture nor were they used for agriculture in the past, per the Phase 1 ESA. Development of proposed on-site uses would not preclude agricultural use of adjacent Farmland of Local Importance. Therefore, the project would not result in the conversion of Farmland to non-agricultural uses and there would be no impact.

4.2.5.3 Existing Agricultural Zoning and Williamson Act Contract Land

Threshold	Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

There is no land enrolled in Williamson Act contracts either on the project site or on any adjacent properties. Neither the project site nor any adjacent properties is zoned or General Plan designated for agricultural uses. Because the project would not conflict with any Williamson Act contracts or existing zoning designations, no impact related to this issue would occur; therefore, no mitigation is required.

4.2.5.4 Conversion of Farmland to Non-Agricultural Uses

Threshold	Would the project 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?

Neither the project site nor adjacent land is considered farmland or forest land, as shown on maps prepared by the DOC. In addition, the project site and adjacent lands are not currently used for agriculture, nor is there evidence to suggest that they have been in the past. Therefore, the project would not result in the conversion

of farmland to non-agricultural use or the conversion of forest land to non-forest use. No impacts related to this issue would occur.

4.2.6 Significant Impacts

The project would not have any impact relative to agricultural or forestry resources.

4.2.7 Cumulative Impacts

The DOC Office of Land Conservation publishes a Farmland Conversion Report every two years as part of its FMMP. These reports document by acreage land use conversion for each California County. The most recent data are for the 2008–2010 period, during which Riverside County experienced a net loss of 3,300 acres of Prime Farmland, 567 acres of Farmland of Statewide Importance, 1,742 acres of Unique Farmland, and gained 721 acres of Farmland of Local Importance (total loss equals 4,888 acres). However, the loss of 19.4 acres of "Other" land that has not been and is not currently utilized for agriculture would not contribute to loss of agricultural land in the County or State; therefore, no significantly cumulative agricultural impact would occur.

There is no forest or timber land on or adjacent to the site. Implementation of the project would not result in any loss of forest resources. Therefore, the project could not contribute to cumulative impacts related to forest resources.

4.3 AIR QUALITY

The following analysis provides an overview of the local and regional air quality environment, the physical setting of the project area, and the air quality regulatory framework. This section evaluates potential air quality impacts by examining the short-term construction and long-term operational impacts associated with the project. The following discussion is based in part on the following project-specific study:

- *Clinton Keith Road (APN: 390-250-003) "Grove Park" Air Quality Analysis, City of Wildomar,* Urban Crossroads, March 2, 2015. (Appendix B).

The evaluation was prepared in accordance with the standards, procedures and methodologies established in the South Coast Air Quality Management District (SCAQMD) *CEQA Air Quality Handbook* (SCAQMD 1993) and utilized the latest CalEEMod computer program developed and maintained by the SCAQMD. Air quality data posted by the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (EPA) web sites are included to document the local air quality environment.

4.3.1 Existing Setting

The CARB coordinates and oversees both State and Federal air pollution control programs in California and, in conjunction with the EPA and local air districts, maintains air quality monitoring stations throughout the State. Based on meteorological and topographical factors of air pollution, the CARB has divided the State into 15 air basins. The City is located in the South Coast Air Basin (Basin), a broad geographic area that encompasses the coastal plain and connecting broad inland valleys and low hills. The Basin includes Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino Counties This area is bounded on the west by the Pacific Ocean and on the north and east by the San Gabriel, San Bernardino, and San Jacinto Mountains.

Regional air quality in the Basin is overseen by the SCAQMD. The SCAQMD develops and adopts Air Quality Management Plans (AQMPs), which serve as a blueprint to bring the Basin into compliance with Federal and State clean air standards and adopts rules to reduce emissions from various sources, including specific types of equipment, activities, processes, and products.

4.3.1.1 Climate and Meteorology

Air quality in the project area is not only affected by various emission sources (mobile and stationary), but also by atmospheric conditions such as wind speed, wind direction, temperature, rainfall, and amount of sunshine. The combination of topography, low mixing height, abundant sunshine, and urban emissions create the worst air pollution conditions in the nation. The regional climate has a substantial influence on air quality in

the Basin. Due to a decreased marine influence, the eastern portion of the Basin shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the Basin, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the Basin have recorded maximum temperatures above 100°F. Although the climate of the region can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of Basin climate. Humidity restricts visibility in the Basin, and the conversion of sulfur dioxide to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity is 71 percent along the coast and 59 percent inland. Periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast.

More than 90 percent of the region's rainfall occurs from November through April. The annual average rainfall varies from approximately 9 inches in Riverside to 14 inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the Basin with frequency being higher near the coast. Due to its generally clear weather, about three-quarters of available sunshine is received in the Basin. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14.5 hours of possible sunshine.

The direction and speed of wind determines the horizontal dispersion and transport of air pollutants. Throughout the Basin, winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season. During the late autumn to early spring the Basin is subjected to wind flows associated with storms moving through the region from the northwest. Strong, dry, offshore winds ("Santa Anas") generally occur during this period. During the dry season, which coincides with the periods of maximum photochemical smog concentrations, the windflow is typified by daytime onshore sea breeze and nighttime offshore drainage wind. Summer wind flows are created by pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces. Wind patterns across the region are characterized by westerly and southwesterly on-shore winds during the day and easterly or northeasterly breezes at nights.

During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into eastern areas of the Basin. In the winter, the greatest pollution problems are carbon monoxide (CO) and oxides of nitrogen (NO_X), because of extremely low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter

sunshine combine to cause a reaction between hydrocarbons and NO_X to form photochemical smog.

4.3.1.2 Regional Air Quality

The CARB and EPA use the data collected at monitoring stations to classify air basins as attainment, nonattainment, nonattainment transitional, or unclassified, based on air quality data for the most recent three calendar years compared with the Ambient Air Quality Standards (AAQS). Existing air quality is measured at established SCAQMD air quality monitoring stations. Air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. Table 4.3.A details National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect.

The CAAQS are more stringent than the NAAQS. Indirect sources of pollution are generated when minor sources collectively emit a substantial amount of pollution. Examples of this would be the motor vehicles at intersections, malls, and on highways. The California Clean Air Act (CCAA) provides the SCAQMD with the authority to manage transportation activities at indirect sources. The SCAQMD also regulates stationary sources of pollution throughout its jurisdictional area. Direct emissions from motor vehicles are regulated by the CARB.

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the State and Federal standards presented in Table 4.3.A. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for ozone (O_3,) carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), inhalable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$) are not equaled or exceeded at any time in any consecutive three-year period; and the Federal standards (other than O_3, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not exceeded more than once per year. The O_3 standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24 hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Nonattainment areas are imposed with additional restrictions, as required by the EPA. The air quality data are also used to monitor progress in attaining air quality standards.

At most monitoring stations in 2013, the Federal and State AAQSs were exceeded on one or more days for O_3, PM_{10}, and $PM_{2.5}$. No areas within the Basin exceeded Federal or State standards for NO_2, SO_2 CO, sulfates or lead. Table 4.3.B identifies the attainment status for the criteria pollutants in the Basin.

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Table 4.3.A: Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		Federal Standards[2]		
		Concentration[3]	Method[4]	Primary[2,5]	Secondary[2,6]	Method[7]
Ozone (O_3)	1-Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.07 ppm (137 µg/m^3)		0.075 ppm (147 µg/m^3)		
Respirable Particulate Matter (PM_{10})	24-Hour	50 µg/m^3	Gravimetric or Beta Attenuation*	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter ($PM_{2.5}$)	24-Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation*	12 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	8-Hour	9.0 ppm (10 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m^3)	None	Non-Dispersive Infrared Photometry (NDIR)
	1-Hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)		
	8-Hour (Lake Tahoe)	6ppm (7 mg/m^3)		—		
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (56 µg/m^3)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m^3)	Same as Primary Standard	Gas Phase Chemiluminescence
	1-Hour	0.18 ppm (338 µg/m^3)		100 ppb		
Lead (Pb)[8]	30-Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	—	Ultraviolet Fluorescence	0.030 ppm (80 µg/m^3)	—	Spectrophotometry (Pararosaniline Method)
	24-Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (80 µg/m^3)	—	
	3-Hour	—		—	0.5 ppm (1300 µg/m^3)	
	1-Hour	0.25 ppm (655 µg/m^3)		75 ppb	—	
Visibility-Reducing Particles Sulfates	8-Hour	Extinction coefficient of 0.23 per kilometer—visibility of 10 miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70%. Method: Beta Attenuation and Transmittance through Filter Tape.		**No Federal Standards**		
Sulfates	24-Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[8]	24-Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

Source: California Air Resources Board (June 4, 2013).

Notes

1 California standards for ozone; carbon monoxide (except Lake Tahoe); sulfur dioxide (1 and 24 hour); nitrogen dioxide; suspended particulate matter, PM_{10}; and visibility reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2 National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth-highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.

3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4 Any equivalent procedure that can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.

5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7 Reference method as described by the EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the EPA.

8 The CARB has identified lead and vinyl chloride as ‘toxic air contaminants’ with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Table 4.3.B: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
1-hour Ozone (O_3)	Nonattainment	No Standard
8-hour Ozone (O_3)	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO_2)	Nonattainment	Unclassified/Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead (Pb)	Attainment	Attainment

Sources: Table 2-2, *Clinton Keith Road (APN: 390-250-003) "Grove Park" Air Quality Analysis,* City of Wildomar, Urban Crossroads, March 2, 2015 and http://www.arb.ca.gov/desig/adm/adm.htm.

4.3.1.3 Local Air Quality

Relative to the project site, the nearest long-term air quality monitoring site in relation to the project for O_3, CO, and NO_2 is carried out at the Lake Elsinore monitoring station located approximately 7.25 miles northwest of the project site. Data for PM_{10} was obtained from the Perris Valley monitoring station located approximately 13 miles north of the project site, while data for $PM_{2.5}$ was obtained from the Metropolitan Riverside County 2 monitoring station located approximately 26 miles northwest of the project site. It should be noted that the Perris Valley and Metropolitan Riverside County 2 monitoring stations were utilized in lieu of the Lake Elsinore monitoring station only where data were not available from the nearest monitoring site. Table 4.3.C presents the most recent (2011–2014) four years of data available for these stations. The number of days ambient air quality standards were exceeded for the study area, which is was considered to be representative of the local air quality, is also identified in Table 4.3.C.[1]

Table 4.3.C: Project Area Air Quality Monitoring Summary 2011–2014*

Pollutant	Standard	2011	2012	2013	2014
Carbon Monoxide (CO)					
Maximum 1-hr concentration		1.7	2.7	0.7	1.9
Number of days exceeded:	State: > 20 ppm	0	0	0	0
	Federal: > 35 ppm	0	0	0	0
Maximum 8-hr concentration (ppm)		0.7	0.7	0.4	1.4
Number of days exceeded:	State: ≥ 9.0 ppm	0	0	0	0
	Federal: ≥ 9.0 ppm	0	0	0	0
Ozone (O_3)					
Maximum 1-hr concentration		0.133	0.111	0.102	0.104
Number of days exceeded:	State: > 0.09 ppm	19	10	—	0
	Federal: >0.12 ppm	1	0	0	0
Maximum 8-hr concentration (ppm)		0.106	0.089	0.082	0.086
Number of days exceeded:	State: > 0.07 ppm	45	32	—	—
	Federal: > 0.075 ppm	1	17	3	6
Number of days exceeding Health Advisory	≥ 0.015 ppm	28	0	0	0
Inhalable (≤ 10 microns) Particulate Matter (PM_{10})					
Maximum 24-hr concentration ($\mu g/m^3$)		65	62	70	87

[1] Data for SO_2 have been omitted as attainment is regularly met in the Basin and few monitoring stations measure SO_2 concentrations.

Table 4.3.C: Project Area Air Quality Monitoring Summary 2011–2014*

Pollutant	Standard	2011	2012	2013	2014
Number of samples exceeding standard:	State: > 50 µg/m^3	01	1	—	—
	Federal: > 150 µg/	65	0	0	0
Annual arithmetic mean (µg/m^3)		60	26.5	—	—
Number of samples		3	60	57	60
Fine (≤ 2.5 microns) Particulate ($PM_{2.5}$)					
Maximum 24-hr concentration (µg/m^3)		51.6	30.2	33.4	30.9
Number of days exceeded:	Federal: > 35 µg/m^3	2	2	0	0
Annual arithmetic mean (µg/m^3)		11.8	11.4	11.6	10.9
Number of samples		112	104	26	110
Nitrogen Dioxide (NO_2)					
Maximum 1-hr concentration (ppm)		0.0503	0.048	0.038	0.045
Number of days exceeded:	State: > 0.18 ppm	0	0	0	0
Annual arithmetic mean concentration (ppm)		0.0096	0.0102	—	—

Source: Table 2-3, Clinton Keith Road (APN: 390-250-003) "Grove Park" Air Quality Analysis, City of Wildomar, Urban Crossroads, March 2, 2015.
* O_3, CO, and NO_2 data from the Lake Elsinore monitoring station, data for PM_{10} from the Perris Valley monitoring station, and $PM_{2.5}$ data from the Metropolitan Riverside County 2 monitoring station.
— = data not available from either SCAQMD or EPA.
µg/m^3 = micrograms per cubic meter
ppm = parts per million

Criteria pollutants are those pollutants that are regulated through the development of human health and/or environmentally based criteria for setting permissible levels. Criteria pollutants and their typical sources are identified below. The generalized effects these criteria pollutants have on human health are summarized in Table 4.3.D.

Table 4.3.D: Generalized Summary of Health Effect of the Major Criteria Air Pollutants

Pollutant	Health Effects	Examples of Sources
PM_{10}	Increased respiratory disease Lung damage Premature death	Cars and trucks (especially diesel), fireplaces, wood stoves, windblown dust from roadways, agriculture, and construction activities
O_3	Breathing difficulties Lung damage	Formed by chemical reactions of air pollutants in the presence of sunlight; common sources are motor vehicles, industries, and consumer products
CO	Chest pain in heart patients, headaches, nausea, reduced mental alertness, and death at very high levels	Any source that burns fuel, such as cars, trucks, construction and farming equipment, and residential heaters and stoves.
NO_2	Lung damage	See CO sources

Table 4.3.D: Generalized Summary of Health Effect of the Major Criteria Air Pollutants

Pollutant	Health Effects	Examples of Sources
Toxic air contaminants	Cancer, chronic eye, lung, or skin irritation; neurological and reproductive disorders	Cars and trucks; industrial sources such as chrome platers; neighborhood businesses such as dry cleaners and service stations; and building materials and products

Carbon Monoxide (CO) is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Sulfur Dioxide (SO_2) is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_X).

Nitrogen Oxides (Oxides of Nitrogen or NO_X) consist of nitric oxide (NO), nitrogen dioxide (NO_2) and nitrous oxide (N_2O) and are formed when nitrogen combines with oxygen. Nitrogen oxides are typically created during combustion processes, and are major contributors to smog formation and acid deposition. NO_2 is a criteria air pollutant, and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of nitrogen oxide compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitors.

Ozone (O_3) is a highly reactive and unstable gas that is formed when volatile organic compounds (VOCs) and NO_X, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

PM_{10} (Particulate Matter less than 10 microns) is a major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. The size of the particles (about 0.0004 inch or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. PM_{10} also causes visibility reduction and is a criteria air pollutant.

$PM_{2.5}$ (Particulate Matter less than 2.5 microns) is a similar air pollutant consisting of tiny solid or liquid particles that are 2.5 microns or smaller (often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include sulfates formed from SO_2 release from power plants and industrial facilities and nitrates that are formed from NO_X release from power plants, automobiles and other types of combustion sources. The chemical composition of fine particles depends on location, time of year, and weather conditions. $PM_{2.5}$ is a criteria air pollutant.

Lead (Pb) is a heavy metal that is highly persistent in the environment. In the past, the primary source of lead in the air was emissions from vehicles burning leaded gasoline. As a result of the removal of lead from gasoline, there have been no violations at any of the SCAQMD's regular air monitoring stations since 1982. Currently, emissions of lead are limited to stationary sources such as lead smelters. It should be noted that the project is not anticipated to generate a quantifiable amount of lead emissions. Lead is a criteria air pollutant.

Volatile Organic Compounds (VOC) are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG (see below) interchangeably.

Reactive Organic Gases (ROG), similar to VOC, are also precursors in forming ozone and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/ decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms ROG and VOC interchangeably.

4.3.1.4 Sensitive Land Uses in the Project Area

Sensitive receptors include residences, schools, medical offices, convalescent facilities, and similar uses that are sensitive to air pollutants. The nearest sensitive receptors are the multifamily residences located directly south of the project site. In addition to these residences, multifamily uses are also located approximately 750 west of the site. Inland Regional Medical Center is located approximately 1,200 feet southwest of the project site, while single-family residences are located approximately 1,500 feet to the east. Scattered rural residential uses are located

north of Clinton Keith Road, approximately 80 to 400 feet north of the project boundary.

4.3.1.5 NOP and Scoping Responses

The SCAQMD responded (January 2 and June 18, 2015) to the NOPs, identifying the requirements for air quality analyses and the availability of data to assist in the preparation of such efforts. The SCAQMD comment letters are included in Appendix A to this EIR.

No issues related to the project's effects on local or regional air quality were expressed by the public at the Public Scoping Meetings.

4.3.2 Existing Policies and Regulations

4.3.2.1 Federal Regulations

The EPA is responsible for setting and enforcing the NAAQS for O_3, CO, NOx, SO_2, PM_{10}, and lead. The EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters. The EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the CARB.

The Federal Clean Air Act (CAA) establishes Federal air quality standards, the NAAQS (see previously referenced Table 4.3.A) and specifies future dates for achieving air quality compliance. The CAA further mandates that states submit and implement State Implementation Plans (SIPs) for those areas not meeting these standards. The SIPs must include pollution control measures that demonstrate how the NAAQS will be met. The 1990 amendment to the CAA requires that areas not meeting NAAQS demonstrate reasonable further progress toward attainment and incorporate sanctions for failure to attain or meet specific attainment milestones. Each state is required to adopt an implementation plan outlining pollution control measures to attain the Federal standards in nonattainment areas of the state. The CARB is responsible for incorporating air quality management plans for local air basins into an SIP, which is approved by the EPA.

In April 2003, the EPA was cleared by the White House Office of Management and Budget (OMB) to implement the eight-hour ground-level O_3 standard. The EPA issued the proposed rule implementing the eight-hour O_3 standard in April 2003. The EPA completed final eight-hour nonattainment status on April 15, 2004. The EPA issued the final $PM_{2.5}$ implementation rule in fall 2004. The EPA issued final designations on December 15, 2004.

4.3.2.2 State Regulations

The CARB is responsible for ensuring implementation of the CCAA, responding to the CAA, and for regulating emissions from consumer products and motor vehicles. The CCAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain CAAQS by the earliest practical date. The CARB established the CAAQS for all pollutants for which the Federal Government has NAAQS. Additional standards for sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride have been established; however, they are not considered to be a regional air quality problem at this time. Hydrogen sulfide and vinyl chloride are not measured at any monitoring stations in the Basin. Generally, the CAAQS are more stringent than the NAAQS.

4.3.2.3 Regional Regulations

The 1976 Lewis Air Quality Management Act established the SCAQMD and other air districts throughout the State. Significant authority for air quality control within them has been granted to local air districts that regulate stationary source emissions and develop local nonattainment plans. Local air quality management districts, such as the SCAQMD, regulate air emissions from commercial and light industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS. Serious non-attainment areas are required to prepare AQMPs that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development);
- A district permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and ensuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low-emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a five percent or more annual reduction in emissions or 15 percent or more in a period of three years for ROGs, NO_X, CO and PM_{10}. However, air basins may use alternative emissions reduction strategies that achieve a reduction of less than five percent per year under certain circumstances.

The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the AQMP for the Basin. The primary purpose of an AQMP is to bring the area into compliance with Federal and State air quality standards. Every three years, the SCAQMD prepares a new AQMP, updating

the previous plan and having a 20-year horizon. The SCAQMD adopted the 2012 AQMP in December 2012 and forwarded it to the CARB for review and approval. The CARB approved the AQMP on January 23, 2013, and forwarded it to the EPA.

The AQMP proposes policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the areas under its jurisdiction. The AQMP addresses Federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2012 AQMP uses assumptions regarding land use and population growth to generate its air quality projections. For example, it assumed that development will be constructed in accordance with population growth projections identified by the SCAG's 2012 Regional Transportation Plan (RTP).

The Final 2012 AQMP proposes a comprehensive program for the attainment of Federal $PM_{2.5}$ standards, and updates the Basin's progress toward meeting the Federal 8-hour ozone standards. This Final Plan builds upon the approaches taken in the 2007 AQMP.

4.3.2.4 City General Plan Policies

Local jurisdictions have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits and monitors and enforces implementation of such mitigation. Air-quality related policies outlined in the City's General Plan include:

AQ 1.1 Promote and participate with regional and local agencies, both public and private, to protect and improve air quality.

AQ 1.2 Support the Southern California Association of Government's (SCAG) Regional Growth Management Plan by developing intergovernmental agreements with appropriate governmental entities.

AQ 1.3 Participate in the development and update of those regional air quality management plans required under Federal and State law, and meet all standards established for clean air in these plans.

AQ 1.4 Coordinate with the SCAQMD and MDAQMD to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.

AQ 1.5 Establish and implement air quality, land use and circulation measures that improve not only the County's environment but the entire region's.

AQ 1.6 Establish a level playing field by working with local jurisdictions to simultaneously adopt policies similar to those in the Air Quality Element.

AQ 1.7 Support legislation which promotes cleaner industry, clean fuel vehicles and more efficient burning engines and fuels.

AQ 1.8 Support the introduction of Federal, State or regional enabling legislation to permit the County to promote inventive air quality programs, which otherwise could not be implemented.

AQ 1.9 Encourage, publicly recognize and reward innovative approaches that improve air quality.

AQ 1.10 Work with regional and local agencies to evaluate the feasibility of implementing a system of charges (e.g., pollution charges, user fees, congestion pricing and toll roads) that requires individuals who undertake polluting activities to bear the economic cost of their actions where possible.

AQ 1.11 Involve environmental groups, the business community, special interests, and the general public in the formulation and implementation of programs that effectively reduce airborne pollutants.

AQ 2.1 The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible.

AQ 2.2 Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible.

AQ 2.3 Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.

AQ 3.1 Allow the market place, as much as possible, to determine the most economical approach to relieve congestion and cut emissions.

AQ 3.2 Seek new cooperative relationships between employers and employees to reduce vehicle miles traveled.

AQ 3.3 Encourage large employers and commercial/industrial complexes to create Transportation Management Associations.

AQ 3.4 Encourage employee rideshare and transit incentives for employers with more than 25 employees at a single location.

AQ 4.1 Encourage the use of building materials/methods which reduce emissions.

AQ 4.2 Encourage the use of efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and b oiler units.

AQ 4.3 Encourage centrally heated facilities to utilize automated time clocks or occupant sensors to control heating.

AQ 4.4 Require residential building construction to comply with energy use guidelines detailed in Title 24 of the California Administrative Code.

AQ 4.5 Require stationary pollution sources to minimize the release of toxic pollutants.

AQ 4.6 Require stationary air pollution sources to comply with applicable air district rules and control measures.

AQ 4.7 To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions.

AQ 4.9 Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.

AQ 5.1 Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.

AQ 5.2 Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments.

AQ 5.4 Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.

Other General Plan air quality policies related to the proposed project are detailed in other sections of the EIR.

4.3.3 Methodology

Evaluation of air quality impacts associated with the proposed project includes the following:

- Determine the short-term construction air quality impacts based on SCAQMD emissions thresholds;
- Determine the long-term air quality impacts, including vehicular traffic, on both on-site and off-site air quality sensitive uses based on SCAQMD emissions thresholds; and
- Determine the required mitigation measures to reduce short-term and long-term on-site air quality impacts from all sources.

A number of modeling tools are available to assess air quality impacts of projects. In addition, certain air districts, such as the SCAQMD, have created guidelines and requirements to conduct air quality analysis. SCAQMD's current guidelines, *CEQA Air Quality Handbook*, April 1993, were followed in the assessment of air quality impacts for the proposed project. The air quality models identified in the document are outdated; therefore, the California Emissions Estimator Model Version 2013.2.2 (CalEEMod) was used to estimate project-related construction and operation emissions in this air quality assessment.

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the NAAQS/CAAQS; therefore, the analysis makes also uses methodology included in the SCAQMD *Final Localized Significance Threshold Methodology.*

Localized air quality impacts (i.e., higher CO concentrations [CO hot spots] near intersections or roadway segments in the project vicinity) would be small and less than significant due to the generally low ambient CO concentrations (2.7 parts per million [ppm] versus the State one-hour CO standard of 20.0 ppm and 0.7 ppm versus the State eight-hour CO standard of 9.0 ppm) in the project area. In addition, more stringent vehicle emissions standards in the past 20 years have lowered potential for CO "hot spots". CO concentrations in the project vicinity have steadily declined since the adoption of these standards, and "hot spots" could not be generated even in very busy intersections. Due to these considerations, a project-specific analysis was not required for local CO "hot spots."

A discussion of the methodology utilized during the preparation of the project's air quality analysis is provided in the Appendix B (*Air Quality Impact Analysis*).

4.3.3.1 Types of Impacts

Direct Impacts. Direct impacts are the result of the project itself (from its construction and operation) in the form of project activity and trips generated by the project. For example, construction emissions (e.g., equipment exhaust, wind erosion, and vehicle exhaust) and trips to and from the project site (e.g., vehicle exhaust and tire wear) represent direct impacts.

Indirect Impacts. Indirect impacts are the result of changes that would not occur without the project. In the case of the proposed project, indirect impacts on the surrounding community can be generated in many ways: nearby construction of roadways (or roadway modifications) and other infrastructure to support the subdivision, construction and operation of development, changes in traffic/circulation patterns that result in increased congestion/delays, etc.

Cumulative Impacts. Cumulative impacts are direct and indirect impacts to which the project contributes. A given project has a cumulative impact with all other area development projects, from the standpoint of each type of impact (cumulative construction emissions, residential natural gas consumption, solvent use, transportation emissions, congestion, etc.).

Conformity Impacts. A project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with the applicable rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan).

4.3.4 Thresholds of Significance

Appendix G of the *State CEQA Guidelines* recognizes the following significance thresholds related to air quality. Based on these significance thresholds, potential impacts to air quality could be considered significant if the proposed project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase in any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursor);
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Create objectionable odors affecting a substantial number of people.

4.3.4.1 Regional Thresholds for Construction Emissions

The following significance thresholds for construction activities have been established by the SCAQMD. Activities that exceed these thresholds should be considered to have an individual and cumulatively significant air quality impact:

- 75 pounds per day of VOC.
- 100 pounds per day of NO_X.
- 550 pounds per day of CO.
- 150 pounds per day of PM_{10}.
- 150 pounds per day of SO_2.

- 55 pounds per day of $PM_{2.5}$.
- 3 pounds per day of lead.

4.3.4.2 Regional Thresholds for Operational Emissions

Projects with operation-related emissions that exceed any of the emission thresholds listed below would have an individual and cumulatively significant air quality impact:

- 55 pounds per day of ROG/VOC.
- 55 pounds per day of NO_X.
- 550 pounds per day of CO.
- 150 pounds per day of PM_{10}.
- 150 pounds per day of SO_2.
- 55 pounds per day of $PM_{2.5}$.
- 3 pounds per day of lead.

4.3.4.3 Air Pollutant Standards for CO with Localized Effects

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and Federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or Federal standard, project emissions are considered significant if they increase one-hour CO concentrations by 1.0 ppm or more or eight-hour CO concentrations by 0.45 ppm or more. The Basin (with the exception of Los Angeles County) meets State and Federal attainment standards for CO; therefore, the proposed project would have a significant CO impact if project emissions result in an exceedance of State or Federal one-hour or eight-hour standard. The following emission concentration standards for CO apply to the proposed project:

- California State one-hour CO standard of 20.0 ppm.
- California State eight-hour CO standard of 9.0 ppm.

4.3.4.4 Local Significance Thresholds

For this project, the appropriate Source Receptor Area (SRA) is the Lake Elsinore area (SRA 25) and local air quality conditions are evaluated based on data from the Lake Elsinore Monitoring station, located approximately 7.25 miles northwest of the project site. As identified previously, the nearest sensitive receptors are located approximately directly south of the project site; therefore, use of the minimum Local

Significance Thresholds (LSTs) distance at 25 meters (82.0 feet) is appropriate. Assuming daily maximum ground disturbance of 3.0 acres and 25 meters to the closest sensitive receptors, the SCAQMD localized significance threshold would be:

- 279.67 pounds per day of NO_X.
- 1,388.83 pounds per day of CO.
- 9.0 pounds per day of PM_{10}.
- 5.33 pounds per day of $PM_{2.5}$.

Use of the LSTs for a five-acre site for operational activities is more stringent and appropriate, because emissions would occur in a more concentrated area closer to the nearest receptor (as compared to what would actually occur). The SCAQMD LST for operational activities would be:

- 371.0 pounds per day of NO_X.
- 1,965.0 pounds per day of CO.
- 4.0 pounds per day of PM_{10}.
- 2.0 pounds per day of $PM_{2.5}$.

4.3.5 Less than Significant Impacts

The following impacts were determined to be less than significant. In each of the following issues, either no impact would occur (therefore, no mitigation would be required) or adherence to established regulations, standards, and policies would reduce impacts to a less than significant level.

4.3.5.1 Air Quality Management Plan Consistency

Threshold	Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?

To meet ambient air quality standards, the SCAQMD works directly with the SCAG, county transportation commissions, local governments and State and Federal agencies to reduce emissions from stationary, mobile, and indirect sources. The SCAQMD for formulates the AQMP for the Basin. The current AQMP for the Basin was adopted by the SCAQMD on December 7, 2012, and approved by the CARB on January 23, 2013. The 2012 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategies and updated emission inventory methodologies for various source categories. The AQMP is based on assumptions provided by CARB and SCAG related to the most recent motor vehicle[1]

[1] EMFAC modeling, which is CARB's tool for estimating emissions from on-road vehicles.

and demographic information. The 2012 AQMP assumes that development associated with general plans, specific plans, residential projects, and wastewater facilities will be constructed in accordance with the population growth projections identified by SCAG. The 2012 AQMP further assumes that this development will implement strategies to reduce emissions generated during the construction and operational phases of development.

A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. It fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans. The project includes a proposal to change the General Plan Land Use designation on the northern portion of the site from Business Park (BP) to Commercial Retail (CR). The Commercial Retail (CR) land use designation allows for the development of local and regional serving retail and service uses.

The SCAQMD has the following consistency criteria:

- **Consistency Criterion No. 1:** The proposed project would 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.

  The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if LSTs were exceeded. As evaluated as part of the project LST analysis, with utilization of Best Available Control Measures (BACMs) and implementation of Mitigation Measures (MMs), during construction, the project will not exceed applicable LSTs. Similarly, the project's mitigated regional construction source emissions will not exceed applicable regional thresholds established by the SCAQMD, and a less than significant impact is expected. Project-related operational emissions would not exceed applicable LSTs. According to Criterion 1, the project would not conflict with the AQMP.
- **Consistency Criterion No. 2:** The proposed project would not exceed the assumptions in the 2012 AQMP or increments based on the year of project build-out phase.

The 2012 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under Federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City are considered to be consistent with the AQMP.

Implementation of the proposed project would require a General Plan Amendment that would change the General Plan designations for a portion of the project site from Business Park (BP) to Commercial Retail (CR). The Business Park designation envisions the development of "… Employee intensive uses, including research & development, technology centers, corporate offices, 'clean' industry and supporting retail while the Commercial Retail (CR) designations allows the development of commercial retail uses at a neighborhood, community and regional level, as well as for professional office and tourist-oriented commercial uses." The project's proposed General Plan Amendment would not materially affect the uses allowed to be developed on the site; therefore, the proposed change is consistent with the AQMP and no significant impact would occur. The development proposed for the southern portion of the site is consistent with the existing General Plan designation. The project would not result in or cause NAAQS or CAAQS violations. No mitigation is warranted.

4.3.5.2 Operational Regional Emissions

Threshold	Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable Federal or State ambient air quality standard? For long-term operations, the applicable daily thresholds are: • 55 pounds of ROC/VOC; • 55 pounds of NO_X; • 550 pounds of CO; • 150 pounds of PM_{10}; • 55 pounds per day of $PM_{2.5}$; and • 150 pounds of SO_X.

Project-related operational criterial pollutant emissions are expected from the following sources:

- Area Sources
  - Emissions from the evaporation of solvents in paints, varnishes, primers, and other surface coatings that may be used in the course of project maintenance.
  - Release of organic compounds contained in consumer products such as detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. The organic compounds contained, when released into the atmosphere, can react to form O_3 and other photochemically reactive pollutants.
  - Emissions from the use of hearths and fireplaces.

  - Emissions related to fuel consumption and evaporation of unburned fuel during the use of landscape maintenance equipment including lawnmowers, shredders/grinders, chain saws, trimmers, etc.

- Energy Sources
  - Emissions of pollutants resulting from the generation of electricity and consumption of natural gas.[1]

- Mobile Sources
  - The project's operational air pollutant emissions will be derived primarily from the vehicle trips generated by the project. Vehicle trip characteristics detailed in the traffic impact analysis prepared for the project.[2] Factors utilized in the estimation of project-related operational air quality impacts are the overall daily trip generation and the project's effect on peak hour volumes and traffic operations in the project vicinity.
  - Road dust and tire wear particulates resulting from vehicle travel on roadways in the project area.

Long-term operational emissions associated with the project during summer and winter are detailed in Tables 4.3.E and 4.3.F, respectively. As identified in these tables, the increase of criteria pollutants as a result of the project would not exceed established SCAQMD daily emission thresholds. Project-related long-term air quality impacts would be less than significant and no mitigation is required.

Table 4.3.E: Summary of Peak Operational Emissions (Summer)

Year	Emissions (pounds per day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Source	12.70	0.16	13.55	7.10e-4	0.29	0.29
Energy Source	0.07	0.58	0.26	3.71e-3	0.05	0.05
Mobile Source	9.65	26.88	97.39	0.27	18.41	5.52
Maximum daily emissions	**22.42**	**27.62**	**111.20**	**0.27**	**18.75**	**5.52**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Table 3-6, *Clinton Keith Road (APN: 390-250-003) "Grove Park" Air Quality Analysis, City of Wildomar*, Urban Crossroads, March 2, 2015.

[1] Electrical generating facilities for the project are either located outside the region (State) or offset through the use of pollution credits (RECLAIM) for generation within the Basin. Criteria pollutant emissions from the off-site generation of electricity are generally excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using CalEEMod.

[2] *Clinton Keith Road (APN: 380-250-003) Traffic Impact Analysis City of Wildomar, CA*, Urban Crossroads, March 5, 2015.

Table 4.3.F: Summary of Peak Operational Emissions (Winter)

Year	Emissions (pounds per day without Mitigation)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Source	12.70	0.16	13.55	7.10e-4	0.29	0.29
Energy Source	0.07	0.58	0.26	3.71e-3	0.05	0.05
Mobile Source	9.41	27.97	92.53	0.25	18.42	5.19
Maximum daily emissions	**22.18**	**28.71**	**106.35**	**0.25**	**18.75**	**5.52**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Table 3-6, *Clinton Keith Road (APN: 390-250-003) "Grove Park" Air Quality Analysis, City of Wildomar*, Urban Crossroads, March 2, 2015.

Impact 4.3.5.3: Operational Localized Emissions

Threshold	Would the proposed project exceed the SCAQMD localized significance threshold of: • 371.0 pounds per day of NO_X. • 1,965.0 pounds per day of CO. • 4.0 pounds per day of PM_{10}. • 2.0 pounds per day of $PM_{2.5}$.

Local Significance Thresholds represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standard at the nearest residence or sensitive receptor. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects less than or equal to five acres in size. Projects with boundaries located closer than 25 meters (82 feet) to the nearest receptor should use the LSTs for receptors located at 25 meters. At this distance, the LST provides for a conservative, i.e., "health protective" standard of care. Use of the LSTs for a five-acre site for operational activities is appropriate since this would result in more stringent LSTs because emissions would occur in a more concentrated area and closer to the nearest sensitive receptor than what would actually occur.

The LST analysis includes on-site sources only; however, the CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. The localized emissions presented in Table 4.3.G represent all on-site project-related area (stationary) sources and 5 percent of the project-related mobile sources.[1] As detailed in Table 4.3.G, the modeling based on these assumptions demonstrates that the project's operational-source emissions would not exceed applicable LSTs. The

[1] Considering that the weighted trip length used in CalEEMod for the project is approximately 14.7 miles, 5 percent of this total would represent an on-site travel distance for each car and truck of approximately one mile or 5,280 feet, thus the 5 percent assumption is conservative and would tend to overstate the actual impact.

project's operational localized air quality impacts would be less than significant; therefore, no mitigation is required.

Table 4.3.G: Summary of Operational Localized Emissions

Operational Activity	Emissions (pounds per day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum daily emissions	**2.14**	**18.68**	**1.26**	**0.60**
SCAQMD Localized Threshold	371.00	1,965.00	4.00	2.00
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: Table 3-10*, Clinton Keith Road (APN: 390-250-003) "Grove Park" Air Quality Analysis, City of Wildomar,* Urban Crossroads, March 2, 2015.

4.3.5.4 Long-Term CO "Hotspot" Impacts

Threshold	Would the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation? For CO, the applicable thresholds are: • California State one-hour CO standard of 20.0 ppm; and • California State eight-hour CO standard of 9.0 ppm.

Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended, to determine a project's effect on local CO levels. Vehicular trips associated with the proposed project would contribute to traffic levels at intersections and along roadway segments in the project vicinity. Localized air quality impacts would occur when emissions from vehicular traffic increase in local areas as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, which is a direct function of vehicle idling time and, thus, traffic flow conditions. CO transport is extremely limited and disperses rapidly with distance from the source under normal meteorological conditions; however, under certain extreme meteorological conditions, CO concentrations proximate to a congested roadway or intersection may reach unhealthful levels affecting local sensitive receptors (residents, schoolchildren, the elderly, hospital patients, etc.). Over the past three years (2011-2013), the highest one-hour ambient CO concentration monitored at the Lake Elsinore station was 2.7 ppm (2012), which is below the State standard of 20.0 ppm (see previously referenced Table 4.3.C). The highest 8-hour concentration for the same period, 0.7 ppm (2011 and 2012) is also below the State eight-hour standard of 9.0 ppm.

The highest CO concentrations would normally occur during peak traffic hours; therefore, CO impacts calculated under peak traffic conditions represent a worst-case analysis. CO monitoring analyses have typically revealed that a project would have to increase traffic volumes at a single intersection by more than 44,000

vehicles per hour (or 24,000 vehicles per hour when horizontal/vertical air does not mix) in order to generate a significant CO impact.[1] The project is estimated to generate a net total of approximately 2,691 net trip-ends per day on a typical weekday.[2] Given the existing extremely low level of CO concentrations in the project area, anticipated project-related traffic is not expected to result in the CO concentrations exceeding the State or Federal CO standards; therefore, CO hotspot impacts would not occur. Localized air quality impacts related to mobile-source emissions would be less than significant and no mitigation is required.

4.3.5.5 Odors

Threshold	Would the proposed project create objectionable odors affecting a substantial number of people?

Various diesel-powered vehicles and other equipment used during on-site construction would create odors. While construction activities, application of architectural coatings and installation of asphalt may temporarily generate odors, these odors are not likely to be noticeable beyond the project boundaries.

Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills or various heavy industrial uses. The project does not propose any such uses or activities that would result in potentially significant operational source odor impacts. Potential sources of operational odors generated by the project would include disposal of miscellaneous residential, office, and commercial refuse. SCAQMD Rule 402 prohibits the discharge of air from any source that causes injury, nuisance, or annoyance to the health, safety, or comfort of the public. Additionally, consistent with City requirements, all project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations. Potential operational-source odor impacts are therefore considered less than significant and no mitigation is required.

4.3.6 Significant Impacts

Impact 4.3.6.1 Construction-Related Regional Emissions

On-site construction activities would result in the emission of criteria pollutants in excess of applicable standards.

Threshold	Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality

[1] Page 31, *Clinton Keith Road (APN: 390-250-003) "Grove Park" Air Quality Analysis, City of Wildomar, Urban Crossroads, March 2, 2015*

[2] *Clinton Keith Road (APN: 380-250-003) Traffic Impact Analysis City of Wildomar, CA*, Urban Crossroads, March 5, 2015.

standard?

For construction operations, the applicable daily thresholds are:

- 75 pounds of ROC/VOC;
- 100 pounds of NO_X;
- 550 pounds of CO;
- 150 pounds of PM_{10};
- 55 pounds of $PM_{2.5}$; and
- 150 pounds of SO_2.

Construction activities associated with the project will result in emissions of CO, VOCs, NO_X, SO_X, PM_{10}, and $PM_{2.5}$. Construction-related emissions are expected from the following activities:

- Grading;
- Building Construction;
- Architectural Coatings (Painting);
- Construction Workers Commuting; and
- Paving.

Construction is expected to commence in January 2017 and will last through July 2018. Table 4.3.H shows construction duration by phase. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario; should construction occur any time after the stated dates, emission factors for construction decrease as the analysis year increases. While mix of construction equipment utilized may vary due to site-specific needs, the assumptions provided represent a reasonable approximation of on-site construction activities. The duration of construction activity was developed based on a 2018 opening year and past project experience. Associated equipment was estimated based on CalEEMod defaults. A detailed summary of construction equipment assumptions by phase is provided in Table 4.3.I.

Table 4.3.H: Construction Duration

Phase	Duration (working days)
Grading	75
Building Construction	300
Paving	20
Architectural Coating	45

Source: Table 3-2, *Clinton Keith Road (APN: 390-250-003) "Grove Park" Air Quality Analysis, City of Wildomar*, Urban Crossroads, March 2, 2015.

Table 4.3.I: Construction Equipment Assumptions

Activity	Equipment	Number	Hours per day
Grading	Excavators	2	8
	Graders	1	8
	Water Trucks	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
	Tractors/Loaders/Backhoes	2	8
Building Construction	Cranes	1	8
	Forklifts	3	8
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	3	8
	Welders	1	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coatings	Air Compressors	1	8

Source: Table 3-3, *Clinton Keith Road (APN: 390-250-003) "Grove Park" Air Quality Analysis, City of Wildomar*, Urban Crossroads, March 2, 2015.

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). The CalEEMod model was utilized to calculate fugitive dust emissions resulting from this phase of activity. The project site would require approximately 78,300 cubic yards of soil import in order to balance. Soil import would commence in January 2017, concurrent with grading activity, and would last for of approximately four months (75 working days). The proposed project will be required to comply with standard SCAQMD Rules for the control of fugitive dust.

Construction emissions for construction worker vehicles traveling to and from the project site, as well as vendor trips (construction materials delivered to the project site) were estimated based on CalEEMod defaults. Table 4.3.J summarizes the construction-related emissions based on the previously stated activity and equipment assumptions. Under the assumed construction scenario, emissions will exceed the SCAQMD thresholds established for VOCs and NO_X. The exceedance of SCAQMD thresholds is a significant impact requiring mitigation.

Table 4.3.J: Summary of Regional Construction-related Emissions (without Mitigation)

Year	Emissions (pounds per day without Mitigation)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2017	8.52	105.79	71.22	0.15	15.21	8.05
2018	101.23	31.84	37.40	0.08	5.25	2.57
Maximum daily emissions	**101.23**	**105.79**	**71.22**	**0.15**	**15.21**	**8.05**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**NO**	**NO**	**NO**	**NO**

Source: Table 3-4, *Clinton Keith Road (APN: 390-250-003) "Grove Park" Air Quality Analysis, City of Wildomar,* Urban Crossroads, March 2, 2015.
Note: The volume of emissions identified does not take credit to reductions that would be achieved through application of Best Available Control Measures and standard SCAQMD Rules.

Best Available Control Measures (BACMs) refer to an approach to pollution control that is based on adopting the most effective methods of controlling emissions of pollutants from sources such as roadway dust, soot and ash from woodstoves, and open burning of timber, grasslands, or rubbish. Additionally, during construction activities, the proposed project would be subject to applicable rules established by the SCAQMD including, but not limited to:

- **Rule 402 (Nuisance):** This rule prohibits the discharge from any source whatsoever such quantities of air contaminant or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such person or the public, or which cause, or have a natural tendency to cause, injury, or damage to business or property.
- **Rule 403 (Fugitive Dust):** This rule requires fugitive dust sources to implement Best Available Control Measures for all sources and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.
    a. Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.
    b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
    c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
    d. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

e. Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

- **Rule 431.2 (Low Sulfur Fuel):** The purpose of this rule is to limit the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and to enable the use of add-on control devices for diesel fueled internal combustion engines. The rule applies to all refiners, importers, and other fuel suppliers such as distributors, marketers and retailers, as well as to users of diesel, low sulfur diesel, and other liquid fuels for stationary source applications in the district. The rule also affects diesel fuel supplied for mobile source applications.
- **Rule 1113 (Architectural Coatings):** This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG/VOC emissions from the use of these coatings, primarily by placing limits on the ROG/VOC content of various coating categories.
- **Rule 1186/1186.1 (Street Sweepers):** The purpose of Rule 1186 is to reduce the amount of particulate matter entrained in the ambient air as a result of vehicular travel on paved and unpaved public roads, and at livestock operations. Rule 1186.1 requires certain public and private sweeper fleet operators to acquire and operate alternative-fuel or otherwise less-polluting sweepers when purchasing or leasing these vehicles for sweeping operations undertaken by or for governments or governmental agencies in the jurisdiction of the SCAQMD.

Mitigation Measures. The following measures have been identified to ensure implementation of BACMs and applicable SCAQMD Rules to reduce the level of pollutants emitted during on-site construction activities:

4.3.6.1A "Zero-Volatile Organic Compounds" paints (no more than 150 grams/liter of VOC) and/or High Pressure/Low Volume (HPLV) applications consistent with SCAQMD Rule 1113 shall be used during project construction.

4.3.6.1B All rubber tired dozers and scrapers used during grading operations shall be California Air Resources Board (CARB) Tier 3 certified or better.

4.3.6.1C Appropriate provisions detailed in SCAQMD Rule 403 shall be implemented for the duration of project construction. Fugitive dust suppression measures include but shall not be limited to the following:

- All clearing, grading, earthmoving, or excavation activities shall cease when winds exceed 25 miles per hour;
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of

disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day; and

- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

4.3.6.1D On-site construction equipment shall be shut off at or prior to five minutes of idling.

Level of Significance After Mitigation. Table 4.3.K identifies construction-related emissions upon incorporation of BACMs, adherence to standard SCAQMD regulations, and implementation of **Mitigation Measures 4.3.6.1A** through **4.3.6.1D.**

Table 4.3.K: Summary of Regional Construction-related Emissions (with Mitigation)

Year	Emissions (pounds per day without Mitigation)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2017	5.68	78.31	61.45	0.15	8.61	4.77
2018	60.80	31.84	37.40	0.08	5.25	2.57
Maximum Daily Emissions	**60.80**	**78.31**	**61.45**	**0.15**	**8.61**	**4.77**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: Table 3-5, *Clinton Keith Road (APN: 390-250-003) "Grove Park" Air Quality Analysis, City of Wildomar*, Urban Crossroads, March 2, 2015.
Note: Includes incorporation of BACMs, standard regulatory requirements, and Mitigation Measures 4.3.6.1A-B.

With the incorporation of these measures, construction-related emissions would not exceed any established thresholds; therefore, this impact would be reduced to a less than significant level.

Impact 4.3.6.2 Construction-related Localized Emissions

On-site construction activities would result in the localized emission of pollutants in excess of applicable standards.

Threshold	Would the proposed project exceed the SCAQMD localized significance threshold of: • 279.67 pounds per day of NO_X. • 1,388.83 pounds per day of CO. • 9.0 pounds per day of PM_{10}. • 5.33 pounds per day of $PM_{2.5}$.

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the Federal and/or State AAQS. The significance of localized emissions impacts depends on whether ambient

levels in the vicinity of a given project are above or below State standards. In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or Federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$, both of which are non-attainment pollutants in the Basin.

LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable Federal or State AAQS at the nearest residence or sensitive receptor. The SCAQMD states that Lead Agencies can use the LSTs as another indicator of significance in their air quality impact analyses. LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects.

For the proposed project, the appropriate SRA for the LST analysis is the Lake Elsinore area (SRA 25). LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects less than or equal to five acres in size. In order to determine the appropriate methodology for determining localized impacts that could occur as a result of project-related construction, the following process is undertaken:

- The CalEEMod model is utilized to determine the maximum daily on-site emissions that will occur during construction activity.
- The SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod.
- If the total acreage disturbed is less than or equal to five acres per day, then the SCAQMD's screening look-up tables are utilized to determine if a project has the potential to result in a significant impact. The look-up tables establish a maximum daily emissions threshold in pounds per day that can be compared to CalEEMod outputs.
- If the total acreage disturbed is greater than five acres per day, then the SCAQMD recommends dispersion modeling to be conducted to determine the actual pollutant concentrations for applicable LSTs in the air. In other words, the maximum daily on-site emissions as calculated in CalEEMod are modeled via air dispersion modeling to calculate the actual concentration in the air (e.g., parts per million or micrograms per cubic meter) in order to determine if any applicable thresholds are exceeded.

While the site-specific construction fleet may vary due to specific project needs at the time of construction, Table 4.3.L details the maximum anticipated daily disturbed acreage. The SCAQMD produced look-up tables for projects less than or equal to five acres in size. Using this information, the project could actively disturb approximately 3.0 acres per day and thus would not exceed the five-acre per day limit established by the SCAQMD's LST look-up tables; therefore, SCAQMD LST look-up tables will be used to determine localized impacts consistent with SCAQMD protocol.

Table 4.3.L: Maximum Daily Disturbed Acreage

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-hour Day	Operating Hours per day	Acres Graded per Day
Grading	Graders	1	0.5	8	0.5
	Rubber Tired Dozers	1	0.5	8	0.5
	Scrapers	2	1.0	8	2.0
Total Acres Graded per Day					3.0
Applicable LST Mass Rate Look-up Table					3.0

Source: Table 3-7*, Clinton Keith Road (APN: 390-250-003) "Grove Park" Air Quality Analysis, City of Wildomar*, Urban Crossroads, March 2, 2015.

Sensitive receptors include residences, schools, medical offices, convalescent facilities, and similar uses that are sensitive to air pollutants. The nearest sensitive receptors are the multifamily residences located directly south of the project site. Projects with boundaries closer than 25 meters (82.0 feet) should use the LST for receptors at 25 meters. As the nearest sensitive receptors are directly south of the project site, the LST for 25 meters was used for this analysis.

As detailed in Table 4.3.M, localized emissions of PM_{10} and $PM_{2.5}$ at the nearest receptor would exceed the SCAQMD's thresholds. The exceedance of SCAQMD thresholds is a significant impact requiring mitigation.

Table 4.3.M: Summary of Localized Construction Emissions (without Mitigation)

	Emissions (pounds per day)			
On-Site Grading Emissions	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions	**76.87**	**49.73**	**12.44**	**6.96**
SCAQMD Localized Threshold	279.67	1,383.33	9.00	5.33
Threshold Exceeded?	**NO**	**NO**	**YES**	**YES**

Source: Table 3-8*, Clinton Keith Road (APN: 390-250-003) "Grove Park" Air Quality Analysis, City of Wildomar,* Urban Crossroads, March 2, 2015.
Note: The volume of emissions identified does not take credit to reductions that would be achieved through application of Best Available Control Measures, standard SCAQMD Rules, or Mitigation Measures.

Mitigation Measures. Previously identified **Mitigation Measures 4.3.6.1A** through **4.3.6.1D** address the incorporation of BACMs and applicable SCAQMD Rules to reduce the level of pollutants emitted during on-site construction activities. Specifically, adherence to provisions of Rule 403 will reduce PM_{10} emissions from on-site activities that have the potential to generate fugitive dust.

Level of Significance After Mitigation. As Table 4.3.N shows, with incorporation of mitigation, localized construction emissions at the nearest receptor to the project site would not exceed thresholds established by the SCAQMD.

Table 4.3.N: Summary of Localized Construction Emissions (with Mitigation)

On-Site Grading Emissions	Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	**49.40**	**39.96**	**5.84**	**3.68**
SCAQMD Localized Threshold	279.67	1,383.33	9.00	5.33
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

Source: Table 3-9*, Clinton Keith Road (APN: 390-250-003) "Grove Park" Air Quality Analysis, City of Wildomar,* Urban Crossroads, March 2, 2015.

4.3.7 Cumulative Impacts

The project area is designated as an extreme non-attainment area for ozone and a non-attainment area for PM_{10} and $PM_{2.5}$. The SCAQMD has published a report on how to address cumulative impacts from air pollution.[1] This reports states, "… the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. … Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

After application of BACMs and implementation of required mitigation measures, project construction-source air pollutant emissions will not exceed established thresholds. Project operational source emissions will not exceed applicable SCAQMD regional thresholds. As established thresholds are not exceeded, the per SCAQMD significance guidance, project air pollutant emissions levels are also considered cumulatively less than significant over the life of the project.

[1] White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, http://www.aqmd.gov/rules/ciwg/final_white_paper.pdf.

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4.4 BIOLOGICAL RESOURCES

This section addresses the potential impacts development of the project may have on biological resources. The analysis contained in this section is based on the following documents:

- *City of Wildomar General Plan, Multipurpose Open Space Element*, City of Wildomar, adopted July 2008.
- *Biological Resources Assessment and Western Riverside County MSHCP Consistency Analysis, Clinton Keith Road APN 380-250-003,* PCR Services Corporation, November 2013. (Appendix C-1).
- *Determination of Biologically Equivalent or Superior Preservation, Grove Park APN 380-250-003,* PCR Services Corporation, January 2015. (Appendix C-2).

4.4.1 Existing Setting

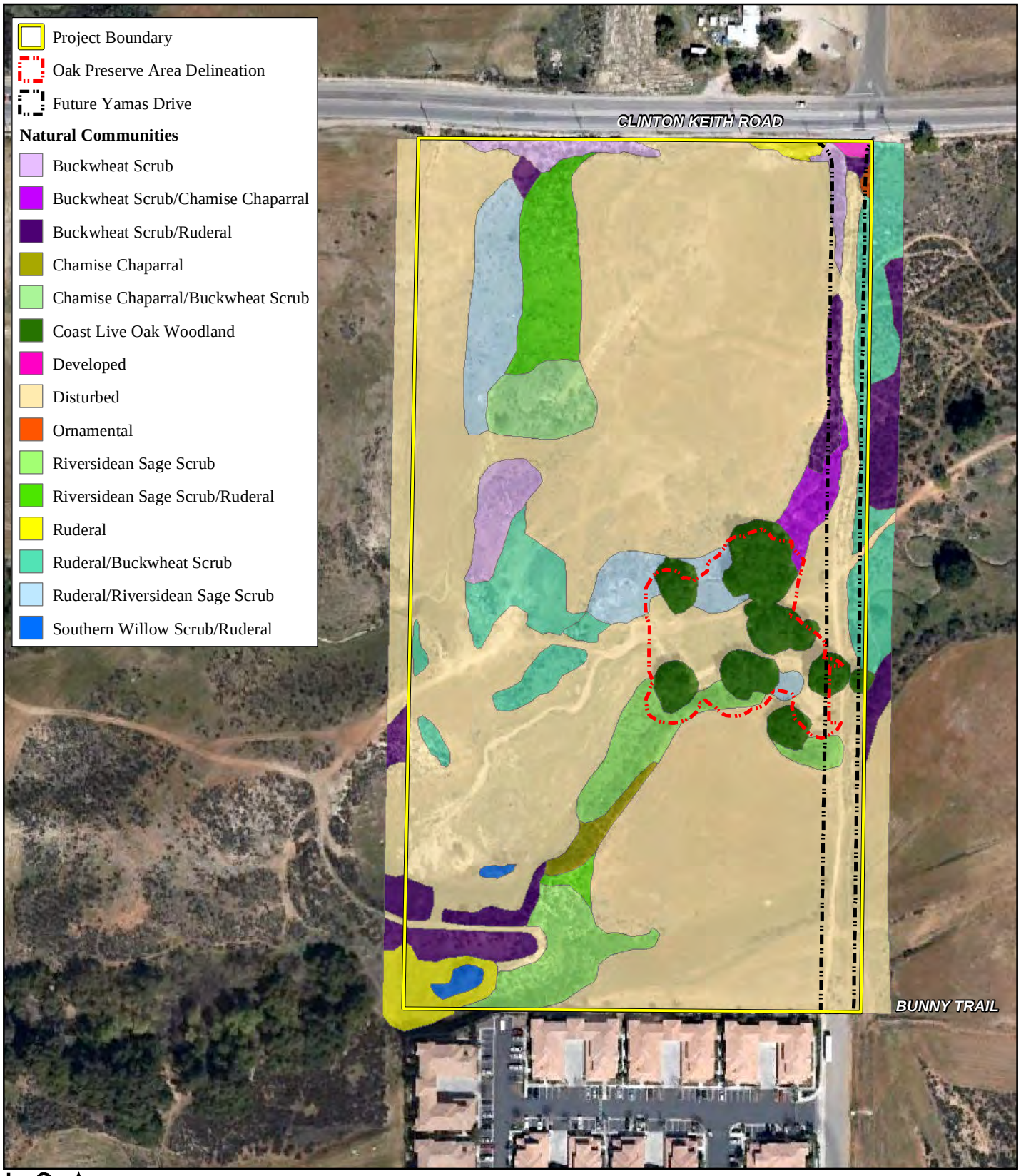
The site consists of gently rolling hills punctuated by steeper drainage areas. On-site elevations range from approximately 1,330 feet above mean sea level (amsl) along the southwestern boundary to approximately 1,380 feet amsl along the northern boundary. Surrounding land uses include undeveloped and rural residential uses to the north, undeveloped land to the east and west, and multifamily uses to the south. The project includes the 19.4 acres to be developed and approximately 2.0 acres along portions of the west and east property lines. These areas were included in the impact assessments to account for off-site disturbances from grading activities associated with the development of manufactured slopes and the Yamas Drive improvements.

The project site and off-site areas are not within any U.S. Fish and Wildlife Service (USFWS) designated critical habitat, but are within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) area and the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) fee area.

4.4.1.1 Vegetation Communities

The project site consists primarily of disturbed fields with sparse ruderal (weedy) vegetation, with a smaller component of native vegetation dominated by California buckwheat (*Eriogonum fasciculatum*), California sagebrush (*Artemisia californica*), chamise (*Adenostoma fasciculatum*), and coast live oak (*Quercus agrifolia*). The Biological Resources Assessment documented the following on-site vegetation communities: buckwheat scrub, chamise chaparral, ruderal, coast live oak woodland, Riversidean sage scrub, southern willow scrub, ornamental, disturbed, and developed. Approximately 85 percent of the area surveyed is disturbed, or contains mostly ruderal or mixed ruderal/native vegetation communities. Native vegetation communities comprise the remainder of the survey area. The extent of these communities is depicted in Figure 4.4.1.

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FIGURE 4.4.1

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SOURCE: Google Earth, 2013; PCR Services, 2013.

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Grove Park Mixed-Use Development
Environmental Impact Report

Vegetation Communities

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4.4.1.2 Wildlife

Small patches of on-site native vegetation provide habitat for common species of invertebrates, reptiles, birds, and small mammals. These include a variety of birds (including species of quail, heron, hawk, plover, dove, hummingbird, flycatcher, crow, swallow, bushtit, wren, gnatcatcher, mockingbird, emberizids, and finch), lizards, coyotes, rabbits, squirrels. A full list of plant and wildlife species observed at the site can be found in the Biological Resources Assessment, which is included as Appendix C-1 to this EIR.

4.4.1.3 Special-Status Species

Special status species are plant and animal species or subspecies for which there is concern for population sustainability or that are otherwise considered worthy of consideration for protection by the California Department of Fish and Wildlife (CDFW), USFWS, local agencies, or special interest groups, such as the California Native Plant Society (CNPS). Two special-status wildlife species were observed during on-site biological surveys: the coastal California gnatcatcher (*Polioptila californica californica)* and the San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), both of which are Species of Special Concern and Covered under the MSHCP. In addition, paniculate tarplant (*Deinandra paniculata*), which is classified as a "plant of limited distribution – a watch list" by CNPS, was observed on site.

4.4.1.4 Jurisdictional Waters/Wetlands

The project site contains four ephemeral drainage features. Two (Drainages B and B1) originate from the eastern boundary of the site, one from the north (Drainage A), and the last is an erosional feature (Drainage C) located near the southern boundary. Drainages B, B1, and C are isolated from downstream jurisdictional features. Drainage A, originating north of the site and flowing south, ultimately connects to Murrieta Creek one mile southwest of the site. No blueline (year round) streams are mapped by the United States Geologic Survey (USGS) within the project site. On-site drainages are presented in Figure 4.4.2.

Drainages A, B, B1 and C are considered CDFW and Regional Water Quality Control Board (RWQCB) jurisdictional "waters of the State." Drainage A is also considered U.S. Army Corps of Engineers (USACE) jurisdictional "waters of the U.S." In addition, Drainages A, B, and B1 are considered MSHCP Riverine Areas.

4.4.1.5 NOP/Scoping Comments

No one in attendance at the Public Scoping Meetings expressed any concerns regarding biological resources. The City received comment letters (January 14 and June 19, 2015) from the CDFW (see Appendix A) during each of the NOP review periods, which addressed current habitat and species information and suggested mitigation measures. The CDFW also required that the project demonstrate its

consistency with the MSHCP and that the EIR fully analyze cumulate impacts and project alternatives.

4.4.2 Existing Policies and Regulations

4.4.2.1 Federal Regulations

Federal Endangered Species Act (FESA). The FESA was enacted to protect any species of plant or animal that is endangered or threatened with extinction. Section 9 of the FESA prohibits "take" of federally threatened or endangered wildlife. Take, as defined under the FESA, means to harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct (16 USC 1532[19]). Section 9 also prohibits the removal and reduction of endangered plants from lands under Federal jurisdiction, and the removal, cutting, digging, damage, or destruction of endangered plants on any other area in "knowing violation of State law or regulation."

Section 9 of the FESA (16 USC 1538) prohibits take of a federally listed endangered species of fish or wildlife except pursuant to a permit and HCP approved under Section 10(a) of the FESA (16 USC 1539). The FESA prohibitions and requirements are different, however, for endangered species of plants. Section 9 prohibits the take of endangered plants only from areas under Federal jurisdiction, or if such take would violate state law.

The MSHCP functions as an HCP pursuant to Section 10(a)(1)(B) of the FESA. The USFWS and CDFW have authorized the take of a number of sensitive plant and wildlife species within the MSHCP Plan Area in exchange for the assembly and management of a coordinated MSHCP Conservation Area.

Clean Water Act. The USACE regulates discharges of dredged or fill material into waters of the United States. These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a direct or indirect connection to interstate commerce. The USACE regulatory jurisdiction pursuant to Section 404 of the Federal Clean Water Act (CWA) is founded on a connection, or nexus, between the water body in question and interstate commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or may be indirect (through a nexus identified in the USACE regulations). The USACE typically regulates as non-wetland waters of the U.S. any body of water displaying an ordinary high water mark (OHWM). In order to be considered a jurisdictional wetland under Section 404, an area must possess three wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology. Each characteristic has a specific set of mandatory wetland criteria that must be satisfied in order for that particular wetland characteristic to be met.

In 2006, the United States Supreme Court in the consolidated cases *Rapanos v. United States* and *Caravell v. United States*, Nos. 04-1034 and 04-1384 (*Rapanos*: June 19, 2006) addressed CWA jurisdiction over wetlands adjacent or abutting navigable, non-navigable and ephemeral tributaries and jurisdiction over permanent and relatively permanent non-navigable tributaries. According to the United Sates Supreme Court, the CWA does not assert jurisdiction over upland erosional features, gullies, and roadside ditches that have infrequent, low volume, and short duration of water flow. The USACE uses a significant nexus analysis. A water body is considered to have a "significant nexus" with a traditional navigable water (TNW)[1] if its flow characteristics and functions in combination with the ecologic and hydrologic functions performed by all wetlands adjacent to such a tributary, affect the chemical, physical, and biological integrity of a downstream traditional navigable water. Additional information is provided in the Environmental Protection Agency (EPA) memorandum titled "Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in *Rapanos v. United States* & *Caravell v. United States*," dated June 5, 2007 (USACE 2007), and also the *U.S. Army Corps of Engineers Jurisdictional Determination Form Instructional Guidebook* (USACE and EPA 2007).

The Regional Water Quality Control Board (RWQCB) is responsible for the administration of Section 401 of the CWA, through water quality certification of any activity that may result in a discharge to jurisdictional waters of the U.S. The RWQCB may also regulate discharges to "waters of the State," including wetlands, under the California Porter-Cologne Water Quality Control Act.

Migratory Bird Treaty Act (MBTA). The MBTA implements conventions between the United States and four countries (Canada, Mexico, Japan, and Russia) for the protection of migratory birds. The MBTA makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to Federal regulations. The USFWS has statutory authority and responsibility for enforcing the MBTA. The MBTA applies to the individual nests of these species, but does not regulate impacts to the species' habitats.

4.4.2.2 State Regulations

California Endangered Species Act (CESA). The CESA is similar to the FESA in that its intent is to protect species of fish, wildlife, and plants that are in danger of, or threatened with, extinction because their habitats are threatened with destruction, adverse modification, or severe curtailment, or because of overexploitation, disease, predation, or other factors.

[1] A "traditional navigable water" includes all of the "navigable waters of the United States," defined in 33 C.F.R. § 329 and by numerous decisions of the Federal courts, plus all other waters that are navigable-in-fact.

"Take" as defined under the CESA means hunt, pursue, capture, or kill, or attempt to hunt, pursue, capture, or kill. Under certain conditions, the CESA has provisions for take through a 2081 Permit or a Section 2081 Memorandum of Understanding. The impacts of the authorized take must be minimized and fully mitigated. No permit may be issued if the issuance of the permit would jeopardize the continued existence of the species.

California Environmental Quality Act. Section 15380(b) of the *CEQA Guidelines* provides that a species not listed on the Federal or State lists of protected species may be considered rare or endangered if the species can be shown to meet specified criteria. These criteria have been modeled after the definitions in FESA and CESA and § 2780–2781 of Article 1 of the California Fish and Game Code dealing with the California Wildlife Protection Act of 1990. This section was included in the guidelines primarily to deal with situations in which a public agency is reviewing a project that may have a significant effect on a species that has not yet been listed by either the USFWS or CDFW.

California Fish and Game Code. Various sections of the California Fish and Game Code provide protection to nesting birds, birds of prey and species protected under the MBTA. Section 3503 of the California Fish and Game Code prohibits the destruction of the nest or eggs of any bird as otherwise provided for in the Fish and Game Code. Section 3503.5 specifically extends this protection to the nests or eggs of any bird of prey (species of the Orders *Falconiformes* [falcons, hawks, eagles, ospreys] *or Strigiformes* [owls]). The unlawful take, sale or purchase (whole or in part) of any aigrette or egret, osprey, bird of paradise, goura, or numidi is prohibited under Section 3505. Section 3513 prohibits the unlawful to take or possession of any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Streambed Alteration Agreements. Sections 1600 et seq. of the California Fish and Game Code define the responsibilities of the CDFW and require public and private applicants to obtain an agreement for projects that would "… divert, obstruct, or change the natural flow or bed, channel, or bank of any river, stream, or lake designated by the CDFW in which there is at any time an existing fish or wildlife resource or from which those resources derive benefit, or would use material from the streambed designated by the department." CDFW wardens and/or unit biologists typically have the responsibility for formulating and issuing Streambed Alteration Agreements. The CDFW, through provisions of the Code (Sections 1601–1603), is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an intermittent

flow of water. The CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by the CDFW.

Native Plant Protection Act (NPPA). Sections 1900–1913 of the California Fish and Game Code (Native Plant Protection Act) direct the CDFW to carry out the Legislature's intent to "… preserve, protect and enhance endangered or rare native plants of this state." The NPPA gives the California Fish and Game Commission the power to designate native plants as "endangered" or "rare" and protect endangered and rare plants from take.

4.4.2.3 Regional Policies

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP): The County of Riverside, eight additional land jurisdictions, and approximately fourteen cities adopted the Western Riverside County MSHCP in 2003. Since its adoption, other jurisdictions, such as the City of Wildomar, have become permittees under the MSHCP. The MSHCP is a habitat conservation plan formed and permitted under the FESA. The MSHCP builds upon existing preserves and attempts to provide connectivity and wildlife corridors, and proposes to conserve approximately 500,000 acres and 146 different species. Approximately 347,000 acres are anticipated to be conserved on existing Public/Quasi-Public lands with additional contributions of approximately 153,000 acres acquired from private land owners. The MSHCP establishes seven core reserve areas and associated linkages between the proposed and existing core areas. The MSHCP provides a Section 10(a) take permit under the FESA for property owners, developers, and participating public agencies.

Permittees (in this case, the City) under the MSHCP are required to adopt an ordinance imposing the Local Development Mitigation Fee and adopt an ordinance or resolution that adopts the MSHCP and establishes procedures and requirements for the implementation of its terms and conditions that includes 1) a commitment to utilize the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) or appropriate alternative method to ensure compliance with the criteria, 2) imposition of all other terms of the MSHCP, including but not limited to requirements concerning riparian/riverine areas and vernal pools and appropriate required surveys, and 3) agreement to enforce all other terms and conditions of the MSHCP, Implementing Agreement and the Permits.

The MSHCP has survey areas for narrow endemic plant species and criteria area species encompassing specified rare plants, burrowing owl, amphibians (e.g., arroyo toad, California red-legged frog, and mountain yellow-legged frog), and small mammals (e.g., Aguanga kangaroo rat, San Bernardino kangaroo rat, and Los Angeles pocket mouse). With the exception of a single-family home development, a habitat assessment must be performed when a proposed project occurs on a parcel within an MSHCP survey area. If suitable habitat is present and full avoidance

cannot be met, a survey must be performed to determine the presence or absence and population of the resource. If no suitable habitat is present, then documentation of the results is provided to the county or city.[1]

The site is not located within an area that has been identified in the MSHCP as an area where conservation is planned. Based on its location, the project requires compliance with the following MSHCP policies: Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2 of the MSHCP), the Guidelines Pertaining to the Urban/Wildlands Interface (Section 6.1.4 of the MSHCP), and the Burrowing Owl Survey Area (Section 6.3.2 of the MSHCP).

Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP). In October 1988 the Stephens' kangaroo rat was listed as an endangered species by the USFWS.[2] Under the FESA, the SKR and its habitat were protected from any type of disturbance resulting in "take" of the species. In order to protect the SKR while allowing development to continue, the Riverside County Habitat Conservation Agency prepared the SKRHCP. The SKRHCP establishes suitable habitat areas where incidental take is permitted through a fee process and core reserve areas in occupied habitat where development projects are required to obtain individual permits. The project is located within the SKRHCP fee area and will be required to pay a per-acre fee to participate in the HCP. An SKR incidental take permit is not required.

4.4.2.4 City General Plan Policies

The policies outlined in the City's General Plan related to biological resources include:

Open Space

OS 5.5 New development shall preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Incentives shall be utilized to the maximum extent possible.

OS 5.6 Identify and, to the maximum extent possible, conserve remaining upland habitat areas adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these wetland and riparian areas.

OS 6.1 During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.

[1] Campbell, Trisha A. *Western Riverside County MSHCP Basics*, http://naturalcommunity.org/79-2/know/articles/applied/wrmshcp-basics/#Q16 (accessed April 7, 2015).

[2] *Stephens' Kangaroo Rat: Introduction*, Riverside County Habitat Conservation Agency. http://www.skrplan.org/introduction.html (accessed April 9, 2015).

OS 6.2 Preserve buffer zones around wetlands where feasible and biologically appropriate.

OS 9.3 Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.

OS 9.4 Conserve the oak tree resources in the County.

OS 19.8 Whenever existing information indicates that a site proposed for development may contain biological, paleontological, or other scientific resources, a report shall be filed stating the extent and potential significance of the resources that may exist within the proposed development and appropriate measures through which the impacts of development may be mitigated.

The anticipated impacts to biological resources on the project site are generally consistent with General Plan policies and objectives in the Open Space Element. Refer to Table 4.4.A.

Table 4.4.A: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Open Space	
OS 5.5. New development shall preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Incentives shall be utilized to the maximum extent possible.	**Consistent.** Impacts to jurisdictional areas on site are required to comply with Sections 404 and 401 of the CWA, including applying for a permit and mitigation subject to approval by USACE and RWQCB, respectively. Due to low quality of jurisdictional features, it was concluded that 1:1 replacement of disturbed drainage features is sufficient. Refer to Mitigation Measure 4.4.6.2A.
OS 5.6. Identify and, to the maximum extent possible, conserve remaining upland habitat areas adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these wetland and riparian areas.	**Consistent.** Upland plant communities are located along drainages in the project site. As discussed in Section 4.4.6.2, these drainages have limited function as riparian areas, and impacts shall be adequately mitigated by Mitigation Measures 4.4.6.2A.
OS 6.1. During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.	**Consistent.** The project applicant is required to obtain clearance from the USACE in compliance with the Clean Water Act's Section 404 prior to grading on the project site.
OS 6.2. Preserve buffer zones around wetlands where feasible and biologically appropriate.	**Consistent.** It was determined there are no wetlands on the project site.
OS 9.3. Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.	**Consistent.** 1.3 acres of oak trees will be preserved on site.

Table 4.4.A: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
OS 9.4. Conserve the oak tree resources in the County.	**Consistent.** 1.3 acres of oak trees will be preserved on site.
OS 19.8. Whenever existing information indicates that a site proposed for development may contain biological, paleontological, or other scientific resources, a report shall be filed stating the extent and potential significance of the resources that may exist within the proposed development and appropriate measures through which the impacts of development may be mitigated.	**Consistent.** A Biological Report was prepared for the proposed project by PCR dated November 2013 to address impacts to biological resources.

4.4.3 Methodology

The project site and surrounding areas were assessed to determine if any biological resources impacts would occur with implementation of the proposed project. The Biological Resources Assessment was based on information compiled from databases, reference materials, field reconnaissance, general biological survey, vegetation mapping, jurisdictional waters and wetlands delineation, and focused surveys for special-status plants and burrowing owls.

4.4.3.1 Literature Search

A literature review was conducted to determine environmental conditions occurring on the project site and the surrounding area. The primary objective of the review was to evaluate the potential for suitable habitat for special status plant and wildlife species as they pertain to the proposed project. A compilation of special status plant and wildlife species recorded in the vicinity of the study area was derived from the CDFW's 2013 Natural Diversity Data Base.

Additional recorded occurrences of plant species found on or near the planning area were derived from the CNPS 2013 Electronic Inventory of Rare and Endangered Vascular Plants of California database. The CNDDB and CNPS search was based on the eight USGS 7.5-minute topographic quadrangles: *Romoland, Winchester, Bachelor Mountain, Pechanga, Temecula, Fallbrook, Wildomar,* and *Lake Elsinore, California*. In addition, Federal Register listings, protocols, and species data provided by the USFWS and soil maps provided by the Department of Agriculture Natural Resources Conservation Service (NRCS) were reviewed. Based on the literature search, Table 4.4.B lists the special status species that have potential to occur in the project area.

Table 4.4.B: Special-Status Species with Potential to Occur On Site

Species Name (common/scientific)	Federal Listing Status	State Listing Status	MSHCP Covered Species?	Comments
Reptiles				
Coast horned lizard *(Phrynosoma blainvillii)*	None	Special Concern	Yes	Potential to occur was considered moderate.
Orange-throated whiptail *(Aspidoscelis hyperythra)*	None	Special Concern	Yes	Potential to occur was considered moderate.
Red-diamond rattlesnake (*Crotalus ruber)*	None	Special Concern	Yes	Potential to occur was considered moderate.
Birds				
Loggerhead shrike (*Lanius ludovicianus*)	None	Special Concern	Yes	Low potential for nesting, moderate potential for foraging.
Coastal California gnatcatcher (*Polioptila californica californica*)	Threatened	Special Concern	Yes	**Observed on-site**
Golden eagle (*Aquila chrysaetos*)	None	Fully Protected	Yes	Low potential to occur for foraging only.
White-tailed kite (*Elanus leucurus*)	None	Fully Protected	Yes	Potential to occur for foraging only.
Burrowing owl (*Athene cunicularia*)	None	Special Concern	Yes	Absent; not found in focused surveys.
Northern harrier (*Circus cyaneus*)	None	Special Concern	Yes	Potential to occur for foraging only.
Mammals				
Northwestern San Diego pocket mouse *(Chaetodipus fallax fallax):*	None	Special Concern	Yes	Potential to occur was considered very low due to the habitat being limited and highly disturbed.
Stephens' kangaroo rat (*Dipodomys stephensi*)	Endangered	Threatened	Yes	Potential to occur was considered very low due to the limited habitat on site that is scattered and highly disturbed.
Los Angeles pocket mouse (*Perognathus longimembris brevinasus*)	Endangered	Threatened	Yes	Potential to occur was considered low due to the limited habitat on site that is scattered and highly disturbed.
Jacumba pocket mouse *(Perognathus longimembris internationalis)*	None	Special Concern	No	Potential occur was considered low due to limited, scattered, and highly disturbed habitat.

Table 4.4.B: Special-Status Species with Potential to Occur On Site

Species Name (common/scientific)	Federal Listing Status	State Listing Status	MSHCP Covered Species?	Comments
Western mastiff bat (*Eumops perotis californicus*)	None	Special Concern	No	Potential to occur was considered low due to the limited habitat supported by the project site. No suitable roosting habitat was determined present on or off site.
San Diego desert woodrat (*Neotoma lepida intermedia*)	None	Special Concern	Yes	Potential to occur was considered very low based on the limited habitat supported by the project site and the absence of any recorded observations in CNDDB within 10 miles of the site.
Southern grasshopper mouse (*Onychomys torridus ramona*)	None	Special Concern	No	Potential to occur was considered very low based on the limited habitat supported by the project site and the absence of any recorded observations in CNDDB within 8 miles of the site since 1932.
Pallid bat (*Antrozous pallidus*)	None	Special Concern	No	Potential to occur was considered low based on the limited habitat.
San Diego black-tailed jackrabbit *(Lepus californicus bennettii)*	None	Special Concern	Yes	**Observed on site**
Plants				
Paniculate tarplant (*Deinandra paniculata*)	None	None	No	List 4.2 in California Native Plant Society (Fairly endangered in California) **Observed on site**

Source: Biological Resource Assessment, November 2013 (Appendix C-1).

4.4.3.2 Field Investigations

A general biological survey of the project site was conducted on November 27, 2012. A delineation of jurisdictional waters and wetlands was also conducted on the same date. Focused surveys for special-status plants and burrowing owls were completed in April, May, June, and August 2013.

4.4.4 Thresholds of Significance

Based on Appendix G of the *CEQA Guidelines*, biological resource impacts would occur if the proposed project would:

- Have a substantial adverse effect, either directly or indirectly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS;
- 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 CDFW or the USFWS;
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native or resident migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and/or
- Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

4.4.5 Less than Significant Impacts

The following potential impacts were determined to be less than significant. In each of the following issues, either no impact would occur or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level. In either instance, no mitigation would be required.

4.4.5.1 Adopted Policies and/or Ordinances

Threshold	Would the proposed project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City does not have a tree preservation ordinance or any other local ordinance that pertains to the protection of biological resources. Therefore, the project will have no impact related to adopted policies and/or ordinances and no mitigation is required. Regional policies (MSHCP and SKR HCP) are discussed in Section 4.4.6.5.

4.4.5.2 Adopted Habitat Conservation Plans

Threshold	Would the proposed project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?

The project site is located within the Elsinore Area Plan of the MSHCP. The MSHCP is multi-jurisdictional HCP implemented in order to maintain biological and ecological diversity within a rapidly urbanizing region. Under the MSHCP, participating jurisdictions (in this case, the City) are authorized to allow "take" of specified plant and wildlife species within the MSHCP Plan Area. In addition, the wildlife agencies, namely the CDFW and USFWS, allow take of habitat or individual species outside of the MSHCP Conservation Area in exchange for the assembly and management of a coordinated MSHCP Conservation Area.

Implementation of the proposed project under the MSHCP requires compliance with the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2 of the MSHCP), the Guidelines Pertaining to the Urban/Wildlands Interface (Section 6.1.4 of the MSHCP), and the Burrowing Owl Survey Area (Section 6.3.2 of the MSHCP). However, the project site is not within or adjacent to a Criteria Cell, a designated Cell Group, or a subunit within the Elsinore Area Plan that requires conservation of land for inclusion in the MSHCP Conservation Area.

As described in Section 4.4.6.3, the project site contains on-site ephemeral drainage features that meet the criteria of Riverine Areas under the MSHCP. Drainages A, B, and B1 are considered Riverine Areas under the MSHCP. However, Drainage A is unvegetated and does not support habitat for MSHCP-associated riparian/riverine species. Drainages B and B1 have limited function as a result of absence of a downstream connection and therefore cannot support the majority of MSHCP riparian/riverine species. The Biological Resources Assessment determined Drainages B and B1 had low potential for peregrine falcon foraging habitat. However, because the project would affect 0.65 acre of Riparian/Riverine Areas, a Determination of Biologically Equivalent or Superior Preservation (DBESP) analysis was prepared to provide details on the impacts and compensatory mitigation to comply with the MSHCP. Further discussion of the DBESP and required mitigation measures is provided in Section 4.4.6.3 above.

While the site does not currently support burrowing owls, based on focused surveys conducted for the project, there is potential for them to exist on the project site in the future. The burrowing owl is a species covered under the MSHCP and **Mitigation Measure 4.4.6.1A** is required to comply with the MSHCP.

MSHCP Criteria Cell 5558 is located directly northeast of the project site across Clinton Keith Road. Indirect impacts may include the effects associated with artificial lighting, increased noise, unnatural predators (e.g., domestic cats and other non-native animals), competitors (e.g., exotic plants and non-native animals),

unauthorized recreational use that may damage vegetation and/or habitat, increased generation of dust and trash/debris, and effects on storm water and water quality. These effects and the alteration of existing on-site vegetation may result in changes in the behavioral patterns of wildlife or reduce the amount or diversity of wildlife adjacent to the site. Criteria Cell 5558 is already bordered by residential development to the east and west; therefore, the project would not introduce substantial new edge effects greater than that which the area is already exposed to. Conservation in the Criteria Cell 5558 is concentrated in the northern portion in the Sedco Hills area, the portion of the cell farthest portion from the project site.

The separation of the project site from Criteria Cell 5558 by Clinton Keith Road would reduce impacts related to lighting, noise, and trespass and unauthorized usage. Effects associated with project-related lighting and noise impacts are addressed in Chapters 4.1, *Aesthetics* and 4.12, *Noise* of this EIR, respectively. On-site access to recreational and open space areas is expected to reduce effects related to unauthorized use of the Criteria Cell 5558. With project mitigation measures and design features, edge effects caused by the project would be less than significant.

The Biological Resources Assessment evaluated the project's indirect impact to the MSHCP Conservation Area resulting from changes in drainage, toxics, and invasive plants. For drainage and toxicity concerns, the Best Management Practices (BMPs) identified in the project-specific Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) are sufficient to reduce indirect water quality impacts to less than significant levels. These BMPs are included as mitigation in Section 4.9, *Hydrology and Water Quality* of this EIR. The BMPs included in the project-specific SWPPP and WQMP must be reviewed and approved by the City prior to the issuance of any project-related grading permit. With the City's review and approval of these plans and the subsequent monitoring of the project, it is reasonable to conclude the appropriate implementation of these BMPs will occur. The project will avoid the use of invasive plants as specified in Table 6-2 of the MSHCP, *Plants That Should Be Avoided Adjacent to the MSHCP Conservation Area*. Project design features are sufficient to reduce indirect impacts to the MSHCP Conservation area to less than significant levels.

Finally, the project site is located within the MSHCP Mitigation Fee Area and SKR HCP Fee Area. Fees are used to offset region-wide impacts to endemic species. As an MSHCP permittee, the City is required to ensure development occurs pursuant to all applicable provisions of the MSHCP. Specific MSHCP impacts are discussed in in the following analyses of biological resources. Where appropriate, measures have been identified to address specific biological resource impacts. The payment of required MSHCP and SKR HCP fees and the implementation of mitigation to address specific biological resource impacts will sufficiently ensure the project complies with adopted habitat conservation plans. No significant impact related to this issue would occur.

4.4.5.3 Candidate, Non-listed Sensitive, or Special-Status Plant Species

Threshold	Would the proposed project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Special-Status Plant Species. Sensitive plants or special status plants are those that are listed by the USFWS, CDFW, and CNPS. The CNPS considers sensitive plant species to be those that are:

- Extirpated in California and either rare or extinct elsewhere;
- Rare or endangered in California and elsewhere;
- Presumed extirpated in California but are more common elsewhere; or
- Rare or endangered in California but are more common elsewhere.

The proposed project would result in the direct removal of various common plant species; this would not result in a significant impact. However, the project would result in the removal of one special-status plant species, the paniculate tarplant. The paniculate tarplant occupies approximately 2.28 acres of the site including two moderate density patches of the species (1.74 acres) and two low density patches (0.54 acre). The two patches of moderate density areas are located along the northern site boundary, one small low density patch is located in the central portion of the site and one low density patch is located in the southeastern corner of the site.

The paniculate tarplant is classified by the CNPS as a "plant of limited distribution – a watch list." However, according to documentation by Calflora and CNPS, the paniculate tarplant is widely distributed throughout Riverside County. Additionally, this species is not covered or being considered for coverage under the MSHCP. Based on the distribution of this species within Riverside County, the lack of consideration of this species for coverage under the MSHCP, and the CNPS listing, this species is not considered sensitive. Therefore, impacts to paniculate tarplant would be considered a less than significant impact and no mitigation measures would be required.

4.4.6 Significant Impacts

4.4.6.1 Candidate, Non-listed Sensitive, or Special-Status Animal Species

Impact 4.4.6.1: *The proposed project may have a significant impact on special-status wildlife species.*

Threshold	Would the proposed project have a substantial adverse effect, either

	directly or through habitat modifications, on any species identified as a candidate, sensitive,[1] 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?

Special-Status Wildlife Species. "Special Status Species" is a universal term used in the scientific community for species that are considered sufficiently rare that they require special consideration and/or protection and should be, or have been, listed as rare, threatened or endangered by the Federal and/or state governments.

Sensitive wildlife species are species listed as Endangered or Threatened under FESA or CESA, candidates for listing by the USFWS or CDFW, and Species of Special Concern to the CDFW. A CDFW Species of Special Concern (SSC) is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria: 1) is extirpated from the State or, in the case of birds, in its primary seasonal or breeding role; 2) is listed as federally-, but not State-, threatened or endangered; meets the State definition of threatened or endangered but has not formally been listed; 3) is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; or 4) has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for State threatened or endangered status.

Based on a literature search, eighteen (18) special-status animal species were determined to have potential to occur on site (see Table 4.4.B). After conducting on-site observations, fifteen (15) of the 18 special-status species were determined to have a potential to occur on the project site or off-site areas. Of these, eleven (11) are Covered Species pursuant to the MSHCP (Table 4.4.B; coast horned lizard, orange-throated whiptail, red diamond rattlesnake, northwestern San Diego pocket mouse, Stephens' kangaroo rat, Los Angeles pocket mouse, San Diego desert woodrat, loggerhead shrike, northern harrier, white-tailed kite, and golden eagle).

Two special-status species, the coastal California gnatcatcher and San Diego black-tailed jackrabbit were observed on site. The coastal California gnatcatcher is federally designated as "threatened" and is a California "species of special concern." The San Diego black-tailed jackrabbit has no Federal designation but is a California "species of special concern." Both of these species are MSHCP Covered Species. One (1) special-status species (burrowing owl) was determined absent following on-site focused surveys. The burrowing owl is also an MSHCP Covered Species.

Implementation of appropriate MSHCP measures, including the payment of appropriate fees, is required of all development within the MSHCP area. With the

[1] http://www.dfg.ca.gov/wildlife/nongame/ssc/, site accessed August 17, 2015.

exception of the burrowing owl (see burrowing owl summary below), no further survey or mitigation is required under the MSHCP for these Covered Species. Through the payment of the MSHCP development fee and implementation of MSHCP measures such as the Standard Best Management Practices outlined in Appendix C of the MSHCP, no significant impacts to MSHCP covered species would occur.

Each of the remaining four special-status species not covered under the MSHCP, are California "species of special concern." Due to nature of the limited disturbed scrub habitat on and off site, two species, the Jacumba pocket mouse and southern grasshopper mouse, have a very low or low potential to occur on site. The site provides only limited potential foraging habitat for the remaining two species, the western mastiff bat and pallid bat. No significant impacts to these four species are anticipated and no mitigation is required.

Burrowing Owl. While payment of MSHCP fees and adherence to MSHCP guidelines is typically sufficient to offset impacts to Covered Species, under Section 6.3.2 of the MSHCP additional surveys may be needed for certain species to achieve coverage. The burrowing owl has been identified as species requiring additional surveys. Despite previous negative surveys for burrowing owl, due to the presence of suitable habitat and the mobile nature of the species, there is potential for the species to occupy the site prior to development. Burrowing owls often use the burrows of California ground squirrels. Numerous burrows were observed on site along the slopes of the drainage in the northwest corner, in the southwest corner, along the eastern boundary, and on slopes near the coast live oak trees. The site remains fairly open, which burrowing owls prefer, and potential perch features were observed including an earthen berm along the western portion of the site and concrete rubble in the center of the site west of the oak trees. The potential on-site presence of burrowing owls is a potentially significant impact requiring mitigation.

Mitigation Measures. The following measures have been identified to reduce the significance of potential impacts to burrowing owls:

4.4.6.1A A pre-construction burrowing owl survey shall be conducted by a qualified biologist prior to the start of ground-disturbing activities. The burrowing owl survey shall be conducted pursuant to the guidelines established by the California Department of Fish and Wildlife and shall require four (4) site visits (two in the morning and two in the evening) to determine the on-site presence/absence of the species. The final survey shall occur no more than three days prior to the start of ground-disturbing activities. In the event this species is not identified on site, no further mitigation is required. If during the pre-construction burrowing owl survey, this species is found to occupy the site, **Mitigation Measure 4.4.6.1B** shall be required.

4.4.6.1B If burrowing owls are identified during the survey periods, the City shall contact the California Department of Fish and Wildlife to develop a burrowing owl relocation and conservation strategy. Prior to ground-disturbing activities the project applicant shall take the following actions:

- A minimum 75-meter (250-foot) buffer shall be provided around any active nest until fledging has occurred. Following fledging, owls may be passively relocated (use of one-way doors and collapse of burrows) by a qualified biologist.
- If impacts to occupied (non-nesting) burrows are unavoidable, on-site passive relocation techniques, as approved by the CDFW, may be employed to encourage owls to move to alternative burrows outside of the impact area.
- If relocation of the owls is approved for the site by the CDFW, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:
  - The location of the nest and owls proposed for relocation.
  - The location of the proposed relocation site.
  - The number of owls involved and the time of year when the relocation is proposed to take place.
  - The name and credentials of the biologist who will be retained to supervise the relocation.
  - The proposed method of capture and transport for the owls to the new site.
  - A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).
  - A description of efforts and funding support proposed to monitor the relocation.

Level of Significance after Mitigation. Implementation of **Mitigation Measures 4.4.6.1A** and **4.4.6.1B** would reduce impacts to burrowing owls to less than significant levels.

4.4.6.2 Riparian Habitat or Other Sensitive Natural Communities

Impact 4.4.6.2. *The project will have a significant impact on sensitive native natural communities.*

Threshold	Would the proposed project have a substantial adverse effect on any

	riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Riverine Areas. As discussed in the Section 4.4.1, approximately 15 percent of the project site's vegetative cover includes native plant communities. Of the existing native plant communities, the southern willow scrub is considered a sensitive, high priority community for inventory in the CNDDB. The 0.06 acre of on-site southern willow scrub is of low habitat quality due to limited native components, which consist of red willow trees, mule fat plants, and an understory of non-native plants. The community is isolated from other similar habitats in the project vicinity, and does not support or have the potential to support any protected plant or animal species. Therefore, loss of southern willow scrub on site is not considered a significant impact.

The project site supports four ephemeral drainage features identified as Drainages A, B, B1, and C. Drainages A, B, and B1 are associated with headwaters that originate in the foothills located approximately 1.25 miles to the northeast, while Drainage C is an erosional feature that initiates within the project site. Drainages B and B1 originate from the eastern boundary, while Drainage A originates near the northern boundary and Drainage C is located near the southern boundary. No USGS blueline streams are mapped within the project site.

The project site includes three MSHCP Riverine Areas associated with Drainages A, B, and B1. A description of the drainages is as follows.

Drainage A supports a USACE/RWQCB jurisdictional channel width of approximately one foot and a CDFW jurisdictional streambed width ranging from one to six feet. Due to the lack of vegetation to support riparian/riverine associated species, however, it does not support the biological functions of riverine areas.

Drainages B and B1 are completely unvegetated. Drainage B downstream of the oak trees exhibits severe degradation due to decades of weed abatement. Drainages B and B1 support RWQCB jurisdictional channel widths ranging from 2 to 6 feet and approximately 4 to 80 feet in CDFW jurisdictional widths.

Based on the presence of coast oak trees that grow close to the drainages, Drainages B and B1 are considered to meet the MSHCP definition of a Riverine Area. These drainages support limited function and value as Riverine Areas due to the absence of a downstream connection. The hydrology of these drainages has been altered as a result of disking activities and construction of a berm around an earthen basin in the southwest corner of the site. As such, the drainages do not support the vegetation or hydrology suitable for supporting the majority of the MSHCP list of associated riparian/riverine species.

The riverine areas total 0.91 acre on site and 0.02 acre off site. The project would

result in permanent direct impacts to approximately 0.54 acre of these riverine areas. The project has been designed to avoid approximately 0.38 acre of on-site MSHCP Riverine Areas including 0.24 acre in Drainage B and 0.14 acre in Drainage B1. The riverine areas avoided within Drainages B and B1 are within the proposed 1.3-acre oak preserve.

The loss of MSHCP Riverine Areas constitutes a significant impact and must be mitigated. A DBESP[1] was performed in accordance with the MSHCP in order to mitigate all lost functions and values of these Riverine Areas. The DBESP concluded that the loss of 0.54 acre of riverine areas could be mitigated through off-site replacement, as described in **Mitigation Measure 4.4.6.2A** identified below.

Oak Trees. Live oak woodlands are generally dominated by coast live oak trees with an understory of primarily non-native grasses, such as brome grasses, occasionally with native and non-native herbaceous species. In southern California, live oak woodlands are often associated with drainage systems and south-facing canyon slopes.

On-site, coast live oak trees in this community grow close together along the east-central portion of the site with their canopies occasionally touching. The shrub layer underneath is poorly developed likely due to historic livestock grazing. Some non-native species found in the understory included olive, tocalote, shortpod mustard, ripgut brome, and other brome grasses. Coast live oak woodland occupies 0.81 acre within the on-site portion of the project and 0.01 acre off site.

The project retains existing on-site oak trees in a 1.3-acre oak preserve. During development, a limited number of oaks located outside the oak preserve will be removed to facilitate the construction of buildings or project features. While the City does not have a tree-preservation ordinance or other requirement for the specific preservation of oak trees, due to the trees' contribution to the on-site MSHCP "riverine" areas, mitigation has been identified to reduce potential impacts associated with the removal of any on-site oak trees.

Mitigation Measure. The following measure has been identified to reduce the significance of potential impacts MSHCP Riverine Areas.

4.4.6.2A Prior to the issuance of any grading permit for permanent impacts in jurisdictional features, the project applicant shall obtain a Federal Clean Water Act Section 404 permit and/or an Approved Jurisdictional

[1] A DBESP is prepared for a project that impacts riparian/riverine habitats. The DBESP is a report that must make a finding demonstrating that although the proposed project would not avoid impacts, with proposed design and compensation measures, the project would be biologically equivalent or superior to that which would occur under an avoidance alternative without these measures, based on one or more of the following factors: Effects on Conserved Habitats; Effects on the species listed above under the heading; and "Purpose" and effects on riparian Linkages and function of the MSHCP Conservation Area.

Determination from the USACE, a Federal Clean Water Act Section 401 permit from the RWQCB, and a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the CDFW. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies:

1. Off-site replacement and/or restoration of USACE/RWQCB jurisdictional "waters of the U.S."/"waters of the State" within the Santa Margarita Watershed at a ratio no less than 1:1 or within an adjacent watershed within Riverside County at a ratio no less than 2:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank.
2. Off-site replacement and/or restoration of CDFW jurisdictional streambed and associated riparian habitat within the Santa Margarita Watershed at a ratio no less than 1:1 or within an adjacent watershed at a ratio no less than 2:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-project conditions (i.e., pre-project contours and revegetate where applicable). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an agency-approved off-site mitigation bank.

The following measure has been identified to reduce the significance of potential impacts to on-site oak trees.

4.4.6.2B Prior to any development activity or the issuance of any permit or approval removing or encroaching upon oak trees on the project site (this generally includes the canopy drip-line of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes:

1. A survey showing the location of oak trees 5 inches or more in diameter at breast height (DBH), as defined by Public Resources Code Section 21083.4(a).
2. The removal of all oak trees 5 inches or more DBH height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three native oak trees of 5 gallons or larger size shall be planted for each oak tree removed that is greater than or equal to 5 inches DBH. The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing,

roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted.

3. A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals.
4. Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the drip-line of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan.
5. Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.

Level of Significance after Mitigation. Implementation of **Mitigation Measure 4.4.6.2A** and **4.4.6.2B** would reduce impacts to riparian habitat and oak trees to a less than significant level, respectively. No other impact to sensitive natural communities would occur.

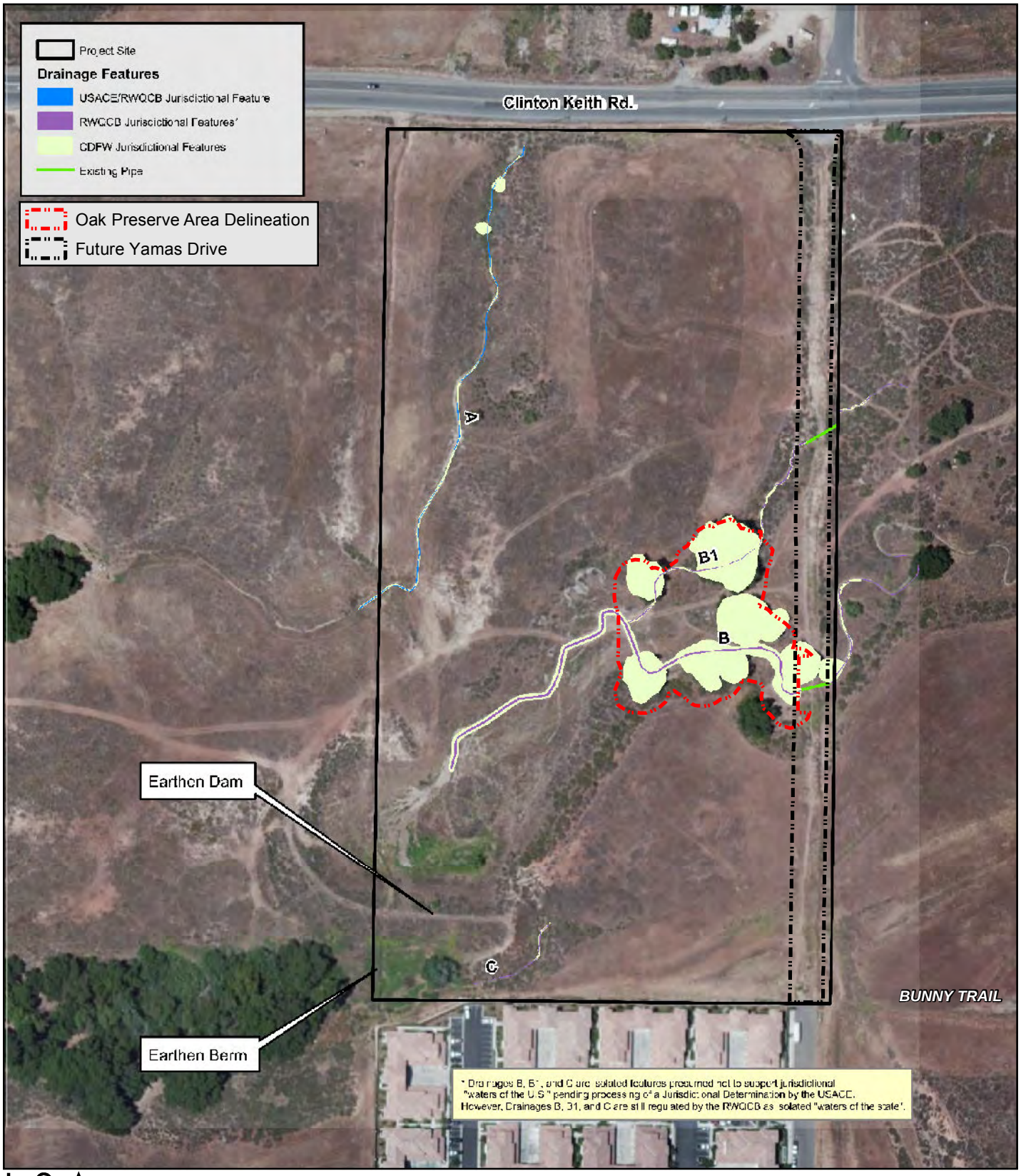
4.4.6.3 Jurisdictional Waters/Wetlands

Impact 4.4.6.3: *The project would have a significant impact on jurisdictional drainages.*

Threshold	Would the proposed project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The project site does not include any federally protected wetlands. However, as described in Section 4.4.1 and depicted in Figure 4.4.2, the site contains four ephemeral drainage features, identified as Drainages A, B, B1, and C. Drainage A is both a USACE and RWQCB Jurisdictional Feature. Drainages B, B1, and C are considered isolated ephemeral drainages and do not support indicators of a surface

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FIGURE 4.4.2

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SOURCE: World Imagery Aerial, 2010; PCR Services, 2013.

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Grove Park Mixed-Use Development
Environmental Impact Report

Drainage Features

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connection to downstream "waters of the U.S." Therefore, these drainages may be considered isolated non-jurisdictional streambeds by the USACE that would not be regulated under Section 404 of the CWA. These drainages could, however, be considered RWQCB "waters of the State" regulated pursuant to Section 401 of the CWA. Permanent or temporary impacts are proposed to the majority of these jurisdictional drainages on the project site and off-site, as shown in Figure 4.4.3. Avoidance of a small portion of Drainages B and B1 is proposed to preserve oak trees that are within CDFW jurisdiction.

As detailed in Table 4.4.C, impacts to USACE/RWQCB Jurisdictional Drainages would total approximately 0.07 acre and a length of 2,241 feet. As the drainages on the project are considered jurisdictional features, this is potentially significant impact and mitigation is required.

Table 4.4.C: Impacts to USACE/RWQCB Jurisdictional Drainages

Drainage	Length	On Site (acres)		Off Site (acres)	
		Permanent	Temporary	Permanent	Temporary
A	795	0.02	—	<0.01	—
B	853	0.04	<0.01	<0.01	<0.01
B1	433	0.01	<0.01	<0.01	<0.01
C	160	<0.01	—	—	—
Total	**2,241**	**0.07**	**<0.01**	**<0.01**	**<0.01**

Source: Biological Resource Assessment, Table 7, November 2013 (Appendix C-1).

Impacts to these jurisdictional areas would be required to comply with Sections 404 and 401 of the CWA, including applying for a permit and mitigation subject to approval by USACE and RWQCB, respectively. Due to low quality of jurisdictional features, the DBESP concluded that 1:1 replacement of disturbed drainage features is sufficient. **Mitigation Measure 4.4.6.2A** describes this requirement.

Mitigation Measures. Implementation of **Mitigation Measure 4.4.6.2A** is required to mitigate impacts to jurisdictional waters.

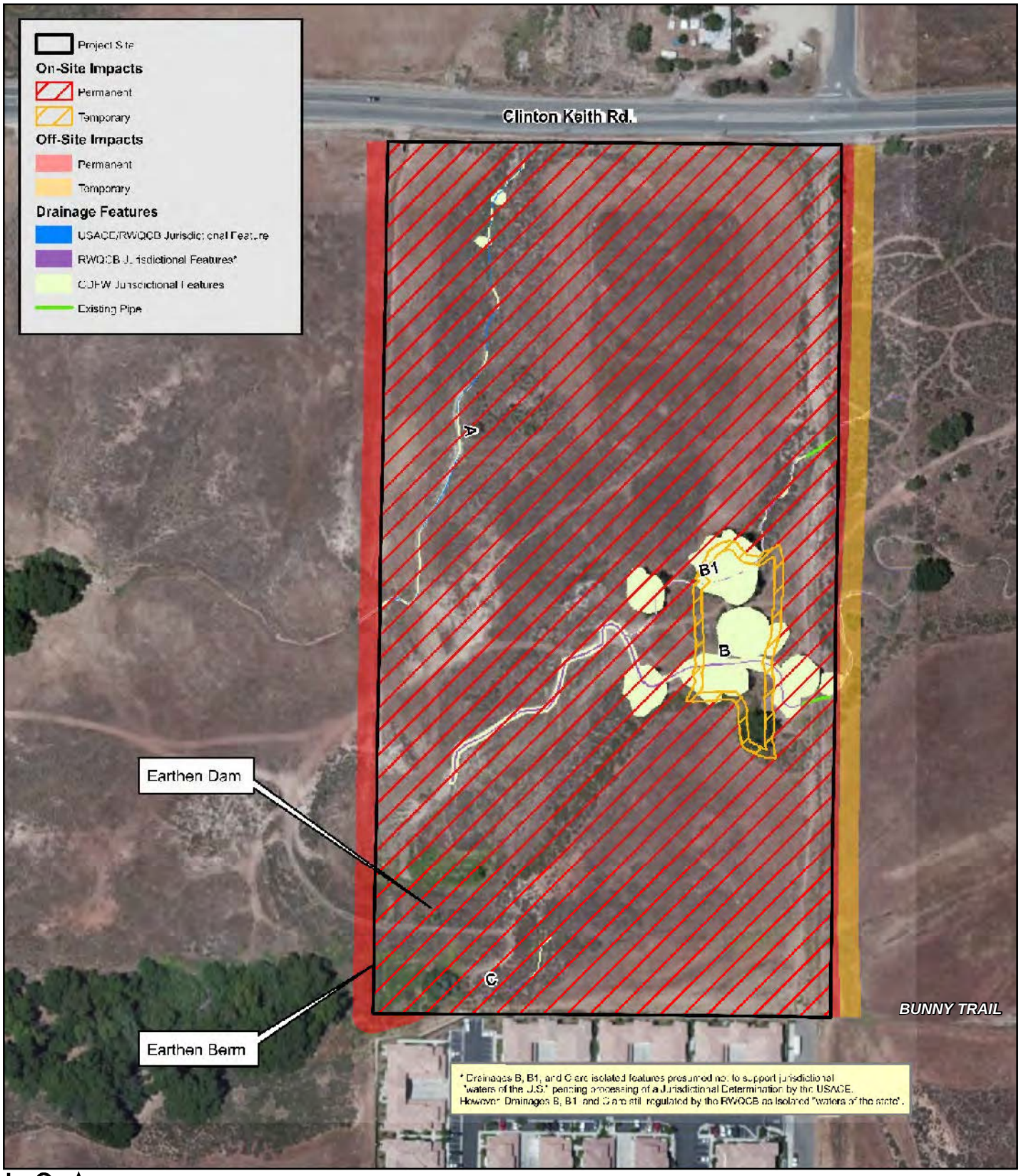
Level of Significance after Mitigation. Implementation of **Mitigation Measure 4.4.6.2A** would reduce impacts to jurisdictional waters to less than significant.

4.4.6.4 Wildlife Movement and Nesting/Migratory Birds

Impact 4.4.6.4: *The proposed project may affect nesting bird species.*

Threshold	Would the proposed project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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FIGURE 4.4.3

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SOURCE: Bing Aerial, 2010; PCR Services, 2013.

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Drainage Impacts

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Wildlife Movement. Habitat fragmentation occurs when a single, contiguous habitat area is divided into two or more areas, or where an action isolates two or more new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or to/from one habitat type to another. Habitat fragmentation may occur when a portion of one or more habitats is converted into another habitat, as when scrub habitats are converted into annual grassland habitat because of frequent burning. Wildlife movement includes seasonal migration along corridors, as well as daily movements for foraging. Examples of migration corridors may include areas of unobstructed movement for deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and between roosting and feeding areas for birds.

While the project may provide some local scale movement habitat, it has little to no function to facilitate movement for wildlife species on a regional scale and is not identified as a regionally important dispersal or seasonal migration corridor. The project area includes rural, single-family and multifamily residential developments and some undeveloped parcels. Species whose movements may be affected on the local scale, including reptiles, birds, and small mammals, are generally adapted to urban areas. The project site is not identified as being in any core or linkage areas identified by the MSHCP or South Coast Missing Linkages,[1] nor is it identified as supporting habitat that connects two or more habitat patches that would otherwise be fragmented or isolated from one another if the proposed development occurred. The project would not significantly affect a native or migratory wildlife corridor or cause habitat fragmentation; therefore, no significant impact on wildlife movement would occur and no mitigation is required.

Nesting/Migratory. Under the MBTA, it is illegal to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to Federal regulations. The MBTA similarly protects the nests of migratory birds. Various sections of the California Fish and Game provide protection to nesting birds, birds of prey, and species protected under the MBTA.

The project site and surrounding area contain suitable nesting habitat for several tree-, shrub-, and ground-nesting avian species, including the coastal California gnatcatcher. Four additional MSHCP-covered migratory birds or raptor species (loggerhead shrike, northern harrier, white-tailed kite, and golden eagle) have a potential to utilize the project site to forage. Of these, the loggerhead shrike has a low potential for nesting at the site. The literature search did not identify any migratory birds or raptors species not covered by the MSHCP as having a potential to occur on site. While impacts to these species are addressed through the MSHCP, impacts to individual nests or nesting activity may occur during development of the site. This is a significant impact requiring mitigation.

[1] http://www.scwildlands.org/reports/SCMLRegionalReport.pdf, site accessed August 25, 2015.

Mitigation Measures: The following mitigation has been identified to address impacts to nesting bird species.

4.4.6.4A A pre-construction survey for nesting birds and migratory birds shall be conducted by a qualified biologist, no more than three (3) days prior to the initiation of construction activities. A qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether these activities have the potential to disturb or otherwise harm nesting birds.

If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment at a minimum radius of 100 feet or 250 feet for raptors, around the nest). Alternative exclusion zones may be established through consultation with the CDFW and the USFWS. The exclusion zones shall remain in force until all young have fledged.

Level of Significance after Mitigation. Implementation of **Mitigation Measure 4.4.6.4A** would reduce impacts to nesting birds a less than significant level.

4.4.7 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. The cumulative area for biological resources for the proposed project is the Elsinore Valley region of the MSHCP Plan Area.

Focused biological resource studies have been conducted to assess potential impacts associated with development of the proposed uses. The project would not have potentially significant impacts related to local ordinances or regulations protecting biological resources. In addition, although the project could have significant impacts to plant communities, sensitive wildlife species, habitat fragmentation, wildlife movement, jurisdictional waters, and habitat conservation plans, the compliance with the above mitigation measures and payment of development impact fees would reduce impacts to less than significant levels.

All projects within the cumulative impact area would be required to comply with applicable provisions of the MSHCP and SKR HCP. These HCPs were developed to consider a regional, programmatic approach to conservation planning. By complying with the provisions of the HCPs (e.g., the payment of fees, adherence to appropriate guidelines, and completion of additional required surveys), individual development projects participate in the conservation of critical biological resources in western Riverside County. With mitigation, the project-specific biological resource impacts have been effectively reduced to a less than significant level. Since all development within the MSHCP and SKR HCP area would be required to implement similar measures, development in compliance with the HCPs furthers the stated regional

conservation goals. Accordingly, cumulatively significant biological resource impacts would not occur.

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4.5 CULTURAL AND PALEONTOLOGICAL RESOURCES

This section identifies and evaluates the potential of the proposed project to have adverse effects on archaeological, historical, and paleontological resources. The resources of concern include, but are not limited to, prehistoric and historic artifacts, burials, sites of religious or cultural significance to Native American groups, and historic structures. This section provides a detailed discussion of impacts potentially attributable to the proposed project, and criteria used to determine impact significance to cultural resources.

The analysis contained in this section is based on the following technical study prepared for the proposed project:

- *Cultural Resources Assessment*, *Clinton Keith Property*, BCR Consulting, March 9, 2015 (Appendix D).
- *Phase I Environmental Site Assessment, APNs 380-250-003 and 380-250-023, Wildomar, CA*. Hillmann Consulting, LLC. August 31, 2012 (Appendix G).

In addition to this technical study, the analysis contained in this section is also based on the following reference documents:

- *City of Wildomar General Plan, Multipurpose Open Space Element,* adopted July 1, 2008.

4.5.1 Existing Setting

4.5.1.1 Archaeological Context

Archaeological resources are those associated with prehistoric cultural sites, prehistoric isolates, and the remnants of historic cultural sites that lack substantive building remnants (termed “historic archaeological sites”), such as roads and trails. Prehistoric cultural resources consist of those physical properties considered important to a culture, subculture, or community for scientific or humanistic reasons. These include geographic districts, structures, sites, objects, and/or other physical evidence of past human activity that predate the advent of written records in a particular region. Historic cultural resources are similarly important resources that postdate the advent of written records.

The project is located within the traditional boundaries of the Luiseño. Prior to Spanish colonization of California, the territory of the Luiseño extended along the coast from Agua Hedionda Creek to the south, Aliso Creek to the northwest, and the Elsinore Valley and Palomar Mountain to the east. These territorial boundaries were somewhat fluid and changed through time. They encompassed an extremely diverse environment that included coastal beaches, lagoons and marshes, inland river valleys and foothills, and mountain groves of oaks and evergreens

Like other Native American groups in southern California, the Luiseño caught and collected seasonally available food resources, and led a semi-sedentary lifestyle. Luiseño villages generally were located in valley bottoms, along streams, or along coastal strands near mountain ranges sheltered in canyons, near a water source, and in a location that was easily defended. Individuals from these villages took advantage of the varied resources available. They also established seasonal camps along the coast and near bays and estuaries to gather shellfish and hunt. The Luiseño lived in small communities, which were the focus of family life. Luiseño villages were politically independent, administered by a hereditary chief, and occupied by patrilineally linked extended families. The Luiseño believed in private property, which covered items and land owned by the village, as well as items (houses, gardens, ritual equipment, trade beads, eagle nests, and songs) owned by individuals. Trespass against any property was punished. Luiseño subsistence was based primarily on seeds like acorns, grass seed, Manzanita, sunflower, sage, chia, and pine nuts. Seeds were dried and ground to be cooked into a mush. Game animals such as deer, rabbit, jackrabbit, wood rat, mice, antelope, and many types of birds supplemented their vegetal intake. The Luiseño utilized fire for crop management and communal rabbit drives.

The archeological records research identified 68 cultural resources studies that have been conducted within one mile of the project site. None of these previous studies includes the project site. Cultural resources were recorded in 18 of these previous studies. The 18 recorded cultural resources include 12 prehistoric archaeological sites, one historic archaeological site, and five historic-period buildings. No cultural resources have been recorded within the project site.

4.5.1.2 Historic Context

The Phase I ESA (Appendix G) conducted for the project examined historical directories and aerial photography to research the history of the project site. Based on a review of aerial photographs, the site has been largely undeveloped since at least 1938. The Phase I ESA identified the presence of possible beehives on the site starting prior to 1938 and ending before 1953. Data prior to 1938 was unavailable. No historic structures of buildings are currently located on the project site.

4.5.1.3 Paleontological Context

The project area is located in the Peninsular Range Geomorphic, a 900-mile long northwest-southeast trending structural block that extends from the tip of Baja California to the Transverse Ranges and includes the Los Angeles Basin. This region is characterized by a series of mountain ranges separated by northwest-trending valleys sub-parallel to faults branching from the San Andreas Fault. The trend of topography is similar to that of the Coast Ranges Geomorphic Province located to the north, but the geology is more like that of the Sierra Nevada, with granitic rock intruding on the older metamorphic rocks. It contains extensive pre-

Cretaceous (greater than 65 million years ago) igneous and metamorphic rocks covered by limited exposures of post-Cretaceous sedimentary deposits.

The project site occupies the eastern margin of the Perris Block. Crystalline rocks present in the region include late Jurassic and Cretaceous granitics of the southern California batholith. These resistant rocks weather to form gray or tan colored, boulder-covered conical buttes and hills. Locally, a thin veneer of Holocene soils typically obscures late Pleistocene sediments that often erode away to reveal the base of local boulder outcrops.[1,2] Decomposing granite in the form of reddish brown sandy silts intermixed with granitic and quartz cobbles dominates sediments observed within the project site. Early Pleistocene-age Pauba Sandstone is present within the western ridge of the site. The Pauba Sandstone consists of locally massive, highly weathered yellow-red silty sandstone. Earliest Pleistocene-age Unnamed Sandstone is present within the central portion of the site and consists of light yellow brown, coarse, highly weathered silty sandstone.

No paleontological resources have been identified within the project limits. However, the Pauba Formation has produced fossils near the project site. Southeast of the project site, several vertebrate fossil localities have been identified on the Pauba Formation. Specimens such as the fossil horse (*Equidae*), fossil rabbit (*Leporidae*), and fossil pocket gopher (*Thomomys*) have been uncovered. The nearest fossil localities are located east of I-15 near Winchester Road (State Route 79). Since the Pauba Formation has produced fossils, it is considered potentially sensitive for significant paleontological resources, according to the project Cultural Resources Report (Appendix D).

The topsoils at the project site are primarily formed from young alluvium. This topsoil overlies hillsides of the site to depths of 6 to 18 inches. It consist of dry, loose (recently plowed), slightly blocky silty sand. In drainage areas, young alluvium accumulates to depths of 3 to 10 feet. Found at the mouths of canyons or along the sides of hills that flank river and stream valleys and deposited by small streams that flow out of mountains and hills, these deposits range in age from the recent to 10,000 years before the present. Generally, not enough time has passed for the remains to fossilize. In addition, the remains are contemporaneous with modern species and are usually not considered to be significant.

4.5.1.4 NOP/Scoping Comments

The Native American Heritage Commission (NAHC) sent a letter dated November 30, 2012, recommending consultation with local Native American tribes.

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1 The Holocene epoch dates from approximately 11,700 years ago until present day. The Pleistocene epoch started approximately 2.59 million years ago and ended at the beginning of the Holocene.

2 *International Chronostratigraphic Chart*, 2013, International Union of Geological Sciences, http://www.stratigraphy.org/ICSchart/ChronostratChart2013-01.pdf (accessed April 6, 2015).

No residents expressed concern about cultural resources during the scoping meetings. The City is conducting Native American consultation as required by Senate Bill 18 (SB 18). The Pechanga Band of Luiseño Indians (Pechanga Band) responded during each NOP review period. The Soboba Band of Luiseño Indians (Soboba Band) provided comment (June 17, 2015) during the second NOP review period. Both the Pechanga and Soboba Bands (collectively Tribes) requested to be involved in the entire CEQA review for the project, including notification of all public hearings and scheduled approvals.

4.5.2 Existing Policies and Regulations

4.5.2.1 Federal Regulations

National Historic Preservation Act (NHPA) of 1966 (as amended), Section 106. The NHPA declares a national policy of historic preservation to protect, rehabilitate, restore, and reuse districts, sites, buildings, structures, and objects significant in American architecture, history, archaeology, and culture. The NHPA established the National Register of Historic Places (National Register), State Historic Preservation Offices (SHPOs) and programs, and the Advisory Council on Historic Preservation. This Act applies to all properties on or eligible for inclusion in the National Register. The Section 106 review process requires consultation to mitigate damage to "historic properties" (defined per 36 CFR 800.16[1] as places that qualify for the National Register), including Native American traditional cultural places (TCPs). Evaluation of cultural resources consists of determining whether it is significant (i.e., whether it meets one or more of the criteria for listing in the National Register). These eligibility criteria are defined in 36 CFR 60.4 as follows:

> The quality of significance in America history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association:
>
> A. That is associated with events that have made a significant contribution to the broad patterns of our history;
>
> B. That is associated with the lives of persons significant in our past;
>
> C. That embodies the distinctive characteristics of a type, period or method of construction, or that represents the work of a master, or possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; and/or
>
> D. That has yielded, or may be likely to yield, information important to prehistory or history.

4.5.2.2 State Regulations

California Environmental Quality Act (CEQA). A "historic resource" includes, but is not limited to, any object, building, site, area, place, record, or manuscript that is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.[1] CEQA mandates that lead agencies consider a resource "historically significant" if it meets the criteria for listing in the California Register of Historical Resources (California Register). Such resources meet this requirement if they (1) are associated with events that have made a significant contribution to the broad patterns of California history, (2) are associated with the lives of important persons in the past, (3) embody distinctive characteristics of a type, period, region, or method of construction, and/or (4) represent the work of an important creative individual or possesses high artistic value.[2] These criteria mimic the criteria utilized to determine eligibility for the National Register.

In addition, Public Resources Code Section 21083.2 and *CEQA Guidelines* Section 15064.5(f) recognize that historical or unique archaeological resources other than potential Native American burials may be accidentally discovered during project construction. This guideline recommends that immediate evaluation defined by qualified archaeologists be included in mitigation measures. This guideline also recommends that if the find is determined to be a historical or unique archaeological resource, that contingency funding and time allotments sufficient to allow for implementation and avoidance measures be available.

Senate Bill 18 (SB 18). Signed into law in September 2004, and effective March 1, 2005, SB 18 permits California Native American tribes recognized by the NAHC to hold conservation easements on terms mutually satisfactory to the tribe and the landowner. The term "California Native American tribe" is defined as "a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC."

The bill requires a City or County to consult with California Native American tribes for the purpose of preserving specified places, features, and objects located prior to the adoption or amendment of a General Plan or Specific Plan. This bill requires the planning agency to refer to the California Native American tribes specified by the NAHC and to provide them with opportunities for involvement.

California Health and Safety Code. The California Health and Safety Code Section 7050.5 states that if human remains are discovered on site, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition. If the Coroner determines that the remains are not subject to his or her

[1] Public Resources Code, Section 5020.1(j).
[2] Public Resources Code, Section 5024.1(c).

authority and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC. This regulation is applicable to any project where ground disturbance would occur.

4.5.2.3 City General Plan Policies

The General Plan defines goals and policies related to cultural resources within the City:

Open Space

OS 19.2 Review all proposed development for the possibility of archaeological sensitivity.

Cultural Resources

OS 19.4 Require a Native American Statement as part of the environmental review process on development projects with identified cultural resources.

Historical Resources

OS 19.5 Transmit significant development proposals to the History Division of the Riverside County Regional Park and Open-Space District for evaluation in relation to the destruction/preservation of potential historical sites. Prior to approval of any development proposal, feasible mitigation shall be incorporated into the design of the project and its conditions of approval.

Paleontological Resources

OS 19.8 Whenever existing information indicates that a site proposed for development may contain biological, paleontological, or other scientific resources, a report shall be filed stating the extent and potential significance of the resources that may exist within the proposed development and appropriate measures through which the impacts of development may be mitigated.

OS 19.9 This policy requires that when existing information indicates that a site proposed for development may contain paleontological resources, a paleontologist shall monitor site grading activities, with the authority to halt grading to collect uncovered paleontological resources, curate any resources collected with an appropriate repository, and file a report with the Planning Department documenting any paleontological resources that are found during the course of site grading.

OS 19.10 Transmit significant development applications subject to CEQA to the San Bernardino County Museum for review, comment, and/or preparation of recommended conditions of approval with regard to paleontological resources.

Environmental Justice

EJ 1.7 Consult with Native American Tribes early in the process on issues that could affect culturally significant areas.

Table 4.5.A analyzes the project's consistency with applicable goals and policies of the City General Plan and shows the project is generally consistent with City General Plan policies.

Table 4.5.A: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Open Space	
OS 19.2 Review all proposed development for the possibility of archaeological sensitivity.	**Consistent.** BCR Consulting conducted a Cultural Resources Assessment for the project site.
OS 19.4 Require a Native American Statement as part of the environmental review process on development projects with identified cultural resources.	**Consistent.** The City is conducting Native American consultation pursuant to the requirements of SB 18.
OS 19.5 Transmit significant development proposals to the History Division of the Riverside County Regional Park and Open-Space District for evaluation in relation to the destruction/preservation of potential historical sites. Prior to approval of any development proposal, feasible mitigation shall be incorporated into the design of the project and its conditions of approval.	**Consistent.** The project site has no potential for historic resources as there are no aboveground structures.
OS 19.8 Whenever existing information indicates that a site proposed for development may contain biological, paleontological, or other scientific resources, a report shall be filed stating the extent and potential significance of the resources that may exist within the proposed development and appropriate measures through which the impacts of development may be mitigated.	**Consistent.** This EIR evaluates the significance of resources that may be affected by the project.
OS 19.9 This policy requires that when existing information indicates that a site proposed for development may contain paleontological resources, a paleontologist shall monitor site grading activities, with the authority to halt grading to collect uncovered paleontological resources, curate any resources collected with an appropriate repository, and file a report with the Planning Department documenting any paleontological resources that are found during the course of site grading.	**Consistent.** The underlying geological formation is considered highly sensitive for paleontological resources. **Mitigation Measures 4.5.6.2A** through **4.5.6.2E** require paleontological monitoring.
OS 19.10 Transmit significant development applications subject to CEQA to the San Bernardino County Museum for review, comment, and/or preparation of recommended conditions of approval with regard to paleontological resources.	**Consistent.** The Natural History Museum of Los Angeles County was contacted for paleontological review of the project site.
Environmental Justice	
EJ 1.7 Consult with Native American Tribes early in the process on issues that could affect culturally significant areas.	The City is conducting Native American consultation pursuant to the requirements of SB 18.

Source: *City of Wildomar General Plan*, July 2008.

4.5.3 Methodology

A records search was conducted at the Eastern Information Center, the local clearinghouse for cultural resource records. This archival research reviewed the status of all recorded historic and prehistoric cultural resources, and survey and excavation reports completed within one mile of the project site. Additional resources reviewed included the National Register, the California Register, and documents and inventories published by the California Office of Historical Preservation. These include the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures.

An archaeological field survey of the site was conducted on November 6 and 15, 2012. The survey was conducted by walking parallel transects spaced approximately 15 meters (approximately 50 feet) apart across 100 percent of the project site. Soil exposures were carefully inspected for evidence of cultural resources.

4.5.4 Thresholds of Significance

Appendix G of the State CEQA Guidelines recognizes the following significance thresholds related to cultural resources. Based on these significance thresholds, a project would have a significant impact on cultural resources if it would result in:

- Cause a substantial adverse change in the significance of a historical resource as defined in *CEQA Guidelines* Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to *CEQA Guidelines* Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; and/or
- Result in any disturbance of human remains, including those interred outside of formal cemeteries.

CEQA Section 15064.5, Determining the Significance of Impacts to Archaeological and Historical Resources, states that:

> "Generally, a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4852) including the following:
>
> A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
>
> B. Is associated with the lives of persons important in our past;

C. 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

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

4.5.5 Less than Significant Impacts

The following impacts were determined to be less than significant. In each of the following issues, either no impact would occur (therefore, no mitigation would be required) or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level.

4.5.5.1 Historic Resources

Threshold	Would the proposed project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the *State CEQA Guidelines*?

A records search was conducted at the Eastern Information Center, the local clearinghouse for cultural resource records. This archival research reviewed the status of all recorded historic and prehistoric cultural resources, and survey and excavation reports completed within one mile of the subject property site. Additional resources reviewed included the National Register, the California Register, and documents and inventories published by the California Office of Historic Preservation. These include the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures. No historic site has previously been documented on site.

An archeological field survey of the project site was conducted by a qualified archeologist on November 5 and 12, 2012. During this survey, the project site exhibited approximately 90 percent surface visibility. Artificial disturbances consisted of mechanical disking, trenches excavated for geotechnical studies, and some modern trash dumping.

No historic structure or aboveground feature was identified on site during the field survey or archival records search. Therefore, there is no potential for historic resources on the project site eligible for listing in the California Register. No impact to any historic resource would result from development of the proposed on-site uses; therefore, no mitigation is required.

4.5.5.2 Human Remains

Threshold	Would the proposed project disturb any human remains, including those interred outside of formal cemeteries?

The project site is currently undeveloped. While no evidence exists to suggest the project site has been utilized in the past for human burials, on-site construction could uncover previously unknown buried human remains. In the event of an accidental discovery or recognition of any suspected human remains, California State Health and Safety Code § 7050.5 dictates that no further excavation or disturbance of the site (or any nearby area reasonably suspected to overlie adjacent human remains) may occur until the Riverside County coroner determines that no investigation of the cause of death is required. If the coroner determines the remains to be Native American, the NAHC must be contacted within 24 hours. Upon notification of the coroner, the NAHC must identify the persons it believes to be the most likely descended from the deceased Native American.

With the permission of the property owner, the most likely descendants may inspect the site of the discovery and may recommend to the owner or the person responsible for the excavation work, means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code § 5097.98 (PRC § 5097.98).

Adherence to the aforementioned provisions of existing State law is required of all development projects; therefore, potential impacts related to the discovery of buried human remains would be less than significant. No mitigation is required.

4.5.6 Significant Impacts

4.5.6.1 Archaeological Resources

Impact 4.5.6.1: *The proposed project has the potential to affect known or previously undetected subsurface archaeological resources.*

Threshold	Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

While no archaeological resources have been identified or previously recorded within the project site, 12 archaeological sites have been identified within one mile of the proposed development. The project site is within the Pechanga Band's aboriginal territory and within bounds of the Soboba Band's "Traditional Use Areas." The project area is considered sensitive for Native American cultural resources, which include pictographs, petroglyphs, cupules, and artifacts. The project location is in proximity to known sites and is a shared use area that was used in ongoing trade between tribes. Therefore, a potential exists that development activities may result in

the anticipated discovery of buried resources on site. This is a potentially significant impact and requires mitigation.

Mitigation Measures. The following measures are proposed to reduce potential impacts on known, unknown, or potential archaeological resources to less than significant levels:

4.5.6.1A If, during grading or construction activities, archaeological resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archaeologist and the Pechanga and Soboba Bands (Tribes). Any unanticipated archaeological resources that are discovered shall be evaluated and a final report prepared by the qualified archaeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe(s) determine the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4 and Public Resources Code Section 21083.2 and the Cultural Resources Treatment and Monitoring Agreement required by **Mitigation Measure 4.5.6.1B.**

This mitigation measure shall be incorporated in all construction contract documentation.

4.5.6.1B At least 30 days prior to seeking a grading permit, the project applicant(s) shall contact the Pechanga and Soboba Bands (Tribes) to notify the Tribes of grading, excavation, and the monitoring program and to coordinate with the City of Wildomar and the Tribes to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall include, but shall not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources; project grading and development scheduling; terms of compensation for the monitors; treatment and location of final disposition of any cultural resources, sacred sites, and human remains discovered on the site; and establishing on-site monitoring provisions and/or requirements for professional Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

4.5.6.1C In the event agreement on the significance and/or mitigation of archaeological resources cannot be reached, these issues will be presented to the City of Wildomar Planning Director. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the

religious beliefs, customs, and practices of both the Pechanga and the Soboba Bands (Tribes). Notwithstanding any other rights available under the law, the Planning Director's decision shall be appealable to the City Council of Wildomar. In the event the significant resources are recovered and if the qualified archaeologist determines the resources to be historic or unique as defined by relevant State and local laws, avoidance and mitigation would be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

4.5.6.1D All cultural materials, with the exception of sacred items, burial goods, and human remains, which will be addressed in the Cultural Resources Treatment and Monitoring Agreement required by **Mitigation Measure 4.5.6.1B,** that are collected during the grading monitoring program and from any previous archeological studies or excavations on the project site shall be curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to a curation facility, which meets the standards set forth in 36 CRF Part 79 for federal repositories.

4.5.6.1E All sacred sites, should they be encountered within the project site, shall be avoided and preserved as the preferred mitigation, if feasible as determined by a qualified archaeologist in consultation with the Tribe(s). To the extent that a sacred site cannot be feasibly preserved in place or left in an undisturbed state, mitigation measures shall be required pursuant to and consistent with Public Resources Code Section 21083.2 and CEQA Guidelines Sections 15064.5 and 15126.4.

4.5.6.1F To address the possibility that cultural resources may be encountered during grading or construction, a qualified professional archeologist shall monitor all construction activities that could potentially impact archaeological deposits (e.g., grading, excavation, and/or trenching). However, monitoring may be discontinued as soon the qualified professional is satisfied that construction will not disturb cultural resources.

Level of Significance After Mitigation. Adherence to **Mitigation Measures 4.5.6.1A** through **4.5.6.1F** will reduce potential impacts to archaeological resources to less than significant levels.

4.5.6.2 Paleontological Resources

Impact 4.5.6.2: *The proposed project has the potential to affect previously undetected subsurface paleontological resources.*

Threshold	Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

While no known fossil beds exist on the site, the Pauba Formation, which underlies the western portion of the site, has produced fossils near the project site. Southeast of the project site several vertebrate fossil localities have been identified on the Pauba Formation. These have uncovered specimens such as the fossil horse (*Equidae*), fossil rabbit (*Leporidae*), and fossil pocket gopher (*Thomomys*). Therefore, the project site is considered paleontologically sensitive. Impacts are potentially significant and mitigation is required.[1]

Project Design Features. The project does not contain any characteristics related to paleontological resources.

Mitigation Measures. The following mitigation measures have been identified to address potential impacts to paleontological resources that may be located within the project limits:

4.5.6.2A Prior to the issuance of a grading permit, the project applicant(s) shall identify the qualified paleontologist to the City of Wildomar who has been retained to evaluate the significance of any inadvertently discovery paleontological resources. If paleontological resources are encountered during grading or project construction, all work in the area of the find shall cease. The project applicant shall notify the City of Wildomar and retain a qualified paleontologist to investigate the find. The qualified paleontologist shall make recommendations as to the paleontological resource's disposition to the City of Wildomar Planning Director. The recommendations shall follow procedures established by the Society of Vertebrate Paleontology (SVP) for assessment and mitigation of impacts to paleontological resources, which the Planning Director shall follow. The developer shall pay for all required treatment and storage of the discovered resources.

4.5.6.2B A qualified paleontologist or paleontological monitor shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formational sediments of the Pauba Formation. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large

[1] The identification of impacts will follow guidelines established in *The Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources,* Society for Vertebrate Paleontology, 2010.

specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.

4.5.6.2C Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.

4.5.6.2D Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by the City of Wildomar. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.

4.5.6.2E A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by the City of Wildomar, shall signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

Level of Significance After Mitigation. Adherence to **Mitigation Measures 4.5.6.2A** through **4.5.6.2E** will reduce potential impacts to paleontological resources to less than significant levels.

4.5.7 Cumulative Impacts

The cumulative area for cultural resources is the City of Wildomar. Implementation of the proposed project and related off-site improvements would require measures to identify, recover, and/or record any cultural and/or paleontological resource that may occur within the project limits. Although unlikely to occur, potential impacts associated with human remains would be reduced to a less than significant level through adherence to existing State law. With implementation of the recommended mitigation measures, potential impacts to archaeological or paleontological resources from future development will be reduced to less than significant levels. Since this region contains archaeological, historical, and paleontological resources that have been found in the past, future development in the surrounding region may affect these resources as well. However, implementation of the mitigation measures outlined in this document, and other CEQA documents for development projects in the area, will reduce potential impacts to cultural resources to less than significant levels. With implementation of the project-level mitigation for future development

identified in Section 4.5.6, the proposed project will not have significant impacts related to cultural resources and will also not make any significant contributions to cumulatively considerable impacts relative to cultural resources. Therefore, no additional mitigation is required.

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4.6 GEOLOGY AND SOILS

This section describes the location of the proposed project relative to the known geologic features and soil conditions and qualitatively evaluates potential impacts. Additionally, this chapter evaluates whether development on the proposed project site would significantly be affected by fault rupture, seismic shaking, erosion or unstable slopes, liquefaction, settlement, expansive soils, or other soil or geologic conditions.

The following documents were used in preparing the analysis of the geologic impacts:

- *Preliminary Geotechnical and Fault Rupture Hazard Investigation, Grove Park , APN 380-250-003 SW Corner Clinton Keith Road & Yamas Drive, Wildomar, California,* Geogon West, Inc., February 24, 2015. (Appendix E)
- *Project Specific Water Quality Management Plan, Grove Park,* JLC Engineering & Consulting, Inc., March 16, 2015. (Appendix H-2)
- *Wildomar General Plan, Safety Element*, adopted July 1, 2008.

4.6.1 Existing Setting

The project is located within the Peninsular Range Geomorphic Province, one of the major geologic provinces of southern California (California Geologic Survey 2002), a 900-mile long northwest-southeast trending structural block that extends from the tip of Baja California to the Transverse Ranges and includes the Los Angeles Basin. This region is characterized by a series of mountain ranges separated by northwest-trending valleys sub-parallel to faults branching from the San Andreas Fault. The trend of topography is similar to that of the Coast Ranges Geomorphic Province located to the north, but the geology is more like that of the Sierra Nevada, with granitic rock intruding on the older metamorphic rocks. It contains extensive pre-Cretaceous (greater than 65 million years ago) igneous and metamorphic rocks covered by limited exposures of post-Cretaceous sedimentary deposits.

Locally, the site is located southeast of the Elsinore Trough, which is a graben, or depressed area between two parallel faults. The Elsinore Trough lies between the Wildomar and Willard Faults to the east and west. The site lies on an alluvial plain that descends gently to the southwest from Clinton Keith Road.

The existing setting for geology and soils includes faulting and seismicity, soils, and geologic and seismic hazards, which are discussed below.

4.6.1.1 Faulting and Seismicity

The project site, like the rest of Southern California, is located within a seismically active region as a result of being located near the active margin between the North American and Pacific tectonic plates. The principal source of seismic activity is

movement along the northwest-trending regional fault systems such as the San Andreas and Sierra Madre Fault Zones.

As defined by the California Geological Survey (CGS), an active fault is a fault, which has had surface displacement within Holocene time (about the last 11,000 years). This definition is used when delineating Earthquake Fault Zones as mandated by the Alquist-Priolo Geologic Hazards Zones Act of 1972 (as revised 2007). The intent of this act is to require fault investigations on sites located within Earthquake Fault Zones to ensure that certain inhabited structures are not constructed across the traces of active faults.

As detailed in Figure 4.6.1, the project is not within an Alquist-Priolo Earthquake Fault Zone for surface rupture hazards. The closest active faults include the Temecula branch of the Elsinore Fault and the Glen Ivy branch of the Elsinore Fault, located 2 and 7.5 miles from the site, respectively. The nearest Alquist-Priolo zoned fault is the Wildomar Fault, which is part of the Elsinore Fault Zone, located approximately 1.5 miles southwest of the project site.

According to Riverside County's Land Information System, a possible fault traverses the site, trending northwest from the middle of the eastern boundary to the northwest corner. The Fault Rupture Hazard Investigation found evidence of faulting in the underlying Unnamed Sandstone, which is approximately 1.6 million years old. However, faulting was not observed in the younger Pauba Sandstone, approximately 1 million years old, indicating that the fault is inactive.

4.6.1.2 Soils

The site's soils are sandy and formed from granitic alluvium. Based on the *Soil Survey Geographic (SSURGO)* database, on-site soils include:[1]

- **Hanford series (HfD):** These soils consist of fine sandy loam to a depth of 60 inches. They are deep and well-drained, with low runoff and moderately rapid permeability. These qualities enable their use for a wide variety of farm crops. They are also used in dairies and urban settings.
- **Monserate series (MmD2, MnE3):** The Monserate series consists of sandy loam overlying denser sandy clay loam, followed by a silica-cemented layer at approximately 28 inches in depth. They are moderately well to well drained, with slow permeability. Monserate soils can be used for growing grain, hay, some citrus, and as pasture.

[1] *Official Soil Series Descriptions*. Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. http://soils.usda.gov/technical/classification/osd/index.html. Accessed October 29, 2014.



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ProjectParcel

CGS Faults, 2005

Alquist-Priolo Zone

Fault Zone

Fault, Inferred

Fault, Concealed

Fault, Certain

Fault, Approximate

SOURCE: Google Earth, 2013; Riverside County, 2014; California Geological Survey, 2002 & 2005

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FIGURE 4.6.1

Grove Park Mixed-Use Development
Environmental Impact Report

Alquist-Priolo Zones and Earthquake Faults

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- **Ramona series (RmE3, RnD2):** The Ramona series consists of sandy loam and loam overlying sandy clay loam to a depth of 68 inches with a layer of sandy loam and massive alluvial parent material beneath. Ramona soils are well-drained with moderately slow permeability. They can be used for production of grain, hay, irrigated citrus, deciduous fruits, and as pasture.
- **Placentia series (PID):** The Placentia series consists on sandy loam surface horizons overlying dense clay loams with prismatic structure. At a depth of approximately 58 inches, the parent material gravelly sandy loam is reached. These soils are sodium affected, well to moderately well drained, and have very slow permeability. They can be used for the production of citrus, truck crops, small grain, and forage.
- **Buren series (RmE3, RnD2):** The Buren series consists of fine sandy loam overlying clay loam. A silica-cemented loam layer is reached at 37 inches in depth. Buren soils are well drained with slow to medium runoff and slow permeability. They can be used for the production of citrus, small grains, and pasture.

On-site soils are depicted in Figure 4.6.2.

4.6.1.3 Geologic and Seismic Hazards

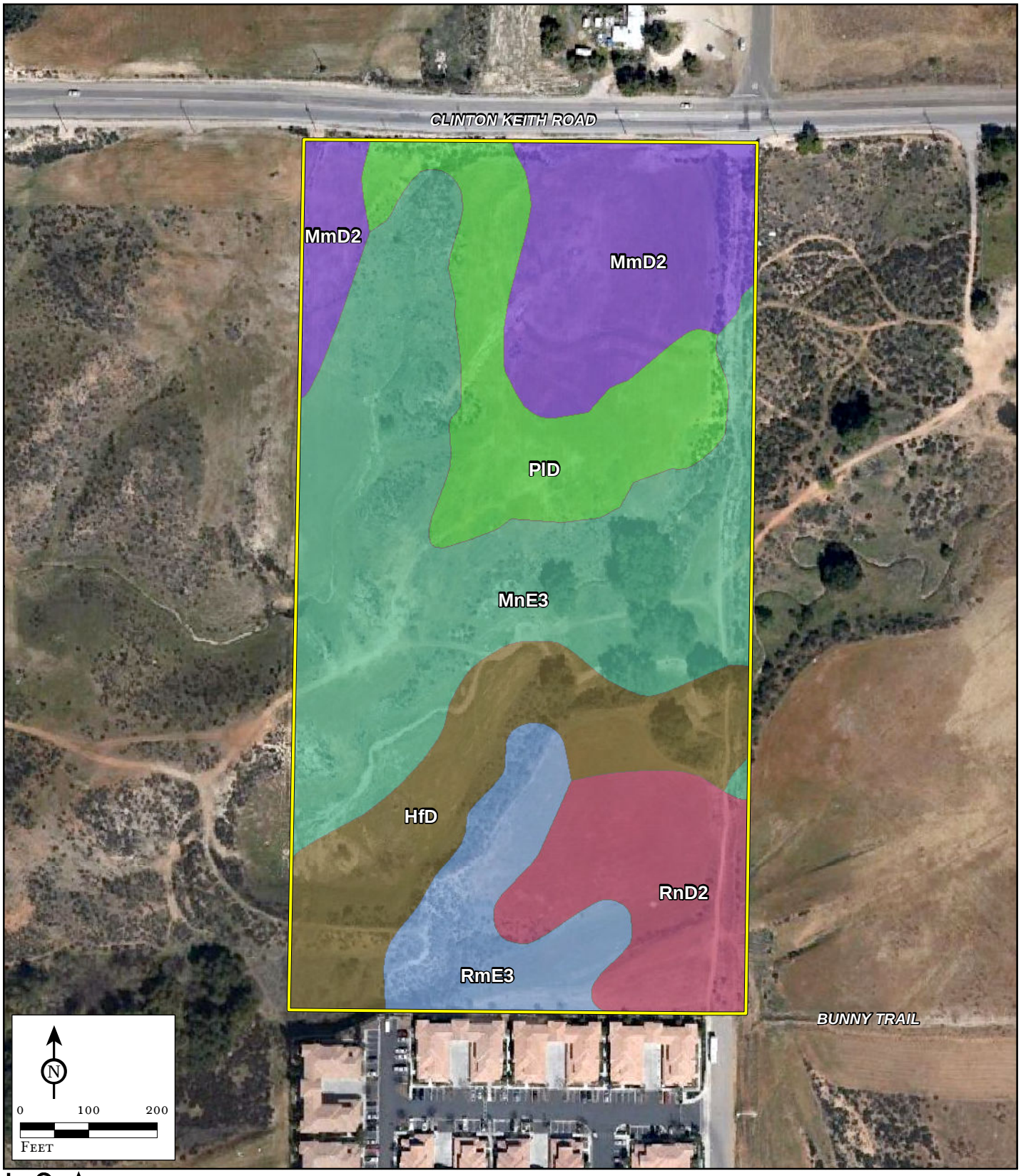
Geologic and seismic hazards discussed in this subsection include the following:

- Surface rupture;
- Ground shaking;
- Liquefaction;
- Subsidence and seismic settlement;
- Landslides/slope stability; and
- Compressible, expansive and collapsible soils.

Surface Rupture. Surface rupture occurs where displacement or fissuring occurs along a fault zone. While primary ground damage due to earthquake fault rupture typically results in a relatively small percentage of the total damage in an earthquake, the location of structures or facilities too close to a rupturing fault can cause profound damage. It is difficult to reduce the hazards of surface rupture through structural design. The primary method to avoid this hazard is to either set structures and facilities away from active faults, or avoid their construction in close proximity to an active fault.

Faults throughout southern California have formed over millions of years. Some of these faults are considered inactive under present geologic conditions and other

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Project Boundary

Soils

- HfD - Hanford sandy loam, 2-15 % slopes
- MmD2 - Monserate sandy loam, 8-15 % slopes, eroded
- MnE3 - Monserate sandy loam, shallow, 15- 25 % slopes, severely eroded
- PlD - Placentia fine sandy loam, 5-15 % slopes
- RmE3 - Ramona and Buren sandy loams, 15-25 % slopes, severely eroded
- RnD2 - Ramona and Buren loams, 5-15 % slopes, eroded

FIGURE 4.6.2

Grove Park Mixed-Use Development
Environmental Impact Report

On-site Soils Map

SOURCE: Google Earth, 2013; SSURGO/Soil Data Mart, 2003.

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faults are known to be active.[1] Such faults have either generated earthquakes in historic times (200 years), or show geologic and geomorphic indications of movement within the last 11,000 years. Faults that have moved in the relatively recent geological past are generally presumed to be the most likely candidates to generate damaging earthquakes in the lifetimes of residents, buildings, or communities. The closest known surface trace of an active fault is the Temecula branch of the Elsinore Fault, located approximately two miles west of the site.

As previously noted, a possible unclassified fault exists on site, trending northwest from the middle of the eastern boundary to the northwest corner. While evidence of faulting was found in the Unnamed Sandstone formation underlying portions of the site, the fault was determined to be inactive to lack of evidence of movement within the last 1.6 million years.

Ground Shaking. The vast majority of earthquake damage is caused by ground shaking. Source effects include earthquake size, location, and distance. The bigger and closer the earthquake is, the more severe the damage will be. The exact way that rocks and other earth materials move along the fault can also influence shaking, as can the subsurface orientation of the fault.

Path effects are caused by seismic waves that change direction as they travel through the earth's contrasting layers, just as light bounces (reflects) and bends (refracts) as it moves from air to water. Sometimes this can focus seismic energy at one location and cause damage in unexpected areas.

Site effects are brought about by seismic waves that slow in the loose sediments and weathered rock at the surface of the earth. As they slow, their energy converts from speed to amplitude, which increases shaking. This is identical to the behavior of ocean waves. As the waves slow near shore, their crests grow higher. Sometimes, too, seismic waves get trapped at the surface and resonate. Whether resonance will occur depends on the period (the length) of the incoming waves. Waves, soils and buildings all have resonant periods. When these match, tremendous damage can occur.

The primary threat associated with on-site and the nearby faults previously identified is the intensity of ground shaking that could be generated at the project site.

Liquefaction. Liquefaction occurs primarily in saturated, loose, fine-to-medium-grained soils in areas where the groundwater table is within 50 feet of the surface. Shaking suddenly causes soils to lose strength and behave as a liquid. Excess water pressure is vented upward through fissures and soil cracks, and a water-soil

[1] The Alquist-Priolo Earthquake Fault Zoning Act defines *active faults* as those that show proven displacement of the ground surface within about the last 11,000 years. *Potentially active faults* are those that show evidence of movement within the last 1.6 million years.

slurry bubbles onto the ground surface. The resulting features are called "sand boils," "sand blows," or "sand volcanoes." Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping. According to Riverside County Land Information data from 2003, the project area has moderate liquefaction potential due to underlying soils. However, the shallow underlying bedrock at the site is well-consolidated and therefore not susceptible to liquefaction. For this reason, the geotechnical study concluded that liquefaction potential at the site is very low.

Subsidence and Seismic Settlement. Ground subsidence is typically a gradual settling or sinking of the ground surface with little or no horizontal movement, although fissures (cracks and separations) can result from lowering of the ground surface.

The common causes of subsidence include:

- Dewatering of peat or organic soils;
- Dissolution in limestone aquifers;
- First-time wetting of moisture-deficient, low-density soils (hydrocompaction);
- Natural compaction;
- Liquefaction;
- Crustal deformation;
- Ground shaking;
- Subterranean mining; and
- Withdrawal of fluids (groundwater, petroleum, or geothermal).

Most of the damage caused by subsidence is the result of oil, gas, or groundwater extraction from below the ground surface, or the organic decomposition of peat deposits. Ground subsidence may occur as a response to natural forces such as earthquake movements, which can cause abrupt elevation changes of several feet or densification of low density granular soils during an earthquake event that may cause several inches of settlement.

According to the City General Plan EIR, the project area is susceptible to subsidence. Seismically-induced settlement can occur when thick beds of dry and loose sands are subjected to a major earthquake. However, due to the shallow depth to bedrock, appreciable settlement at the site is not anticipated.

Landslides/Slope Stability. Significant factors that contribute to slope failure include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures. There are no known

landslides or evidence of large-scale slope instability within the project area. Some localized surficial slopes failures were found along drainages, but the potential for these will be negated once the site is graded and developed.

Expansive Soils. Expansive soils generally have a significant amount of clay particles that can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The extent of shrink/swell is influenced by the amount and kind of clay in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. Based on the samples taken for the geotechnical investigation, the majority of on-site soils are expected to have a low to very low expansive potential.

Collapse Potential. Hydroconsolidation, or soil collapse, typically occurs in recently deposited Holocene (less than 10,000 years before present time) soils that were deposited in an arid or semi-arid environment. Soils prone to collapse are commonly associated with man-made fill, wind-laid sands and silts, and alluvial fan and mudflow sediments deposited during flash floods. Particles of these soils, which typically contain minute pores and voids, may be partially supported by clay or silt, or chemically cemented with carbonates. When saturated, collapsible soils undergo a rearrangement of their grains and the water removes the cohesive (or cementing) material, and a rapid, substantial settlement may occur. An increase in surface water infiltration (such as from irrigation) or a rise in the groundwater table, combined with the weight of a building or structure, may initiate settlement, causing foundations and walls to crack. The project site contains Holocene age sediments; however, they are mostly concentrated in drainage areas.

4.6.1.4 NOP/Scoping Comments

Local residents did not express any concerns regarding geology and soils during the scoping meetings. In addition, no comment letters were received from agencies during the NOP periods.

4.6.2 Policies and Regulations

4.6.2.1 State Regulations

Alquist-Priolo Earthquake Fault Zoning Act. The major State legislation regarding earthquake fault zones is the *Alquist-Priolo Earthquake Fault Zoning Act* (A-P Act). In 1972, the State of California began delineating “Earthquake Fault Zones” (called Special Studies Zones prior to 1994) around and along faults that are “sufficiently active” and “well defined” to reduce fault-rupture risks to structures for human occupancy (California Public Resources Code Sections 2621–2630). The boundary of an “Earthquake Fault Zone” is generally 500 feet from major active faults and from 200 to 300 feet from well-defined minor faults. The mapping of active faults has been

completed by the State Geologist and these maps are distributed to all affected cities, counties, and State agencies for their use in developing planning policies and controlling renovation or new construction.

Before a project can be permitted within an identified Earthquake Fault Zone, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. A site-specific evaluation and written report must be prepared by a licensed geologist. If an active fault is identified, a structure intended for human occupancy cannot be placed over the trace of the fault and must be set back from the fault.

The A-P Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards.

The Seismic Hazards Mapping Act. Passed in 1990, the Seismic Hazards Mapping Act (SHMA) addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, and seismically induced landslides. The California Geological Survey (CGS) is the principal State agency charged with implementing the 1990 SHMA. Pursuant to the SHMA, the CGS is directed to provide local governments with seismic hazard zone maps that identify areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. The goal is to minimize loss of life and property by identifying and mitigating seismic hazards. The seismic hazard zones delineated by the CGS are referred to as "zones of required investigation." Site-specific geotechnical hazard investigations are required by SHMA when construction projects fall within these areas.

Natural Hazards Disclosure Act. Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more State-mapped hazard areas. If a property is located in a Seismic Hazard Zone as shown on a map issued by the State Geologist, the seller or the seller's agent must disclose this fact to potential buyers.

4.6.2.2 Local Policies

City General Plan Policies. The City General Plan includes policies and goals related to geologic and seismic hazards. The following goals and policies are applicable to the proposed project. Table 4.6.A analyzes the consistency of the proposed project with the goals and targets listed in the Public and Environmental Safety Element and the Environmental Resources Element.

Seismic

ELAP 22.1 Protect life and property from seismic related incidents through adherence to the Seismic Hazards section of the General Plan Safety Element.

Seismic Hazards

S 2.1 Minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following policies: (AI 80, 91)

a. Require geologic studies or analyses for critical structures, and lifeline, high-occupancy, schools, and high-risk structures, within 0.5 miles of all Quaternary to historic faults shown on the Earthquake Fault Studies Zones map.

b. Require geologic trenching studies within all designated Earthquake Fault Studies Zones, unless adequate evidence, as determined and accepted by the County Engineering Geologist, is presented. The County may require geologic trenching of non-zoned faults for especially critical or vulnerable structures or lifelines.

c. Require that lifelines be designed to resist, without failure, their crossing of a fault, should fault rupture occur.

d. Support efforts by the California Department of Conservation, Division of Mining and Geology to develop geologic and engineering solutions in areas of disseminated ground deformation due to faulting, in those areas where a through-going fault cannot be reliably located.

e. Encourage and support efforts by the geologic research community to define better the locations and risks of County faults. Such efforts could include data sharing and database development with regional entities, other local governments, private organizations, utility agencies or companies, and local universities.

S 2.2 Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landsliding or settlement as part of the environmental and development review process, for any structure proposed for human occupancy, and any structure whose damage would cause harm.

S 2.3 Require that a State-licensed professional investigate the potential for liquefaction in areas designated as underlain by “Susceptible Sediments” and “Shallow Ground Water” for all general construction projects (Figure S-3).

S 2.5 Require that engineered slopes be designed to resist seismically induced failure. For lower-risk projects, slope design could be based

on pseudo-static stability analyses using soil engineering parameters that are established on a site-specific basis. For higher-risk projects, the stability analyses should factor in the intensity of expected ground shaking, using a Newmark-type deformation analysis.

S 2.6 Require that cut and fill transition lots be over-excavated to mitigate the potential of seismically-induced differential settlement.

S 2.7 Require a 100% maximum variation of fill depths beneath structures to mitigate the potential of seismically-induced differential settlement.

Slope and Soil Instability Hazards

S 3.3 Before issuance of building permits, require certification regarding the stability of the site against adverse effects of rain, earthquakes, and subsidence.

S 3.4 Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions, or from loss of aesthetic resources for development occurring on slope and hillside areas.

S 3.5 During permit review, identify and encourage mitigation of onsite and offsite slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements.

S 3.6 Require grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, as appropriate, in order to assure the adequate demonstration of a projects ability to mitigate the potential impacts of slope and erosion hazards and loss of native vegetation.

Subsidence Hazards

S 3.8 Require geotechnical studies within documented subsidence zones, as well as zones that may be susceptible to subsidence, as identified in Figure S-7 and the Technical Background Report, prior to the issuance of development permits. Within the documented subsidence zones of the Coachella, San Jacinto, and Elsinore valleys, the studies must address the potential for reactivation of these zones, consider the potential impact on the project, and provide adequate and acceptable mitigation measures.

Table 4.6.A: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Safety	
S 2.1. Minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following policies:	**Consistent.** The potential fault on site was analyzed in the Fault Rupture Hazard Investigation, where it was determined to be inactive.

Table 4.6.A: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
a. Require geologic studies or analyses for critical structures, and lifeline, high-occupancy, schools, and high-risk structures, within 0.5 miles of all Quaternary to historic faults shown on the Earthquake Fault Studies Zones map. b. Require geologic trenching studies within all designated Earthquake Fault Studies Zones, unless adequate evidence, as determined and accepted by the County Engineering Geologist, is presented. The County may require geologic trenching of non-zoned faults for especially critical or vulnerable structures or lifelines. c. Require that lifelines be designed to resist, without failure, their crossing of a fault, should fault rupture occur. d. Support efforts by the California Department of Conservation, Division of Mining and Geology to develop geologic and engineering solutions in areas of disseminated ground deformation due to faulting, in those areas where a through-going fault cannot be reliably located. e. Encourage and support efforts by the geologic research community to define better the locations and risks of County faults. Such efforts could include data sharing and database development with regional entities, other local governments, private organizations, utility agencies or companies, and local universities.	
S 2.2. Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landsliding or settlement as part of the environmental and development review process, for any structure proposed for human occupancy, and any structure whose damage would cause harm.	**Consistent.** A geotechnical and fault rupture hazard investigation was performed for the project by Geocon West, Inc. (Appendix E)
S 2.3. Require that a State-licensed professional investigate the potential for liquefaction in areas designated as underlain by "Susceptible Sediments" and "Shallow Ground Water" for all general construction projects (Figure S-3).	**Consistent.** A geotechnical and fault rupture hazard investigation was performed for the project by Geocon West, Inc. (Appendix E) State-licensed professional geologists assessed liquefaction potential as part of the report.
S 2.5. Require that engineered slopes be designed to resist seismically induced failure. For lower-risk projects, slope design could be based on pseudo-static stability analyses using soil engineering parameters that are established on a site-specific basis. For higher-risk projects, the stability analyses should factor in the intensity of expected ground shaking, using a Newmark-type deformation analysis.	**Consistent.** This will be a requirement of the City's engineering and building departments at the time grading and building permits are requested by the applicant.

Table 4.6.A: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
S 2.6. Require that cut and fill transition lots be over-excavated to mitigate the potential of seismically-induced differential settlement.	**Consistent.** This will be a requirement of the City's engineering department at the time grading permits are requested by the applicant.
S 2.7. Require a 100% maximum variation of fill depths beneath structures to mitigate the potential of seismically-induced differential settlement.	**Consistent.** This will be a requirement of the City's engineering department at the time grading permits are requested by the applicant.
S 3.3 Before issuance of building permits, require certification regarding the stability of the site against adverse effects of rain, earthquakes, and subsidence.	**Consistent.** Project-specific analyses (geotechnical investigation, hydrology study, WQMP) have been completed to assess the adverse effects of rain, earthquakes, and subsidence.
S 3.5. During permit review, identify and encourage mitigation of onsite and offsite slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements.	**Consistent.** These issues were analyzed as part of the project-specific geotechnical investigation. Mitigation was identified as required.
S 3.6. Require grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, as appropriate, in order to assure the adequate demonstration of a projects ability to mitigate the potential impacts of slope and erosion hazards and loss of native vegetation.	**Consistent.** The required plans and assessments will be submitted by the applicant to the City engineering department at the time grading permits are requested by the applicant.

Source: *City of Wildomar General Plan*, July 2008.

4.6.3 Methodology

The analysis of potential geologic and soil-related impacts is based upon the preliminary site-specific geotechnical study for the project. The City's Safety Element of the General Plan and information from State and Federal agencies was referenced to establish the existing on-site geologic conditions. The geotechnical study included a site reconnaissance, review of published reports, maps, and aerial photographs, geotechnical field exploration, laboratory testing, engineering analysis, and fault trench excavations. In determining the level of significance, the analysis assumes that construction and operation of the proposed project would comply with relevant Federal and State laws and regulations, as well as City General Plan policies.

4.6.4 Thresholds of Significance

The following thresholds of significance regarding potential impacts to geology and soils are based on *CEQA Guidelines* (2011). A project would have a significant impact related to geology and soils if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Maps issued by the State Geologist for the area or based on other substantial evidence of a known fault.
  - Strong seismic ground shaking.
  - Seismic-related ground failure, including liquefaction.
  - Landslides.
- Result in substantial soil erosion or the loss of topsoil;
- 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-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994 or most current edition), creating substantial risks to life or property; and/or
- 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.

4.6.5 Less than Significant Impacts

The following impacts were determined to be less than significant. In each of the following issues, either no impact would occur (therefore, no mitigation would be required) or adherence to established regulations, standards and policies would reduce potential impacts to a less than significant level.

4.6.5.1 Fault Rupture

Threshold	Would the proposed project expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Maps issued by the State Geologist for the area or based on other substantial evidence of a known fault.

Surface rupture occurs where displacement or fissuring occurs along a fault zone. While primary ground damage due to earthquake fault rupture typically results in a relatively small percentage of the total damage in an earthquake, the location of structures or facilities too close to a rupturing fault can cause profound damage. The primary method to avoid this hazard is to either set structures and facilities away from active faults, or avoid their construction in close proximity to an active fault.

Faults throughout southern California have formed over millions of years. Some of these faults are generally considered inactive under present geologic conditions and other faults are known to be active. Such faults have either generated earthquakes in historic times (within the last 200 years) or show geologic and geomorphic indications of movement during the last 11,000 years. Faults that have moved in the relatively recent geological past are generally presumed to be the most likely candidates to generate damaging earthquakes in the lifetimes of residents, buildings, or communities.

The project site is not located within an Earthquake Fault Zone as defined by the State of California in the A-P Act or as defined by the City of Wildomar General Plan. In its Land Information System, Riverside County has depicted a fault crossing the site. Based on the on-site subsurface geotechnical investigation conducted for the project, faults present in the older Unnamed Sandstone unit (very early Pleistocene age) were capped by unbroken Pauba Sandstone (early Pleistocene age, approximately one million years old). Based on this investigation, it appears this fault is inactive and poses no threat of surface rupture.

The nearest Alquist-Priolo zoned fault is the Wildomar Fault, which is part of the Elsinore Fault Zone, located approximately 1.5 miles southwest of the project site. Due to the distance from these faults, no on-site fault rupture is anticipated. The next closest known active faults include the Temecula branch of the Elsinore Fault and the Glen Ivy branch of the Elsinore Fault, located 2 and 7.5 miles from the site, respectively.

In the absence of any on-site active faults, no significant fault-rupture impact would occur on the project site and no mitigation is required.

4.6.5.2 Ground Shaking

Threshold	Would the proposed project expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong ground shaking?

The site could be subjected to moderate to severe ground shaking from any of the active faults in the vicinity. Southern California is a seismically active area and, therefore, will continue to be subject to ground shaking resulting from seismic activity on regional faults. Ground shaking from earthquakes associated with nearby and more distant faults is expected to occur during the lifetime of the project. The geotechnical investigation determined the maximum earthquake would be a magnitude 6.8 event on the Elsinore Fault. Such an event would generate peak horizontal accelerations at the site of 0.82g.

The design and construction of the proposed on-site structures would be accordance with the current California Building Code (CBC) requirements, which would address potential impacts resulting from ground shaking. Adherence to the CBC

requirements is standard for all development in the City. No significant on-site ground shaking would occur; therefore, no mitigation is required.

4.6.5.3 Seismic-Related Ground Failure

Threshold	Would the proposed project expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic ground failure?

Development of the proposed project will result in the construction of 55,000 square feet of commercial/retail space and eight three-story multifamily apartment buildings. The project site is located within Seismic Zone 4 as defined by the Uniform Building Code (UBC). The site has relatively low-lying hills with intervening drainages. No landslides or area of mass movement has been documented on the project site.

The geotechnical investigation determined the potential for on-site slope instability is low. No significant landslide hazard impact is anticipated and no mitigation is required.

The project does not propose any activity known to cause subsidence (e.g., oil, gas, or groundwater extraction). Settlement generally occurs within areas of loose, granular soils with relatively low density. Based on the shallow depth to bedrock at the site, appreciable seismically-induced settlement is not anticipated. Remedial excavation of 2 to 10 feet will be conducted as necessary to remove all unsuitable soil, including alluvium, colluvium, and undocumented fill. Therefore, no significant subsidence impact would occur and no mitigation is required.

The potential for liquefaction generally occurs during strong ground shaking within relatively cohesionless loose sediments where the groundwater is typically less than 50 feet below the surface. According to the 2003 Riverside County Land Information System, the project is located in an area of moderate liquefaction potential based on underlying soil deposits. Groundwater was found at a depth of 15 feet below existing grade in one of the borings conducted during the geotechnical investigation. However, the soils at the site are underlain by competent, shallow bedrock (12 to 18 inches below the surface), consisting of dense cemented sandstone and siltstone, which reduces potential for liquefaction. In addition, remedial grading operations are expected to further reduce potential for liquefaction to a very low level. Existing artificial fill, alluvium, and colluvium would be excavated and property compacted. Oversize material (rocks greater than six inches in diameter) would be incorporated into deep compacted fill areas. Due to the shallow nature of bedrock and remedial grading plans of the project, liquefaction impacts are considered less than significant and no mitigation is required.

4.6.5.4 Landslides and Rockfalls

Threshold	Would the proposed project expose persons or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The site currently slopes in a northeast to southwest direction, with the elevations ranging from approximately 1,380 feet to 1,330 feet amsl. The site's topography is characterized by low-lying hills with intervening drainages. The site-specific geotechnical investigation concluded the site has a low potential for landslides. No evidence of landslides or large-scale slope instability was observed during the geotechnical investigation. In addition, landslides are uncommon in the City. Therefore, no significant impacts relating to or from landslides are anticipated at the project site. No mitigation is required.

4.6.5.5 Soil Erosion or Loss of Topsoil

Threshold	Would the proposed project result in substantial soil erosion or the loss of topsoil?

Based on the conceptual grading plan, development of the site will require the excavation (cut) and placement (fill) of approximately 67,200 cubic yards (cy) and 145,500 cy of material, respectively. Preparation of the project site will require the net import of approximately 78,300 cy of material. The project proposes the construction of various infrastructure improvements both on site and off site. These improvements include interior roadways, sidewalks, landscaping, and underground utilities. These activities have the potential to cause erosion both on site and off site.

Prior to the issuance of grading permits, the project proponent will be required to prepare and submit detailed grading plans. These plans will be prepared in conformance with applicable standards of the City of Wildomar. Construction of off-site utility and roadway improvements will also result in the movement of soil, and would be subject to the same permitting and plan checking processes.

Development of the site and related off-site improvements would involve the disturbance of more than one acre; therefore, the Project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) prepared for the NPDES permit will identify the Best Management Practices (BMPs) required to address the erosion and discharge impacts associated with the proposed on-site grading. Compliance with storm water regulations include minimizing storm water contact with potential pollutants by providing covers and secondary containment for construction materials, designating areas away from storm drain systems for storing equipment and materials and implementing good housekeeping practices at the construction site.

BMPs included in the SWPPP may include, but shall not be limited the following:

- Protect all storm drain inlets and streams located near the construction site to prevent sediment-laden water from entering the storm drain system.
- Prevent erosion by implementing one or more of the following soil stabilization practices: mulching, surface roughening, permanent or temporary seeding.
- Limit vehicular access to and from the site. Stabilize construction entrances/exits to minimize the track out of dirt and mud onto adjacent streets. Conduct frequent street sweeping.
- Protect stockpiles and construction materials from winds and rain by storing them under a roof, secured impermeable tarp or plastic sheeting.
- Avoid storing or stockpiling materials near storm drain inlets, gullies or streams.
- Phase grading operations to limit disturbed areas and duration of exposure.
- Perform major maintenance and repairs of vehicles and equipment off site.
- Wash out concrete mixers only in designated washout areas at the construction site.
- Set up and operate small concrete mixers on tarps or heavy plastic drop cloths.
- Keep construction sites clean by removing trash, debris, wastes, etc. on a regular basis.
- Clean up spills immediately using dry clean-up methods (e.g., absorbent materials such as cat litter, sand or rags for liquid spills; sweeping for dry spills such as cement, mortar or fertilizer) and by removing the contaminated soil from spills on dirt areas.
- Maintain all vehicles and equipment in good working condition. Inspect frequently for leaks, and repair promptly.
- Cover open dumpsters with secured tarps or plastic sheeting. Clean out dumpsters only in approved locations on the construction site.
- Arrange for an adequate debris disposal schedule to ensure that dumpsters do not overflow.

A preliminary Water Quality Management Plan (WQMP) was prepared for the project site and is included in Appendix H-2. The preliminary WQMP contains the following post-construction measures, which will help reduce potential impacts to soil erosion to less than significant levels and identifies measures to treat and/or limit the entry of contaminants into the storm drain system:

- *Preserve Existing Drainage Patterns.* The project site will intercept the off-site flows tributary from the north and east, and perpetuate the existing flow patterns to the downstream tributary locations of the project boundaries.
- *Protect Existing Vegetation.* The project will preserve the existing 1.3-acre natural open space area.

- *Minimize Impervious Area.* The project will use the minimum amount of impervious area necessary. The project includes a 1.8-acre landscaped park and several landscaped pervious areas. Disperse runoff into adjacent pervious areas. The project will discharge roof runoff and impervious areas into adjacent landscaping, where feasible.
- *Bioretention/Biotreatment BMPs.* The project will include bioretention planters, sand filters, and an infiltration self-retaining area.

The WQMP is incorporated by reference and/or attached to the project's SWPPP as the Post-Construction Management Plan.

Soils at the project site generally have a moderate erosion potential. As the project would be required to adhere to the conditions detailed in the NPDES Permit, the project-specific SWPPP and a WQMP, soil-erosion impacts are considered to be less than significant. No mitigation is required.

Compliance with Existing Regulations. The developer of the project will be required to prepare a final, site-specific geotechnical report based on the location of building foundations. Prior to issuance of any building permits, the City reviews building plans to confirm that the siting, design, and construction of all structures and facilities fully satisfy the regulations and standards established in the CBC (California Code of Regulations, Title 24), City Building Code, and/or the professional engineering standards appropriate. This practice is required for all development that occurs of the City. Incorporating the recommendations detailed in the geotechnical investigation(s) and compliance with the City's development review regulations will ensure potential geologic and geotechnical issues impacts are appropriately addressed. No mitigation is required.

4.6.5.6 Unstable Soils

Threshold	Would the proposed project be located on expansive soil, creating substantial risks to life or property?

As previously identified, expansive soils generally have a substantial amount of clay particles, which can give up water (shrink) or absorb water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The extent or range of the shrink/swell is influenced by the amount and kind of clay present in the soil. Expansive soils can be widely dispersed and they can occur in hillside areas as well as low-lying alluvial basins.

One on-site soil (Boring 1 @ 0'-5') is identified as having a low shrink-swell potential, with an Expansion Index (EI) of 21. A minimum EI of 21 is required to be considered expansive by the 2013 CBC. The geotechnical investigation concluded that most soils on site will have a very low to low expansion potential. In general, soils on site are dominated by sandy textures that lack the amount of clay needed to create

substantial hazards related to expansion. Remedial excavation and grading under the project would address the potential for expansive soils on site. Therefore, impacts are less than significant and no mitigation is required.

4.6.5.7 Septic Tanks

Threshold	Would the proposed project 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?

The project does not include the installation or use of septic systems. On-site wastewater flows will be collected in and conveyed to new or existing wastewater pipelines. In the absence of any on-site septic use, no impact will occur. No mitigation is required.

4.6.6 Significant Impacts

No significant impacts that relate to geology and soils have been identified.

4.6.7 Cumulative Impacts

The cumulative area for geologic issues is the City of Wildomar and Riverside County, within the larger context of southern California due to regional seismicity. The project area has potential geotechnical and soils constraints, as the entire southern California area contains a number of major regional and local faults, including the Elsinore, San Jacinto, and San Andreas Fault Zones.

The presence of regional faults creates the potential for damage to structures or injury to persons during seismic events. However, City, County, and State regulations provide guidelines for development in areas with geologic constraints and ensure that the design of buildings is in accordance with applicable CBC standards and other applicable standards, which reduces potential property damage and human safety risks to less than significant levels. Anticipated development in the City and surrounding area in general will not have a cumulatively considerable impact on earth resources, nor will regional geotechnical constraints have a cumulatively considerable impact on the proposed project or cumulative projects, as long as proper design and engineering are implemented based on available seismic and other geotechnical data. The proposed project represents only an incremental portion of this potential impact, so the project will not have cumulatively significant impacts in this regard.

Because it is reasonable to conclude that all development within seismically active areas will be required to adhere to applicable State regulations, CBC standards, and

the design and siting standards required by local agencies, a less than significant cumulative impact would occur with implementation of the proposed project.

4.7 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

This section provides a discussion of global climate change, existing regulations pertaining to global climate change, and an analysis of greenhouse gas (GHG) emissions associated with the project.

This section analyzes the project's potential climate impacts based on the following technical study:

- *Clinton Keith Road (APN: 380-250-003) "Grove Park" Greenhouse Gas Analysis, City of Wildomar*, Urban Crossroads, Inc., March 2, 2015. (Appendix F)

4.7.1 Existing Setting

4.7.1.1 Global Climate Change

Global climate change (GCC) refers to change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms, lasting for decades or longer. The term "global climate change" is often used interchangeably with the term "global warming," but "global climate change" is preferred by some scientists and policy makers to "global warming" because it helps convey the notion that in addition to rising temperatures, other changes in global climate may occur. Climate change may result from:

- Natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun;
- Natural processes within the climate system (e.g., changes in ocean circulation); and/or
- Human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, and desertification).

As determined from meteorological measurements worldwide between 1990 and 2005, the primary observed effect of global climate change has been a rise in the average global tropospheric[1] temperature of 0.36 degree Fahrenheit (°F) per decade. Climate change modeling shows that further warming could occur, which could induce additional changes in the global climate system during the current century. Changes to the global climate system, ecosystems, and the environment of California could include higher sea levels, drier or wetter weather, changes in ocean salinity, changes in wind patterns or more energetic aspects of extreme weather (e.g., droughts, heavy precipitation, heat waves, extreme cold and increased intensity of tropical cyclones). Specific effects in California may include a decline in

[1] The troposphere is the zone of the atmosphere characterized by water vapor, weather, winds, and decreasing temperature with increasing altitude.

the Sierra Nevada snowpack, erosion of California's coastline, and seawater intrusion in the Sacramento-San Joaquin River Delta.

Human activities, such as fossil fuel combustion and land use changes release carbon dioxide (CO_2) and other compounds cumulatively termed greenhouse gases (GHGs). GHGs are effective in trapping radiation that would otherwise escape the atmosphere. This trapped radiation warms the atmosphere, the oceans, and earth's surface (EPA, 2007). Many scientists believe "... most of the warming observed over the last 50 years is attributable to human activities."[1] The increased amount of CO_2 and other GHGs in the atmosphere are the alleged primary causes of human-induced warming.

GHGs are present in the atmosphere naturally, released by natural sources, or formed from secondary reactions taking place in the atmosphere. They include CO_2, methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). In the last 200 years, substantial quantities of GHGs have been released into the atmosphere, primarily from fossil fuel combustion. These human-induced emissions are increasing GHG concentrations in the atmosphere, enhancing the natural greenhouse effect. The GHGs resulting from human activity are believed to be causing global climate change. While human-made GHGs include CO_2, CH_4, and N_2O, some (like chlorofluorocarbons [CFCs]) are completely new to the atmosphere.

GHGs vary considerably in terms of Global Warming Potential (GWP), the comparative ability of each GHG to trap heat in the atmosphere. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

Natural sources of CO_2 include the respiration (breathing) of humans and animals and evaporation from the oceans. Together, these natural sources release approximately 150 billion metric tons[2] of CO_2 each year, far outweighing the 7 billion metric tons of GHGs emissions from fossil fuel burning, waste incineration, deforestation, cement manufacture and other human activity. Nevertheless, natural GHG removal processes such as photosynthesis cannot keep pace with the additional output of CO_2 from human activities. Consequently this gas is building up in the atmosphere.[3]

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1 *Climate Change 2013: The Physical Science Basis*, Intergovernmental Panel on Climate Change (IPCC), http://www.ipcc.ch/report/ar5/wg1/.

2 A tonne is a ton in the metric unit system, also called a metric ton, equal to 1,000 kilograms or about 2,204 pounds.

3 Enviropedia, http://www.enviropedia.org.uk/Global_Warming/Emissions.php.

Methane is produced when organic matter decomposes in environments lacking sufficient oxygen. Natural sources include wetlands, termites, and oceans. Human-made sources include the mining and burning of fossil fuels; digestive processes in ruminant animals such as cattle; rice cultivation; and the decomposition of waste in landfills. Human activity accounts for the majority of the approximately 500 million metric tons of CH_4 emitted annually. The major removal process for atmospheric CH_4, the chemical breakdown in the atmosphere, cannot keep pace with source emissions; therefore, CH_4 concentrations in the atmosphere are rising.

Worldwide emissions of GHGs in 2008 were 30.1 billion metric tons of CO_2e[1] and have increased considerably since that time. It is important to note that the global emissions inventory data are not all from the same year and may vary depending on the source of the emissions inventory data.[2] Emissions from the top five emitting countries and the European Union accounted for approximately 55 percent of total global GHG emissions. The United States was the number two producer of GHG emissions. The primary GHG emitted by human activities in the United States was CO_2, representing approximately 84 percent of total GHG emissions.[3]

In 2009, the United States emitted approximately 6.6 billion metric tons of CO_2e or approximately 25 tons per year (tpy) per person. Of the six major sectors nationwide (electric power industry, transportation, industry, agriculture, commercial, and residential), the electric power industry and transportation sectors combined account for approximately 62 percent of the GHG emissions; the majority of the electrical power industry and all of the transportation emissions are generated from direct fossil fuel combustion. Between 1990 and 2006, total United States GHG emissions rose approximately 14.7 percent.[4]

World carbon dioxide emissions[5] are expected to increase by 1.9 percent annually between 2001 and 2025. Much of the increase in these emissions is expected to occur in the developing world where emerging economies, such as China and India, fuel economic development with fossil energy. Developing countries' emissions are expected to grow above the world average at 2.7 percent annually between 2001 and 2025; and surpass emissions of industrialized countries near 2018.

The California Air Resources Board (CARB) is responsible for developing and maintaining the California greenhouse gas emission inventory. This inventory

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1 *The Millennium Development Goals Report 2011,* United Nations, http://unstats.un.org/unsd/default.htm, accessed July 26, 2011.

2 *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990–2006*, U.S. Environmental Protection Agency, http://www.epa.gov/climatechange/emissions/usinventoryreport.html, 2008.

3 Ibid.

4 *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 – 2009*. U.S. Environmental Protection Agency (EPA). 2011. http://www.epa.gov/climatechange/emissions/usinventoryreport.html. Accessed July 2011.

5 *Greenhouse Gases, Climate Change, and Energy,* National Energy Information Center, Energy Information Administration, http://www.eia.gov/oiaf/1605/ggccebro/chapter1.html (accessed April 27, 2015).

estimates the amount of GHGs emitted into and removed from the atmosphere by human activities within the State of California and supports the Assembly Bill (AB) 32 Climate Change Program. The CARB's current GHG emission inventory covers the years 1990 through 2008 and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, and agricultural lands).

California's net emissions of GHG decreased 1.3 percent from 459 million metric tons (MMT) of CO_2e in 2000 to 453 MMT in 2009, with a maximum of 483.9 MMT in 2004. Driven by a noticeable drop in on-road transportation emissions, statewide GHG emissions dropped from 485 MMT CO_2e in 2008 to 457 MMT in 2009 (2009 also reflects the beginning of the economic recession and fuel price spikes). As the economy recovers, GHG emissions are likely to rise again without other mitigation actions. During the same period from 2000 to 2009, California's GHG emissions per person decreased by 9.7 percent, but the emissions reductions were offset by the state's population increase of 9.0 percent.

The CARB estimates that transportation was the source of approximately 38 percent of California's GHG emissions in 2009, followed by electricity generation at 23 percent. Other sources of GHG emissions were industrial sources at 20 percent, residential plus commercial activities at 9 percent, and agriculture at 7 percent.

The CARB has projected statewide GHG emissions for the year 2020, which represent the emissions that would be expected to occur with reductions anticipated from Pavley I and the Renewables Portfolio Standard (RPS) (38 MMT CO_2e total), will be 507 MMT of CO_2e.[1] GHG emissions from the transportation and electricity sectors as a whole are expected to increase at approximately 36 percent and 22 percent of total CO_2e emissions, respectively. The industrial sector consists of large stationary sources of GHG emissions and the percentage of the total 2020 emissions is projected to be 18 percent of total CO_2e emissions. The remaining sources of GHG emissions in 2020 are high global warming potential gases at 7 percent, residential and commercial activities at 9 percent, agriculture at 6 percent, and recycling and waste at 2 percent.

4.7.1.2 Effects of Global Climate Change

Changes in global climate are assessed using historical records of temperature changes that have occurred in the past. Climate change scientists use these data to extrapolate a level of statistical significance specifically focusing on temperature records from the last 150 years (the Industrial Age) that differ from past climate changes in rate and magnitude.

[1] Greenhouse Gas Inventory – 2020 Emissions Forecast. California Air Resources Board (CARB), http://www.arb.ca.gov/cc/inventory/data/forecast.htm. Accessed January 2013.

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of greenhouse gases needed to stabilize global temperatures and climate change impacts. In its Fifth Assessment Report, the IPCC predicted that the global mean temperature change from 1990 to 2100, could range from 1.1 degree Celsius (°C) to 6.4 °C (8 to 10.4 °Fahrenheit). Global average temperatures and sea levels are expected to rise under all scenarios (IPCC 2007a). The IPCC concluded that global climate change was largely the result of human activity, mainly the burning of fossil fuels. However, the scientific literature is not consistent regarding many of the aspects of climate change, the actual temperature changes during the 20th century, and contributions from human versus non-human activities.

Effects from global climate change may arise from temperature increases, climate-sensitive diseases, extreme weather events, and degradation of air quality. There may be direct temperature effects through increases in average temperature leading to more extreme heat waves and less extreme cold spells. Those living in warmer climates are likely to experience more stress and heat-related problems. Heat-related problems include heat rash and heat stroke, drought, etc. In addition, climate-sensitive diseases may increase, such as those spread by mosquitoes and other disease-carrying insects. Such diseases include malaria, dengue fever, yellow fever, and encephalitis. Extreme events such as flooding and hurricanes can displace people and agriculture. Global warming may also contribute to air quality problems from increased frequency of smog and particulate air pollution.

According to the 2006 California Climate Action Team (CAT) Report,[1] the following climate change effects, which are based on trends established by the IPCC, can be expected in California over the course of the next century:

- A diminishing Sierra snowpack declining by 70 percent to 90 percent, threatening the State's water supply.
- A rise in sea levels resulting in the displacement of coastal businesses and residences. During the past century, sea levels along California's coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 35 inches by the end of the century. Elevations of this magnitude would inundate coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. (Note: This condition would not affect the project area as it is a significant distance away from coastal areas.)
- An increase in temperature and extreme weather events. Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.

[1] *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, California Environmental Protection Agency, March 2006.

- Increased risk of large wildfires if rain increases as temperatures rise. Wildfires in the grasslands and chaparral ecosystems of southern California are estimated to increase by approximately 30 percent toward the end of the 21st century because more winter rain will stimulate the growth of more plant fuel available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90 percent more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.
- Increasing temperatures from 8 to 10.4 °F under the higher emission scenarios, leading to a 25 percent to 35 percent increase in the number of days ozone pollution levels are exceeded in most urban areas (see below).
- Increased vulnerability of forests due to forest fires, pest infestation, and increased temperatures.
- Reductions in the quality and quantity of certain agricultural products. The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.
- Exacerbation of air quality problems. If temperatures rise to the medium warming range, there could be 75 to 85 percent more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today's conditions. This is more than twice the increase expected if rising temperatures remain in the lower warming range. This increase in air quality problems could result in an increase in asthma and other health-related problems.
- A decrease in the health and productivity of California's forests. Climate change can cause an increase in wildfires, an enhanced insect population, and establishment of non-native species.
- Increased electricity demand, particularly in the hot summer months.
- Increased ground-level ozone formation due to higher reaction rates of ozone precursors.

4.7.1.3 Greenhouse Gases

The most common greenhouse gases include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. Greenhouse gases defined by AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Natural processes and human activities emit greenhouse gases. The presence of greenhouse gases in the atmosphere affects the earth's temperature. Many scientists believe that emissions from human activities, such as electricity production and vehicle use, have led to elevated concentrations of these gases in the atmosphere beyond the level of naturally occurring concentrations. Table 4.7.A lists greenhouse gases, the effects of each greenhouse gas, and sources for each of the greenhouse gases.

Table 4.7.A: Greenhouse Gas Properties, Effects, and Sources

Constituent	Description and Physical Properties	Health Effects	Sources
Water Vapor	Water vapor (H_2O) is the most abundant, important, and variable greenhouse gas in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization.	There are no health effects from water vapor. When some pollutants come in contact with water vapor, they can dissolve and then the water vapor can be a transport mechanism to enter the human body.	The main source of water vapor is evaporation from the oceans (approximately 85%). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.
Carbon Dioxide	Carbon dioxide (CO_2) is an odorless, colorless natural greenhouse gas.	Outdoor levels of carbon dioxide are not high enough to result in negative health effects.	Carbon dioxide is emitted from natural and anthropocentric (human) sources. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic out gassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.
Methane	Methane (CH_4) is an extremely effective absorber of radiation, though its atmospheric concentration is less than carbon dioxide and its lifetime in the atmosphere is brief (10–12 years) compared to other greenhouse gases.	There are no health effects from methane.	Methane has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.
Nitrous Oxide	Nitrous oxide (N_2O), also known as laughing gas, is a colorless greenhouse gas.	Nitrous oxide can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses it is harmless. In some cases, heavy and extended use can cause Olney's Lesions (brain damage).	Concentrations of nitrous oxide also began to rise at the beginning of the Industrial Revolution. In 1998, the global concentration was 314 ppb. Nitrous oxide is produced by microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant, e.g., in whipped cream bottles. It is also used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars.
Chloro-fluorocarbons	Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface).	In confirmed indoor locations, working with CFC-113 or other CFCs is thought to have resulted in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.	CFCs have no natural source, but were first synthesized in 1928. They were used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.
Hydro-fluorocarbons	Hydrofluorocarbons (HFCs) are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the greenhouse gases, they are one of three groups with the highest global warming potential. Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant.	None.	HFCs are man-made for applications such as automobile air conditioners and refrigerants.
Per-fluorocarbons	Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6).	None.	The two main sources of PFCs are primary aluminum production and semiconductor manufacture.
Sulfur Hexafluoride	Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated, 23,900. Concentrations in the 1990s were about 4 ppt.	In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing.	Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.
Aerosols	Aerosols are particles emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols.	Similar health effects associated with particulate matter.	Sulfate aerosols are emitted when fuel containing sulfur is burned. Another source of aerosols (in the form of black carbon or soot) is the result of incomplete combustion or the incomplete burning of fossil fuels. Although particulate matter regulation has been lowering aerosol concentrations in the United States, global concentrations are likely increasing as a result of other sources around the world.

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In order to attempt to quantify the impact of greenhouse gases, the gases are assigned global warming potentials. Individual greenhouse gas compounds have varying global warming potential and atmospheric lifetimes. Carbon dioxide, the reference gas for global warming potential, has a global warming potential of one. The global warming potential of a greenhouse gas is a measure of how much a given mass of a greenhouse gas is estimated to contribute to global warming. To describe how much global warming a given type and amount of greenhouse gas may cause, the carbon dioxide equivalent is used. The calculation of the CO_2e is a consistent methodology for comparing greenhouse gas emissions since it normalizes various greenhouse gas emissions to a consistent reference gas, carbon dioxide. For example, methane's warming potential of 21 indicates that methane has 21 times greater warming affect than carbon dioxide on a molecule per molecule basis. A carbon dioxide equivalent is the mass emissions of an individual greenhouse gas multiplied by its global warming potential.

4.7.1.4 Greenhouse Gas Emission Sources and Inventories

An emissions inventory that identifies and quantifies the primary human-generated sources and sinks of GHGs is a well-recognized and useful tool for addressing climate change. This section summarizes the latest information on global, national, State, and local GHG emission inventories. However, because GHGs persist for a long time in the atmosphere (previously referenced Table 4.7.A), accumulate over time, and are generally well mixed, their impact on the atmosphere and climate cannot be tied to a specific point of emission.

Global Emissions. Worldwide emissions of GHGs in 2004 totaled 27 billion MT of CO_2e per year (CO_2e/yr).[1] Global estimates are based on country inventories developed as part of the programs of the United Nations Framework Convention on Climate Change (UNFCCC).

United States Emissions. In 2008, the United States emitted approximately 7 billion MT of CO_2e, or approximately 25 tons tpy per person. Of the six major sectors nationwide, electric power industry, transportation, industry, agriculture, commercial, and residential, the electric power industry and transportation sectors combined account for approximately 62 percent of the GHG emissions; the majority of the electric power industry and all of the transportation emissions are generated from

[1] Combined total of Annex I and Non-Annex I Country CO_2e emissions. UNFCCC, 2007. *Greenhouse Gas Inventory Data.* Information available at http://unfccc.int/ghg_data/ghg_data_unfccc/time_series_annex_i/items/3814.php and http://maindb.unfccc.int/library/view_pdf.pl?url=http://unfccc.int/resource/docs/2005/sbi/eng/18a02.pdf.

direct fossil fuel combustion. Between 1990 and 2006, total United States GHG emissions rose approximately 14.7 percent.[1]

State of California Emissions. According to CARB emission inventory estimates, California emitted approximately 474 million metric tons of CO_2e ($MMTCO_2e$) emissions in 2008.[2] This large number is due primarily to the sheer size of California compared to other states. By contrast, California has the fourth-lowest per-capita CO_2 emission rate from fossil fuel combustion in the country due to the success of its energy efficiency and renewable energy programs and commitments that have lowered the State's GHG emissions rate of growth by more than half of what it would have been otherwise.[3]

The California Environmental Protection Agency (CalEPA) CAT[4] stated in its March 2006 report that the composition of gross climate change pollutant emissions in California in 2002 (expressed in terms of CO_2e) was as follows:

- CO_2 accounted for 83.3 percent
- CH_4 accounted for 6.4 percent
- N_2O accounted for 6.8 percent
- HFCs, PFC, and SF_6 accounted for 3.5 percent.[5]

The CARB estimates that transportation was the source of approximately 38 percent of California's GHG emissions in 2011, followed by electricity generation (both in-State and out-of-State) at 19 percent and industrial sources at 21 percent. The remaining sources of GHG emissions were residential and commercial activities at 10 percent, agriculture at 7 percent, high-GWP gases at 3 percent, and recycling and waste at 2 percent.[6]

The CARB is responsible for developing the California Greenhouse Gas Emission Inventory. This inventory estimates the volume of GHGs emitted to and removed from the atmosphere by human activities within the State of California and supports the AB 32 Climate Change Program. The CARB's current GHG emission inventory

1 *The 2010 U.S. Greenhouse Gas Inventory Report*. Environmental Protection Agency, 2010. http://www.epa.gov/climatechange/emissions/usinventoryreport.html (accessed September 2010).

2 Greenhouse Gas Inventory Data – 1990 to 2004. California Air Resources Board, http://www.arb.ca.gov/cc/inventory/data/data.htm (accessed September 2010).

3 Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004 – Final Staff Report, California Energy Commission (CEC), 2007. Publication # CEC-600-2006-013-sf, Sacramento, CA, December 22, 2006; and January 23, 2007, update to that report.

4 The CAT is a consortium of representatives from State agencies who have been charged with coordinating and implementing GHG emission reduction programs that fall outside of the CARB's jurisdiction.

5 *Climate Action Team Report to Governor Schwarzenegger and the Legislature.* CalEPA. 2006. March.

6 CARB website, 2013. http://www.arb.ca.gov/cc/inventory/data/data.htm (October 2013).

covers the years 1990–2004 and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, agricultural lands). The emission inventory estimates are based on the actual amount of all fuels combusted in the State, which accounts for over 85 percent of the GHG emissions within California.

CARB staff has projected statewide unregulated GHG emissions for 2020, which represent the emissions that would be expected to occur in the absence of any GHG reduction actions, at 596 $MMTCO_2e$. GHG emissions from the transportation and electricity sectors as a whole are expected to increase but remain at approximately 36 percent and 22 percent of total CO_2e emissions, respectively. The industrial sector consists of large stationary sources of GHG emissions, and the percentage of the total 2020 emissions is projected to be 18 percent of total CO_2e emissions. The remaining sources of GHG emissions in 2020 are high-GWP gases at 7 percent, residential and commercial activities at 9 percent, agriculture at 6 percent, and recycling and waste at 2 percent.[1]

4.7.1.5 NOP/Scoping Comments

During the NOP periods and the scoping meetings, no residents expressed concerns regarding greenhouse gases and global climate change. The South Coast Air Quality Management District (SCAQMD) submitted a letter during each NOP period requesting the air quality study examine potential greenhouse gas emission impacts of the project, and recommended their methodologies to follow (see Appendix A).

4.7.2 Regulatory Setting

4.7.2.1 International Regulation of Climate Change

Intergovernmental Panel on Climate Change (IPCC). In 1988, the United Nations created the IPCC to provide independent scientific information regarding climate change to policymakers. The IPCC does not conduct research itself, but rather compiles information from a variety of sources into reports regarding climate change and its impacts. The IPCC has thereafter periodically released reports on climate change, and in 2014 released its Fifth Assessment Report, which concluded that "[w]arming of the climate system is unequivocal," and that "[a]nthropogenic greenhouse gas emissions … are extremely likely to have been the dominant cause of the observed warming since the mid-20th century."

United Nations Framework Convention on Climate Change. On March 21, 1994, the United States joined a number of countries around the world in signing the United Nations Framework Convention on Climate Change (Convention). Under the Convention, governments gather and share information on greenhouse gas

[1] CARB website, 2013. http://www.arb.ca.gov/cc/inventory/data/data.htm (October 2013).

emissions, national policies, and best practices; launch national strategies for addressing greenhouse gas emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change.

Kyoto Protocol. The Kyoto Protocol is an international agreement linked to the United Nations Framework Convention on Climate Change. The major feature of the Kyoto Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing greenhouse gas emissions an average of five per cent against 1990 levels over the five-year period 2008-2012. The Convention (discussed above) encouraged industrialized countries to stabilize emissions; however, the Protocol commits them to do so. Developed countries have contributed more emissions over the last 150 years; therefore, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities." The United States has not entered into force of the Kyoto Protocol.

4.7.2.2 Federal Regulations/Standards

The following are actions regarding the Federal Government, GHGs, and fuel efficiency.

Greenhouse Gas Endangerment. *Massachusetts v. EPA* (Supreme Court Case 05-1120) was argued before the United States Supreme Court on November 29, 2006, in which it was petitioned that the EPA regulate four greenhouse gases, including carbon dioxide, under Section 202(a)(1) of the Clean Air Act. A decision was made on April 2, 2007, in which the Supreme Court found that greenhouse gases are air pollutants covered by the Clean Air Act. The Court held that the Administrator must determine whether emissions of greenhouse gases from new motor vehicles cause or contribute to air pollution, which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- *Endangerment Finding:* The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases—carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations.
- *Cause or Contribute Finding:* The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, this was a prerequisite for implementing greenhouse gas emissions standards for vehicles, as discussed in the section "Clean Vehicles" below.

The EPA denied ten petitions for Reconsideration of the Endangerment and Cause or Contribute Findings in 2010. Some of the petitioners included the Ohio Coal Association, Peabody Energy Company, and the State of Texas.

In September 2011, the EPA Office of Inspector General evaluated the EPA's compliance with established policy and procedures in the development of the endangerment finding, including processes for ensuring information quality. The evaluation concluded that the technical support document should have had more rigorous EPA peer review.

In June 2012, a Federal appeals court rejected a lawsuit by thirteen states against the EPA. The suit alleged that the EPA violated the law by relying almost exclusively on data from the United Nations IPCC rather than doing its own research or testing data according to Federal standards. The states include Virginia, Texas, Alabama, Florida, Hawaii, Indiana, Kentucky, Louisiana, Mississippi, Nebraska, North Dakota, Oklahoma, South Carolina, South Dakota, and Utah. Virginia intends to petition the Supreme Court to review the case.

Clean Vehicles. Congress first passed the Corporate Average Fuel Economy (CAFE) law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. On April 1, 2010, the EPA and the Department of Transportation's Highway Traffic and Safety Administration (NHTSA) announced a joint final rule establishing a national program that would reduce greenhouse gas emissions and improve fuel economy for new cars and trucks sold in the United States.

The first phase of the national program would apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards would cut carbon dioxide emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012–2016). The EPA and NHTSA are working on a second-phase joint rulemaking to establish national standards for light-duty vehicles for model years 2017 and beyond.

On October 25, 2010, the EPA and the U.S. Department of Transportation proposed the first national standards to reduce greenhouse gas emissions and improve fuel

efficiency of heavy-duty trucks and buses. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20 percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10 percent reduction for gasoline vehicles and up to a 15 percent reduction for diesel vehicles by 2018 model year (12% and 17%, respectively, if accounting for air conditioning leakage). Lastly, for vocational vehicles (includes other vehicles like buses, refuse trucks, concrete mixers; everything except for combination tractors and heavy-duty pickups and vans), the agencies are proposing engine and vehicle standards starting in the 2014 model year, which would achieve up to a 10 percent reduction in fuel consumption and carbon dioxide emissions by the 2018 model year.

New Source Review Prevention of Significant Deterioration (GHG Tailoring Rule). The EPA issued a final rule on May 13, 2010, that establishes thresholds for greenhouse gases that define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities. Operating permits are legally enforceable documents that permitting authorities issue to air pollution sources after the source has begun to operate. Title V Operating Permits are required from Title V of the Clean Air Act. This final rule "tailors" the requirements of these Clean Air Act permitting programs to limit which facilities will be required to obtain Prevention of Significant Deterioration and Title V permits. In the preamble to the revisions to the Federal Code of Regulations, the EPA states:

This rulemaking is necessary because without it the Prevention of Significant Deterioration and Title V requirements would apply, as of January 2, 2011, at the 100 or 250 tons per year levels provided under the Clean Air Act, greatly increasing the number of required permits, imposing undue costs on small sources, overwhelming the resources of permitting authorities, and severely impairing the functioning of the programs. EPA is relieving these resource burdens by phasing in the applicability of these programs to greenhouse gas sources, starting with the largest greenhouse gas emitters. This rule establishes two initial steps of the phase-in. The rule also commits the agency to take certain actions on future steps addressing smaller sources, but excludes certain smaller sources from Prevention of Significant Deterioration and Title V permitting for greenhouse gas emissions until at least April 30, 2016.

EPA estimates that facilities responsible for nearly 70 percent of the national greenhouse gas emissions from stationary sources will be subject to permitting requirements under this rule. This includes the nation's largest greenhouse gas emitters—power plants, refineries, and cement production facilities.

On December 23, 2010, the EPA issued a series of rules that put the necessary regulatory framework in place to ensure that 1) industrial facilities can get Clean Air Act permits covering their GHG emissions when needed and 2) facilities emitting GHGs at levels below those established in the Tailoring Rule do not need to obtain Clean Air Act permits.

Standards of Performance for Greenhouse Gas Emissions for New Stationary Sources. As required by a settlement agreement, the EPA proposed new performance standards for emissions of carbon dioxide for new affected fossil fuel-fired electric utility generating units on March 27, 2012. New sources greater than 25 megawatts would be required to meet an output based standard of 1,000 pounds of carbon dioxide per megawatt-hour, based on the performance of widely used natural gas combined cycle technology.

Cap and Trade. Cap and trade refers to a policy tool where emissions are limited to a certain amount and can be traded, or provides flexibility on how the emitter can comply. Successful examples in the United States include the Acid Rain Program and the NO_X Budget Trading Program in the northeast. There is no Federal cap and trade program currently and no pending legislation exists to establish a cap and trade program.

Energy Policy and Conservation Act. The Energy Policy and Conservation Act of 1975 sought to ensure that all vehicles sold in the U.S. would meet certain fuel economy goals. Through this Act, Congress established the first fuel economy standards for on-road motor vehicles in the U.S. Pursuant to the Act, NHTSA, which is part of the U.S. Department of Transportation (USDOT), is responsible for establishing additional vehicle standards and for revising existing standards. Since 1990, the fuel economy standard for new passenger cars has been 27.5 miles per gallon (mpg). Since 1996, the fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg. The CAFE program, administered by the EPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. The EPA calculates a CAFE value for each manufacturer based on city and highway fuel economy test results and vehicle sales. Based on the information generated under the CAFE program, the USDOT is authorized to assess penalties for noncompliance.

Energy Policy Act of 1992. The Energy Policy Act (EPAct) of 1992 was passed to reduce the country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain Federal, State, and local governments and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAct. Federal tax deductions will

be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the Act to consider a variety of incentive programs to help promote AFVs.

Energy Policy Act of 2005. The Energy Policy Act of 2005 includes provisions for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a Federal purchase requirement for renewable energy.

Federal Regulation of Climate Change. The United States has historically had a voluntary approach to reducing GHG emissions. However, on April 2, 2007, the United States Supreme Court ruled that the EPA has the authority to regulate CO_2 emissions under the Federal Clean Air Act (CAA). While there currently are no adopted Federal regulations for the control or reduction of GHG emissions, the EPA commenced several actions in 2009 that are required to implement a regulatory approach to global climate change.

On December 7, 2009, the EPA Administrator signed a final action under the CAA, finding that six greenhouse gases—CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6—constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to global climate change. This EPA action does not impose any requirements on industry or other entities. However, the findings are a prerequisite to finalizing the GHG emission standards for light-duty vehicles mentioned below.

On April 1, 2010, the EPA and NHTSA announced a final joint rule to establish a national program consisting of new standards for model year 2012 through 2016 light-duty vehicles that will reduce GHG emissions and improve fuel economy. EPA is finalizing the first-ever national GHG emissions standards under the CAA, and NHTSA is finalizing CAFE standards under the EPAct. The EPA GHG standards require these vehicles to meet an estimated combined average emissions level of 250 grams of CO_2 per mile in model year 2016, equivalent to 35.5 mpg.

Mandatory Reporting of GHG. The Consolidated Appropriations Act of 2008, passed in December 2007, requires the establishment of mandatory GHG reporting requirements. On September 22, 2009, the EPA issued the Final Mandatory Reporting of Greenhouse Gases rule. The rule requires reporting of GHG emissions from large sources and suppliers in the United States, and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions, are required to submit annual reports to the EPA.

4.7.2.3 State Regulations/Standards

California Code of Regulations Title 24, Part 6, also titled The Energy Efficiency Standards for Residential and Nonresidential Buildings.. Enacted in 1978, this part of the California Code established energy efficiency standards for residential and nonresidential buildings in response to a legislative mandate to reduce California's energy consumption. These standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The most recent standards (the 2013 California Energy Code) were adopted and went into effect July 2013. Such standards include the provision of cool roofs, demand control ventilation, skylights for day-lighting in buildings, thermal breaks for metal building roofs, and lighting power limits. These standards are expected to reduce the growth in electricity use of residential and non-residential buildings. Continual updates to Title 24 along with the State's implementation of AB 1493 and SB 1368 will have a major impact on the State's attainment of the AB 32 goals.

California Code of Regulations Title 24, Part 11. This part of the California Code is known as the California Green Building Standards Code (CALGreen Code) and was enacted to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts with positive environmental impacts and through encouragement of sustainable construction practices. The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). The 2013 update to Part 11 of Title 24 of the California Code of Regulations became effective January 1, 2014, with a supplement becoming effective July 1, 2015. Key provisions of the CALGreen Code that apply to the project site include:

Division 5.1—Planning and Design

Section 5.106 Site Development

5.106.4 Bicycle Parking and Changing Rooms:

Short-term bicycle parking. If the new project or an addition or alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1).

Long-term bicycle parking. For buildings with over 10 tenant-occupants or alterations that add 10 or more tenant vehicular parking spaces, provide secure bicycle parking for 5 percent of tenant vehicular parking spaces being added, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and shall meet the following: 1. Covered, lockable enclosures with permanently anchored

racks for bicycles; 2. Lockable bicycle rooms with permanently anchored racks; or 3. Lockable, permanently anchored bicycle lockers (5.106.4.2).

5.106.5 Clean Air Vehicle Parking: For new projects or additions or alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles [201 spaces and over require at least 8 percent] (5.106.5.2).

5.106.8 Light Pollution Reduction (specific backlight, uplight, and glare ratings)

5.106.10 Grading and Paving: Construction plans shall indicate how site grading or a drainage system will manage all surface water flows to keep water from entering buildings.

Division 5.2—Energy Efficiency

Section 5.201.1 Energy Efficiency (Mandatory energy efficiency standards through California Code of Regulations, Title 24, Part 6)

Division 5.3—Water Efficiency and Conservation

Section 5.303 Indoor Water Use

5.303.1 Meters: Separate water meters for buildings in excess of 50,000 sq ft or buildings projected to consume more than 1,000 gallons per day.

5.303.2 Twenty Percent Savings: Use of plumbing fixtures and fittings that will reduce the overall use of potable water within the building by 20 percent, based on the maximum allowable water use per fixture and fitting as required by the California Building Code (California Code of Regulations, Title 24, Part 2)

5.304.3 Irrigation design: Automatic irrigation system controllers installed at the time of final inspection shall be weather- or soil moisture-based controllers that adjust irrigation in response to changes in plant needs; weather-based controllers.

5.303.4 Wastewater Reduction: Each building shall reduce by 20 percent wastewater by one of the following methods: 1. The installation of water-conserving fixtures or 2. Use of non-potable water systems (5.303.4).

5.303.6 Plumbing Fixtures and Fittings

Section 5.304 Outdoor Water Use

5.304.1 Water Budget: A water budget shall be developed for landscape irrigation use that conforms to the local water efficient landscape ordinance or to the California Department of Water Resources Model Water Efficient Landscape Ordinance where no local ordinance is applicable.

5.304.2 Outdoor Water Use (separate submeters or metering devices)

5.304.3 Irrigation Design (irrigation controllers and sensors)

Division 5.4—Material Conservation and Resource Efficiency

Section 5.407 Water Resistance and Moisture Management

Section 5.408 Construction Waste Reduction, Disposal and Recycling

5.408.1 and 5.408.3 Construction Waste Diversion: Recycle and/or salvage for reuse a minimum 50 percent of the nonhazardous construction and demolition waste. 100 percent of trees, stumps, rocks and associated vegetation and soils resulting from land clearing shall be reused or recycled.

5.408.2 Construction Waste Management Plan

Section 5.410 Building Maintenance and Operation

5.410.1 and 5.713.10 Recycling by Occupants: Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling.

Division 5.5—Environmental Quality

Section 5.504 Pollutant Control

5.504.3 Covering of Duct Openings and Protection of Mechanical Equipment During Construction

5.504.4 Finish Material Pollutant Control: Low-pollutant emitting interior finish materials such as adhesives, paints, carpet, and flooring

5.404.5.3 Filters: Minimum Efficiency Reporting Value (MERV) of 8 or higher in mechanically ventilated buildings.

California Code of Regulations Titles 14 and 27. These parts of the California Code require energy-efficient practices as part of solid and hazardous waste handling and disposal.

Pavley Regulations and Fuel Efficiency Standards. California AB 1493, enacted on July 22, 2002, required the CARB to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks. The regulation was stalled by automaker lawsuits and by the EPA's denial of an implementation waiver. On January 21, 2009, the CARB requested that the EPA reconsider its previous waiver denial. On January 26, 2009, President Obama directed that the EPA assess whether the denial of the waiver was appropriate. On June 30, 2009, the EPA granted the waiver request. On September 8, 2009, the U.S. Chamber of Commerce and the National Automobile Dealers Association sued the EPA to challenge its granting of the waiver to California for its standards. California assisted the EPA in defending the waiver decision. The U.S. District Court for the District of Columbia denied the Chamber's petition on April 29, 2011.

The standards phase in during the 2009 through 2016 model years. When fully phased in, the near term (2009–2012) standards will result in about a 22 percent

reduction compared with the 2002 fleet, and the mid-term (2013–2016) standards will result in about a 30 percent reduction. Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

Low Carbon Fuel Standard, Executive Order S-01-07. The Governor signed Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. In particular, the executive order established a Low Carbon Fuel Standard and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission (CEC), the CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. The CARB adopted the Low Carbon Fuel Standard (LCFS) on April 23, 2009. The Low Carbon Fuel Standard requires producers of petroleum based fuels to reduce the carbon intensity of their products, beginning with a quarter of a percent in 2011, ending in a 10 percent total reduction in 2020. Petroleum importers, refiners and wholesalers can either develop their own low carbon fuel products, or buy LCFS Credits from other companies that develop and sell low carbon alternative fuels, such as biofuels, electricity, natural gas or hydrogen. The Low Carbon Fuel Standard was challenged in the United States District Court in Fresno in 2011. The court's ruling issued on December 29, 2011, included a preliminary injunction against the CARB's implementation of the rule. The Ninth Circuit Court of Appeals stayed the injunction on April 23, 2012 pending final ruling on appeal, allowing the CARB to continue to implement and enforce the regulation and vacated the injunction on September 18, 2013, and remanded the case to the district court for further consideration.

Senate Bill (SB) 1368. In 2006, the State Legislature adopted SB 1368, which was subsequently signed into law by the Governor. SB 1368 directs the California Public Utilities Commission (CPUC) to adopt a performance standard for greenhouse gas emissions for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. Because of the carbon content of its fuel source, a coal-fired plant cannot meet this standard because such plants emit roughly twice as much carbon as combined cycle natural gas plants. Accordingly, the law effectively prevents California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. Thus, SB 1368 will lead to dramatically lower greenhouse gas emissions associated with California's energy

demand, as SB 1368 will effectively prohibit California utilities from purchasing power from out-of-state producers that cannot satisfy the performance standard for greenhouse gas emissions required by SB 1368. The CPUC adopted the regulations required by SB 1368 on August 29, 2007.

SB 97 and the *CEQA Guidelines* Update. Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states "(a) On or before July 1, 2009, the Office of Planning and Research shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the California Governor's Office of Planning and Research (OPR) pursuant to subdivision (a)." Section 21097 was also added to the Public Resources Code. It provided CEQA protection until January 1, 2010, for transportation projects funded by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 or projects funded by the Disaster Preparedness and Flood Prevention Bond Act of 2006, in stating that the failure to analyze adequately the effects of greenhouse gases would not violate CEQA.

On April 13, 2009, the OPR submitted to the Secretary for Natural Resources its recommended amendments to the *CEQA Guidelines* for addressing greenhouse gas emissions. On July 3, 2009, the Natural Resources Agency commenced the Administrative Procedure Act rulemaking process for certifying and adopting these amendments pursuant to Public Resources Code Section 21083.05. Following a 55-day public comment period and two public hearings, the Natural Resources Agency proposed revisions to the text of the *CEQA Guidelines* amendments. The Natural Resources Agency transmitted the adopted amendments and the entire rulemaking file to the Office of Administrative Law on December 31, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing *CEQA Guidelines* to reference climate change.

A new section, *CEQA Guidelines* Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The new section allows agencies the discretion to determine whether a quantitative or qualitative analysis is best for a particular project. However, the *CEQA Guidelines* offer little guidance on the crucial next step in this assessment process—how to determine whether the project's estimated greenhouse gas emissions are significant or cumulatively considerable.

Also amended were *CEQA Guidelines* Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. Greenhouse gas mitigation measures are referenced in general terms, but no specific measures are championed. The revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze greenhouse gas emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable; however, it does not answer the question of how to determine whether emissions are cumulatively considerable.

Section 15183.5 permits programmatic greenhouse gas analysis and later project-specific tiering. A tiered project is a project that was addressed in a certified program document, such as an EIR or Mitigated Negative Declaration. The *CEQA Guidelines* state the following:

> *Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions (Section 15183.5(a)).*

Compliance with plans for the reduction of GHG emissions can support a determination that a project's cumulative effect is not cumulatively considerable, according to proposed Section 15183.5(b).

In addition, the amendments revised Appendix F of the *CEQA Guidelines*, which focuses on energy conservation. The sample environmental checklist in the *CEQA Guidelines'* Appendix G was amended to include greenhouse gas impact questions, which are used in this analysis (see Section 4.7.4).

Executive Order S-3-05. Executive Order S-3-05 was signed by Governor Schwarzenegger in 2005 proclaiming California is vulnerable to the impacts of climate change. It states that increased temperatures could reduce the Sierra Nevada's snowpack, worsen California's air quality problems, and potentially cause a rise in sea levels. The Executive Order establishes total GHG emission targets including emissions reductions to the 2000 level by 2010, and the 1990 level by 2020, and to 80 percent below the 1990 level by 2050. The 2050 reduction goal represents what scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be an aggressive, but achievable, mid-term target.

Assembly Bill 32 (AB 32). California's major initiative for reducing GHG emissions is outlined in AB 32, the "Global Warming Solutions Act," passed by the California State legislature on August 31, 2006. This effort aims at reducing GHG emissions to

1990 levels by 2020. The CARB has established the level of GHG emissions in 1990 at 427 MMT CO_2e. The emissions target of 427 MMT requires the reduction of 169 MMT from the State's projected business-as-usual (BAU) 2020 emissions of 596 MMT. AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change.

The Scoping Plan was approved by the CARB on December 11, 2008, and includes measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures.[1] Emission reductions that are projected to result from the recommended measures in the Scoping Plan are expected to total 174 MMT CO_2e, which would allow California to attain the emissions goal of 427 MMT CO_2e by 2020. The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. The Scoping Plan, even after Board approval, remains a recommendation. The measures in the Scoping Plan will not be binding until after they are adopted through the normal rulemaking process. The CARB rule-making process includes preparation and release of each of the draft measures, public input through workshops and a public comment period, followed by a CARB hearing and rule adoption.

AB 32 requires the CARB and the CAT to:

- Adopt a list of discrete early action measures by July 1, 2007, that can be implemented before January 1, 2010;
- Establish a statewide GHG emissions cap for 2020 based on 1990 emissions and adopt mandatory reporting rules for significant sources of GHG by January 1, 2008;
- Indicate how emission reductions will be achieved from significant GHG sources via regulations, market mechanisms and other actions by January 1, 2009; and
- Adopt regulations by January 1, 2011, to achieve the maximum technologically feasible and cost-effective reductions in GHG, including provisions for using both market mechanisms and alternative compliance mechanisms.

In June 2007, the CARB approved a list of 37 early action measures, including three discrete early action measures (Low Carbon Fuel Standard, Restrictions on High Global Warming Potential Refrigerants, and Landfill Methane Capture). Discrete early action measures are measures that were required to be adopted as regulations and made effective no later than January 1, 2010, the date established by Health and Safety Code (HSC) Section 38560.5. The CARB adopted additional early action

[1] *Climate Change Proposed Scoping Plan: a Framework for Change,* CARB, October 2008.

measures in October 2007[1] that tripled the number of discrete early action measures. These measures relate to truck efficiency, port electrification, reduction of perfluorocarbons from the semiconductor industry, reduction of propellants in consumer products, proper tire inflation, and sulfur hexafluoride (SF_6) reductions from the non-electricity sector. The combination of early action measures is estimated to reduce statewide GHG emissions by nearly 16 MMT.[2]

AB 32 codifies Executive Order S-3-05's[3] year 2020 goal by requiring that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be implemented no later than January 1, 2012. To effectively implement the cap, AB 32 directs the CARB to develop appropriate regulations and establish a mandatory reporting system to track and monitor global warming emissions levels.

The AB 32 Scoping Plan identifies a cap-and-trade program as one of the strategies California will employ to reduce the GHG emissions that cause climate change. The program is a central element of AB 32 and covers major sources of GHG emissions in the State such as refineries, power plants, industrial facilities, and transportation fuels. The regulation includes an enforceable GHG cap that will decline over time. The CARB will distribute allowances, which are tradable permits, equal to the emission allowed under the cap. The program started on January 1, 2012, with the first offset credit auctions in November 2012 and an enforceable compliance obligation beginning with 2013 GHG emissions. For the first two years of the program, large industrial emitters will receive 90 percent of their allowances for free in a soft start meant to give companies time to reduce emissions through new technologies or other means. The cap, or number of allowances, will decline over time in an effort to drastically reduce greenhouse gas emissions by 2050.

The California Chamber of Commerce filed suit[4] challenging the validity of the State's cap-and-trade program. The suit challenges CARB's authority as stated under the State's 2006 climate-change law, AB 32, to sell the permits, called "allowances," for the purpose of generating revenue for the State. It is also challenging the sale of allowances as an illegal tax, arguing that taxes need a two-thirds vote by the Legislature. The suit was rejected on November 12, 2013, by the California Superior Court.

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1 *Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California Recommended for Board Consideration*. CARB. 2007. October.

2 "ARB approves tripling of early action measures required under AB 32." News Release 07-46. CARB. 2007. http://www.arb.ca.gov/newsrel/nr102507.htm. October 25.

3 Executive Order S-3-05 establishes greenhouse gas emission reduction targets for California.

4 "California's Cap-And-Trade System Goes Into Effect Amidst Lawsuit," *The Huffington Post*, November 14, 2012, http://www.huffingtonpost.com/2012/11/14/californias-cap-and-trade_n_2131251.html).

CARB Scoping Plan. The California State Legislature adopted AB 32 in 2006 which focuses on reducing greenhouse gases (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, the CARB adopted the Climate Change Scoping Plan (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan calls for an "ambitious but achievable" reduction in California's greenhouse gas emissions, cutting approximately 30 percent from BAU emission levels projected for 2020, or about 10 percent from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for person in California down to about 10 tons per person by 2020.

The Scoping Plan[1] contains the following 18 strategies to reduce the State's emissions:

1. *California Cap-and-Trade Program Linked to Western Climate Initiative.* Implement a broad-based California Cap-and-Trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.
2. *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.
3. *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.
4. *Renewable Portfolio Standard.* Achieve 33 percent renewable energy mix statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.
5. *Low Carbon Fuel Standard.* Develop and adopt the Low Carbon Fuel Standard.
6. *Regional Transportation-Related Greenhouse Gas Targets.* Develop regional greenhouse gas emissions reduction targets for passenger vehicles. This measure refers to SB 375.
7. *Vehicle Efficiency Measures.* Implement light-duty vehicle efficiency measures.
8. *Goods Movement.* Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.

[1] Scoping Plan Reduction Measures from California Air Resources Board 2008 and Table 69 from MBA 2013.

9. *Million Solar Roofs Program.* Install 3,000 MW of solar-electric capacity under California's existing solar programs.
10. *Medium/Heavy-Duty Vehicles.* Adopt medium and heavy-duty vehicle efficiency measures.
11. *Industrial Emissions.* Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.
12. *High Speed Rail.* Support implementation of a high-speed rail system.
13. *Green Building Strategy.* Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.
14. *High Global Warming Potential Gases.* Adopt measures to reduce high global warming potential gases.
15. *Recycling and Waste.* Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.
16. *Sustainable Forests.* Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.
17. *Water.* Continue efficiency programs and use cleaner energy sources to move and treat water.
18. *Agriculture.* In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.

Senate Bill 1368 (SB 1368). In September 2006, Governor Arnold Schwarzenegger signed Senate Bill 1368, which calls for the adoption of a GHG performance standard for in-State and imported electricity generators to mitigate climate change. On January 25, 2007, the CPUC adopted an interim GHG emissions performance standard. This standard is a facility-based emissions standard requiring all new long-term commitments for baseload generation to serve California consumers with power plants that have emissions no greater than a combined cycle gas turbine plant. The established level is 1,100 pounds of CO_2 per megawatt-hour.

Senate Bill 375. SB 375 was signed into law on October 1, 2008. SB 375 provides emissions-reduction goals around which regions can plan, integrating disjointed planning activities, and provides incentives for local governments and developers to implement "smart growth" planning and development strategies, including reducing the average vehicle miles traveled (VMT) to reduce commuting distances and reduce criteria and greenhouse gas air pollutant emissions. SB 375 has three major components:

- Using the regional transportation planning process to achieve reductions in GHG emissions consistent with AB 32's goals;
- Offering CEQA incentives to encourage projects that are consistent with a regional plan that achieves GHG emission reductions; and
- Coordinating the regional housing needs allocation process with the regional transportation process while maintaining local authority over land use decisions.

SB 375 requires each Metropolitan Planning Organization (MPO) to include a Sustainable Communities Strategy (SCS) in the regional transportation plan that demonstrates how the region will meet the greenhouse gas emission targets and creates CEQA streamlining incentives for projects that are consistent with the regional SCS. The focus of SB 375 is on location of new residential projects and coordinated transportation planning.

Renewable Electricity Standards. There have been several renewable electricity senate bills in California. On September 12, 2002, Governor Gray Davis signed SB 1078 requiring California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Governor Schwarzenegger also directed the CARB (Executive Order S-21-09) to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020. The CARB approved the Renewable Electricity Standard on September 23, 2010, by Resolution 10-23. Senate Bill X1-2 (2011) codifies the Renewable Electricity Standard into law.

4.7.2.4 Regional Regulations: Southern California Association of Governments (SCAG)

Sustainable Communities Strategy (SCS) within Regional Transportation Plan (RTP). The SCS demonstrates the region's ability to attain and exceed the GHG emission reduction targets set by the CARB. The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network, which

emphasizes system preservation, active transportation, and transportation demand management measures. The RTP/SCS exceeds its greenhouse gas emission-reduction targets set by the CARB by achieving a 9 percent reduction by 2020 and 16 percent reduction by 2035 compared to the 2005 level on a per capita basis.

South Coast Air Quality Management District. In April 2008, the SCAQMD, in order to provide guidance to local lead agencies on determining the significance of GHG emissions identified in CEQA documents, convened a "GHG CEQA Significance Threshold Working Group."[1] The goal of the working group is to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that would be utilized on an interim basis until the CARB (or some other State agency) develops statewide guidance on assessing the significance of GHG emissions under CEQA.

Initially, SCAQMD staff presented the working group with a significance threshold that could be applied to various types of projects—residential, non-residential, industrial, etc. However, the threshold is still under development. In December 2008, staff presented the SCAQMD Governing Board with a significance threshold for stationary source projects in which it is the lead agency. This threshold uses a tiered approach to determine a project's significance, with 10,000 metric tons (MT) of CO_2e as a screening numerical threshold.

In September 2010, the Working Group released additional revisions, which recommended a project-level efficiency target of 4.8 MT CO_2e per service population (SP) as a 2020 target and 3.0 MT CO_2e, per SP as a 2035 target. The recommended plan-level target for 2020 was 6.6 MT CO_2e and the plan level target for 2035 was 4.1 MT CO_2e. The SCAQMD has not announced when staff is expecting to present a finalized version of these thresholds to the Governing Board. The SCAQMD has also adopted Rules 2700, 2701, and 2702 that address GHG reductions; however, these rules are currently applicable to boilers and process heaters, forestry, and manure management projects.

Western Riverside Council of Governments Climate Action Plan (WRCOG CAP). The WRCOG (2014) Subregional CAP establishes a community-wide emissions reduction target of 15 percent below 2010, following guidance from CARB and the Governor's Office of Planning and Research. CARB and the California Attorney General have determined this approach to be consistent with the statewide AB 32 goal of reducing emissions to 1990 levels. The Subregional CAP does not establish a reduction target for 2035 or future years; however, the CAP identifies a reduction goal of 49 percent below baseline emissions levels to set the WRCOG subregion on a trajectory to meet targets identified in SB 375 and Executive Order S-3-05, recognizing that information, methodologies, and data availability may change between now and 2035.

[1] For more information see: http://www.aqmd.gov/ceqa/handbook/GHG/GHG.html.

To meet emissions reduction targets, the CAP considers existing programs and policies in the subregion that achieve GHG emissions reductions in addition to new GHG reduction measures. Several measures apply to participating jurisdictions uniformly, because they respond to adoption of a State law (e.g., the Low Carbon Fuel Standard) or result from programs administered at the discretion of a utility serving multiple jurisdictions (e.g., utility rebates). For other, more discretionary measures, participating jurisdictions, including Wildomar, have voluntarily committed to a participation level that could be implemented in their community.

4.7.2.5 City General Plan Policies

The City's General Plan contains the following policies directly related to greenhouse gases, climate change, energy conservation, and sustainability:

Circulation

C 5.2 Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.

Open Space

OS 2.3 Encourage native, drought-resistant landscape planting.

Energy Efficiency and Conservation

AQ 5.4 Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.

Housing

Goal H-6 Conserve energy in the development of new housing and the rehabilitation of existing housing.

Land Use and the Environment

EJ 2.19 Encourage public and private development to achieve LEED certification or an equivalent green building standard.

4.7.3 Methodology

CEQA does not require "perfection" but instead "adequacy, completeness, and a good faith effort at full disclosure" (Section 15003 (i)); therefore, the analysis of project GHG emissions and climate change is based on methodologies and information available at the time this EIR was prepared. Estimation of GHG emissions in the future does not account for changes in technology that may reduce such emissions; therefore, the estimates are based on past performance and represent a scenario that may be worse than that which may occur. Many uncertainties exist regarding the precise relationship between specific levels of GHG emissions and the ultimate impact on global climate. Significant uncertainties also exist regarding the reduction potential of mitigation strategies. Thus, while

information is presented below to assist the public and the City's decision-makers in understanding the project's potential contribution to global climate change impacts, the information available to the City is not sufficiently detailed to allow a direct comparison between particular project characteristics and particular climate change impacts, nor between any particular proposed mitigation measure and any reduction in climate change impacts.

The recommended approach for GHG analysis included in the OPR's June 2008 release is to (1) identify and quantify GHG emissions, (2) assess the significance of the impact on climate change, and (3) if significant, identify alternatives and/or mitigation measures to reduce the impact below a level of significance.[1] Neither the CEQA statute nor Guidelines prescribes quantitative thresholds of significance or a particular methodology for performing an impact analysis and significance criteria are left to the judgment and discretion of the lead agency.

The June 2008 OPR guidance provides some additional direction regarding planning documents as follows: "CEQA can be a more effective tool for GHG emissions analysis and mitigation if it is supported and supplemented by sound development policies and practices that will reduce GHG emissions on a broad planning scale and that can provide the basis for a programmatic approach to project-specific CEQA analysis and mitigation. For local government lead agencies, adoption of General Plan policies and certification of General Plan EIRs that analyze broad jurisdiction-wide impacts of GHG emissions can be part of an effective strategy for addressing cumulative impacts and for streamlining later project-specific CEQA reviews."

Pursuant to SB 97, the OPR is in the process of developing guidelines for analysis of the effects of GHG emissions. As part of this process, the OPR has asked CARB technical staff to recommend Statewide interim thresholds of significance for GHGs. The CARB released a preliminary draft staff proposal in October 2008 that included initial suggestions for significance criteria related to industrial, commercial, and residential projects.

In March 2010, *CEQA Guidelines* amendments were adopted and include the following direction regarding determination of significant impacts from GHG emissions (Section 15064.4):

> (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

[1] *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review*. Governor's Office of Planning and Research, State of California, 2008. June 19.

(1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; or

(2) Rely on a qualitative analysis or performance based standards.

(b) A lead agency may consider the following when assessing the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

CEQA Guidelines Section 15064(b) provides that the "determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data," and further, states that an "ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting."

On October 2, 2013, SCAQMD released the California Emission Estimator Model (CalEEMod) Version 2013.2.2. This version of CalEEMod was used to model both on-site and off-site GHG emissions. The purpose of the new model is to calculate air quality and GHG emissions more accurately from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures.

For construction, the analysis estimated emissions for the following activities: site preparation, grading, building construction, paving, and coating. The analysis also projected operational emissions using area source, energy source, mobile source, waste, water, and construction (averaged over 30 years) emissions. A detailed description of the assumptions used to estimate GHG emissions is included in Appendix F.

4.7.4 Thresholds of Significance

As the SCAQMD has recognized, the analysis of GHGs is a much different analysis than the analysis of criteria pollutants. For criteria pollutants, significance thresholds are based on daily emissions because attainment or nonattainment is based on daily exceedances of applicable AAQS. Furthermore, several AAQS are based on relatively short-term exposure effects on human health (e.g., 1-hour and 8-hour). Since the half-life of CO_2 is approximately 100 years, the effects of GHGs are longer-term and affect global climate over a relatively longer time frame. Therefore, the SCAQMD's current position is to evaluate GHG effects over a longer time frame than a single day.

In concert with other past, present, and probable future projects, individual projects cumulatively contribute to potential for GCC. Appendix G of the CEQA Guidelines suggests that projects address the following questions:

- Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Neither the CEQA statutes, the OPR guidelines, nor the CEQA Guidelines prescribe thresholds of significance or a particular methodology for performing an impact analysis. As with most environmental topics, significance criteria are left to the judgment and discretion of the lead agency.

The analysis uses compliance with AB 32, considered a "... previously approved mitigation program," to determine whether the project's incremental contribution of GHGs represents a cumulatively considerable contribution to GCC. The project's GHG emission levels are analyzed to determine whether project implementation would impede compliance with the GHG emissions reduction mandated by AB 32. As noted in the Scoping Plan, a reduction of 28.5 percent below the BAU scenario is required to meet the goals of AB 32.

4.7.5 Less than Significant Impacts

The following potential impacts were determined to be less than significant. In each instance, either no impact would occur or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level.

4.7.5.1 Greenhouse Gas Plan, Policy, Regulation Consistency

Threshold	Would the proposed project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

The CAT and the CARB have developed several reports to achieve the Governor's GHG targets that rely on voluntary actions of California businesses, local government and community groups, and State incentive and regulatory programs. These include the CAT's 2006 "*Report to Governor Schwarzenegger and the Legislature*," the CARB's 2007 "*Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California,*" and the CARB's 2014 "*Proposed First Update to the Climate Change Scoping Plan: Building on the Framework."*

The reports identify strategies to reduce California's emissions to the levels proposed in EO S-3-05 and AB 32 that are applicable to the project. As stated previously, the project would be consistent with the goals of AB 32 by exceeding the 28.5 percent reduction below BAU standard. In addition, the project would comply with specific policies contained in the CARB Scoping Plan. The strategies included in the Scoping Plan that apply to the project are contained in Table 4.7.B, which summarizes the extent to which the project would comply with the strategies to help California reach the emission reduction targets.

Table 4.7.B: CARB Scoping Plan Compliance Analysis

Scoping Plan Measure	Project Consistency
Pavley Motor Vehicle Standards (AB 1493)	**Compliant.** The project's employees and customers would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase.
Limit High GWP Use in Consumer Products	**Compliant.** The project's employees and customers would use consumer products that would comply with the regulations that are in effect at the time of manufacture.
Motor Vehicle Air Conditioning Systems – Reduction from Non-Professional Servicing	**Compliant.** The project's employees and customers would be prohibited from performing air conditioning repairs and required to use professional servicing.
Low Carbon Fuel Standard	**Compliant.** Motor vehicles driven by project's employees and customers and employees would use compliant fuels in the future.
Water Use Efficiency	**Compliant.** The project includes measures to minimize water use and maximize efficiency.
Green Buildings	**Compliant.** The project will be required to be constructed in compliance with State or local green building standards in effect at the time of building construction.
Air Conditioning Refrigerant Leak Test During Vehicle Smog Check	**Compliant.** Motor vehicles driven by the project's employees and customers would comply with the leak test requirements during smog checks.
Renewable Portfolios Standard (33% by 2020)	**Compliant.** The electricity used by businesses in the project will benefit from reduced GHG emissions resulting from increased use of renewable energy sources.
Energy Efficiency Measures (Electricity)	**Compliant.** The project will comply with energy efficiency standards for electrical appliances and other devices at the time of building construction.
Energy Efficiency (Natural Gas)	**Compliant.** The project will comply with energy efficiency standards for natural gas appliances and other devices at the time of building construction.

Table 4.7.B: CARB Scoping Plan Compliance Analysis

Scoping Plan Measure	Project Consistency
Greening New Residential and Commercial Construction	**Compliant.** The project's buildings would meet green building standards that are in effect at the time of design and construction.
Greening Existing Homes and Commercial Buildings	**Compliant.** The project's buildings would meet retrofit standards when they become effective.

With implementation of these strategies/measures, the project's contribution to cumulative GHG emissions would be reduced and would be considered to be less than significant.

The project is also required to comply with SB 375, which requires local MPOs to prepare an SCS that demonstrates how the region will meets its GHG reduction targets through integrated land use, housing, and transportation planning. The SCAG is the planning agency for the project area. SCAG's SCS was approved on April 4, 2012. The SCS plans to concentrate future development and provide higher intensity development, including residential development, in proximity to transit hubs in order to reduce VMT and GHG emissions from personal vehicles.

The project generally supports the provisions of the SCS because it would locate residential development next to commercial uses, reducing vehicle usage. In addition, the project is located 0.85 mile from a major transportation corridor (I-15). Two bus stops are located within 0.25 mile of the project and the project would provide bicycle parking as required by the City's Municipal Code.

City General Plan Policies. Even though the City does not have any policies related directly to GHG emissions, it does have a number of policies related to energy and sustainability. Table 4.7.C evaluates the consistency of the project with these City General Plan policies.

Table 4.7.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Circulation	
C 5.2. Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.	**Consistent.** The project would be required to comply with drought-tolerant landscaping requirements as described in Municipal Code Section Chapter 17.276 (Water Efficient Landscapes).
Open Space	
OS 2.3. Encourage native, drought-resistant landscape planting.	**Consistent.** The project would be required to comply with drought-tolerant landscaping requirements as described in Municipal Code Section Chapter 17.276 (Water Efficient Landscapes).

Table 4.7.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Air Quality	
AQ 5.4. Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.	**Consistent.** The project will be required to be constructed in compliance with State or local green building standards in effect at the time of building construction.
Housing	
Goal H-6. Conserve energy in the development of new housing and the rehabilitation of existing housing	**Consistent.** The project would be required to comply with the California Building Code Title 24 Energy Standards.
Land Use and the Environment	
EJ 2.19. Encourage public and private development to achieve LEED certification or an equivalent green building standard.	**Consistent.** While encouraged, at this time private development is not mandated to achieve LEED certification.

Source: *City of Wildomar General Plan*, July 2008.

Based on the above analysis, the project is consistent with State, regional, and local policies regarding climate change. Therefore, it would not conflict with any plans or policies created for the purpose of reducing greenhouse gas emissions. Impacts are less than significant and no mitigation is required.

4.7.6 Significant Impacts

4.7.6.1 Greenhouse Gas Emissions

Impact 4.7.6.1: *The proposed project will have significant impacts related to greenhouse gas emissions.*

Threshold	Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

This section evaluates potential significant impacts related to GCC that could result from implementation of the project. Because it is not possible to tie specific GHG emissions to actual changes in climate, this evaluation focuses on the project's emission of GHGs. As identified previously, SCAQMD and CARB have not established CEQA significance thresholds for GHG emissions. Project GHG emissions are therefore evaluated against the BAU scenario to determine whether GHG reductions are consistent with the goals of AB 32.

GHG Emissions Background. Emissions estimates for the project are discussed below. While information is presented below to assist the public and decision-makers in understanding the project's potential contribution to GCC impacts, the information available to the City is not sufficiently detailed to allow a direct

comparison between particular project characteristics and particular climate change impacts, or between any particular proposed mitigation measure and any reduction in climate change impacts.

Construction and operation of the project would generate GHG emissions, with the majority of energy consumption (and associated generation of GHG emissions) occurring during the project's operation. Typically, more than 80 percent of the total energy consumption takes place during project operation and less than 20 percent of energy is consumed during construction.[1]

GHG emissions associated with the project would occur over the short term from construction activities and would consist primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new vehicular trips and stationary-source emissions, such as natural gas used for heating and electricity usage for lighting.

Overall, the following sources associated with the project would directly or indirectly contribute to the generation of GHG emissions:

- **Construction Activities:** Construction activities produce combustion emissions from various sources, such as site grading, utility engines, on-site heavy-duty construction vehicles and equipment, hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. The combustion of fossil fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment (51.03 MT of CO_2e/yr, amortized over 30 years).
- **Area Sources:** Area sources of GHG emissions include architectural coatings, consumer products, hearth, and landscaping. The project would result in increased GHG emissions from the area sources (41.98 MT of CO_2e/yr).
- **Gas and Electricity (Energy) Use:** Natural gas use results in the emission of two GHGs: CH_4 (the major component of natural gas) and CO_2 (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel.

  Buildings represent 39 percent of the United States' primary energy usage and 70 percent of its electricity consumption. The project would increase the demand for electricity and natural gas due to the construction of 162 multifamily residential units, and 55,000 square feet of commercial/retail and office uses. The project would indirectly result in increased GHG emissions from off-site electricity generation at power plants and on-site natural gas consumption (605 MT of CO_2e/yr).
- **Solid Waste Disposal:** Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal

[1] *Buildings and Climate Change: Status, Challenges and Opportunities*, United Nations Environment Programme (UNEP), 2007. Paris, France.

use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH_4 from the anaerobic decomposition of organic materials. CH_4 is 25 times more potent a GHG than CO_2.

The project would generate solid waste during the construction and operation phase of the project. Average waste generation rates from a variety of sources are available from the California Integrated Waste Management Board (CIWMB). The project would indirectly result in increased GHG emissions from solid waste treatment at landfills (215.48 MT of CO_2e/yr).

- **Water Usage:** Water-related energy use consumes 19 percent of California's electricity every year. Energy use and related GHG emissions are based on electricity used for water supply and conveyance, water treatment, water distribution, and wastewater treatment. The project would indirectly result in increased GHG emissions from the off-site electricity generation at power plants and on-site natural gas consumption (115.48 MT of CO_2e/yr).
- **Mobile Sources:** Mobile sources (vehicle trips and associated miles traveled) are the largest source of GHG emissions in California and represent approximately 38 percent of annual CO_2 emissions generated in the State. Transportation associated with the project would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips by residents, employees, and customers. Vehicle miles traveled (VMT) are used to indicate CO_2 emissions (4,900.10 MT of CO_2e/yr).

GHG emissions generated by the project would predominantly consist of CO_2. In comparison to criteria air pollutants such as O_3 and PM_{10}, CO_2 emissions persist in the atmosphere for a substantially longer period of time. While emissions of other GHGs, such as CH_4, are important with respect to GCC, emission levels of other GHGs are less dependent on the land use and circulation patterns associated with the proposed land use development project than are levels of CO_2.

The GHG emission estimates presented in Table 4.7.D show the total emissions associated with the full buildout in a BAU scenario. Under the CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004. No reductions, emissions, or mitigation are incorporated into the BAU analysis. Yearly emissions, in $MTCO_2e$, are calculated for each source and shown in Table 4.7.D.

Table 4.7.D: "Business as Usual" Greenhouse Gas Emissions

Emission Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	Total CO_2e
Annual Construction-related emissions amortized over 30 years	50.99	0.007	—	51.13
Area Source Emissions	41.65	0.00519	0.00071	41.98
Energy	602.60	0.02	0.00694	605.26

Table 4.7.D: "Business as Usual" Greenhouse Gas Emissions

Emission Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	Total CO_2e
Mobile Source Emissions	3,863.68	0.34	—	3,870.77
Waste	96.15	5.68	—	215.48
Water Usage	99.95	0.54	0.01	115.48
Total CO_2e (All Sources)	**4,900.10**			

Source: Table 3-1, *Clinton Keith Road (APN: 390-250-003) "Grove Park" Greenhouse Gas Analysis, City of Wildomar,* Urban Crossroads, March 2, 2015.

The BAU project would generate up to 4,900.10 MT of CO_2e/yr of new emissions, as shown in Table 4.7.D. For comparison, the existing emissions from the entire SCAG region are estimated to be approximately 230.2 MMT of CO_2e/yr, and the existing emissions for the entire State are estimated at approximately 480.9 MMTCO_2e/yr[1].

Emissions from vehicle exhaust would comprise approximately 79 percent of the project's total CO_2e emissions. Emissions from vehicle exhaust are controlled by the State and Federal governments and are outside the control of the City.

At present, there is a Federal ban on chlorofluorocarbons (CFCs); therefore, it is assumed the project would not generate emissions of CFCs. The project may emit a small amount of HFCs from leakage and service of refrigeration and air-conditioning equipment and from disposal at the end of the life of the equipment. However, the details regarding refrigerants to be used at the project site are unknown at this time. PFCs and SF_6 are typically used in industrial applications, none of which would be used on the project site. Therefore, it is not anticipated that the project would contribute significant emissions of these additional GHGs.

To analyze consistency with reductions mandated by AB 32, the next step of the analysis is to compare the project's BAU emissions with its Year 2020 emissions. The 2020 emissions projection includes design features and mitigation measures to reduce emissions. Table 4.7.E shows the 2020 project emissions with mitigation and State requirements.

[1] Regional Greenhouse Gas Emissions Inventory and Reference Case Projections, 1990–2035, Southern California Association of Governments (SCAG), May 2012. Available at: http://sustain.scag.ca.gov/Sustainability%20Portal%20Document%20Library/05-30-12_SCAG_Revised_IF%20Report_Final.pdf (accessed January 27, 2015).

Table 4.7.E: 2020 Greenhouse Gas Emissions with Regulatory Requirements, Design Features, and Mitigation Measures

Emission Source	Emissions (metric tons per year)				Reduction in CO_2e Compared to BAU (%)
	CO_2	CH_4	N_2O	Total CO_2e	
Annual Construction-related emissions amortized over 30 years	50.99	0.007	—	51.13	0.00
Area Source Emissions	41.65	0.00345	0.00071	41.98	0.00
Energy	437.72	0.02	0.0063	440.14	27.28
Mobile Source Emissions	2,097.55	0.06	—	2,098.90	45.78
Waste	96.15	5.68	—	215.48	0.00
Water Usage	75.32	0.54	0.01	90.85	21.33
Total CO_2e (All Sources)	**2,938.48**				**40.03**

Source: Tables 3-2 and 3-3, *Clinton Keith Road (APN: 390-250-003) "Grove Park" Greenhouse Gas Analysis, City of Wildomar,* Urban Crossroads, March 2, 2015.

By applying regulatory changes from the baseline as well as **Mitigation Measures 4.3.6.1A** through **4.3.6.1D**, the 2020 model achieved a 40.03 percent reduction in GHG emissions from the BAU model. Regulatory requirements, such as those limiting vehicle emissions, would over time decrease project GHG emissions. Thus, with mitigation and regulatory developments, the project's GHG reduction would exceed the AB 32 reduction target of 28.5 percent. With mitigation incorporated, the operation of the project would not create significant impact related to GCC.

Summary of Impacts. With implementation of **Mitigation Measures 4.3.6.1A** through **4.3.6.1D** discussed in Section 4.3, *Air Quality*, of this EIR, project-related GHG emissions will not exceed SCAQMD thresholds. Therefore, impacts related to greenhouse gas emissions and climate change will be less than significant.

4.7.7 Cumulative Impacts

The project's greenhouse gas emissions would not exceed any established thresholds, nor would it conflict with any plan established for the purpose of reducing greenhouse gas emissions. The analysis above demonstrates that the project would achieve a 40.03 percent GHG emissions reduction from the BAU scenario with implementation of design features and mitigation measures, thereby exceeding reductions mandated by AB 32. As a result, the project's contribution to GCC is not considered cumulatively significant.

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4.8 HAZARDS AND HAZARDOUS MATERIALS

This section addresses potential impacts to human health and the environment that may result from exposure to hazardous materials or hazardous conditions during the construction or occupation of the project. Potential effects include those associated with the routine transport, use, or disposal of hazardous materials; reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; safety hazards associated with the site's past or future use; impairment/interference with adopted emergency response plans or emergency evacuation plans, and exposure of people or structures to risks involving wildland fires.

This section is based in part on the following report, which is included as Appendix G of this EIR:

- *Phase I Environmental Site Assessment, APNs 380-250-003 and 380-250-023, Wildomar, CA.* Hillmann Consulting, LLC, August 31, 2012.

In addition, information from the Safety Element of the City's General Plan was used in some of the sections.

4.8.1 Existing Setting

4.8.1.1 Project Site History

The project area is approximately 19.4 acres and is located in the southern portion of the City of Wildomar, within southwestern Riverside County. The property is currently undeveloped, and consists primarily of disturbed areas with annual grasses and some native vegetation. According to the Phase I Environmental Site Assessment (ESA), the site has been almost entirely undeveloped since before 1938, which is the earliest that aerial photographs are available. The exceptions include the presence of possible beehives on the property starting prior to 1938 and ending before 1953, and the presence of a small area of development in 2005.

While evidence of minor nuisance dumping (e.g., discarded tires, a hot tub, and other debris) were noted during the 2012 Phase I ESA no evidence of recognized hazardous environmental conditions were detected. The current condition of the site is substantially unchanged from that assessed in 2012. The report suggests that trash and other debris should be removed and taken to a landfill or approved dumpsite.

4.8.1.2 Surrounding Area

The project site is bordered by a multifamily development directly to the south, undeveloped land to the east and west, and scattered rural residences to the north. Within the broader project area, commercial/retail development is located farther to

the west, adjacent to I-15. Medical care and office uses are located farther southwest and south of the project site along Inland Valley Drive and Prielipp Road. Residential development occurs on either side of Clinton Keith Road to I-215 east and west of the project (refer to Figure 3.2 in Section 3.0).

Surrounding uses generally do not involve the use, storage, or transport of hazardous materials. However, the Inland Valley Regional Medical Center, located southwest of the project has been identified as having two Leaking Underground Storage Tanks (LUSTs). The listings are over 1,000 feet away from and down-gradient of the project site. According to the Phase I ESA, the status of the LUST is "Completed – Case Closed." Considering the distance, status, and the topographical relation to the project, the LUST sites do not pose a hazardous materials problem for the project site.

4.8.1.3 NOP/Scoping Comments

No comments related to hazards or hazardous materials were raised during the NOP comment periods or the Public Scoping Meetings.

4.8.2 Existing Policies and Regulations

4.8.2.1 Federal Regulations

Comprehensive Environmental Response, Compensation, and Liability Act. Discovery of environmental health damage from disposal sites prompted the U.S. Congress to pass the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund). The purpose of the CERCLA is to identify and clean up chemically contaminated sites that pose a significant environmental health threat. The Hazard Ranking System is used to determine whether a site should be placed on the National Priorities List for cleanup activities.

Superfund Amendments and Reauthorization Act. The Superfund Amendments and Reauthorization Act (SARA) pertains primarily to emergency management of accidental releases. It requires formation of State and local emergency planning committees, which are responsible for collecting, material handling, and transportation data for use as a basis for planning. Chemical inventory data are made available to the community at large under the "right-to-know" provision of the law. In addition, SARA also requires annual reporting of continuous emissions and accidental releases of specified compounds. These annual submissions are compiled into a nationwide Toxics Release Inventory (TRI).

Resource Conservation and Recovery Act. The Resource Conservation and Recovery Act (RCRA) Subtitle C addresses hazardous waste generation, handling, transportation, storage, treatment, and disposal. It includes requirements for a system that uses hazardous waste manifests to track the movement of waste from

its site of generation to its ultimate disposition. The 1984 amendments to the RCRA created a national priority for waste minimization. Subtitle D establishes national minimum requirements for solid waste disposal sites and practices. It requires states to develop plans for the management of wastes within their jurisdictions. Subtitle I requires monitoring and containment systems for underground storage tanks that hold hazardous materials. Owners of tanks must demonstrate financial assurance for the cleanup of a potential leaking tank.

Hazardous Materials Transportation Act. The Hazardous Materials Transportation Act is the statutory basis for the extensive body of regulations aimed at ensuring the safe transport of hazardous materials on water, rail, highways, in the sky, or in pipelines. It includes provisions for materials classification, packaging, marking, labeling, placarding, and shipping documentation.

4.8.2.2 State Regulations

California Code of Regulations. Most State and Federal regulations and requirements that apply to generators of hazardous waste are spelled out in the California Code of Regulations (CCR), Title 22, Division 4.5. Title 22 contains the detailed compliance requirements for hazardous waste generators, transporters, treatment, storage, and disposal facilities. Because California is a fully authorized State according to RCRA, most RCRA regulations (those contained in 40 Code of Federal Regulations [CFR] 260, et seq.) have been duplicated and integrated into Title 22. However, because the Department of Toxic Substance Control (DTSC) regulates hazardous waste more stringently than the U.S. EPA, the integration of California and Federal hazardous waste regulations that make up Title 22 do not contain as many exemptions or exclusions as does 40 CFR 260. As with the California Health and Safety Code, Title 22 also regulates a wider range of waste types and waste management activities than do the RCRA regulations in 40 CFR 260. To aid the regulated community, California compiled the hazardous materials, waste and toxics-related regulations contained in CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24, and 27 into one consolidated CCR, Title 26 “Toxics.” However, the California hazardous waste regulations are still commonly referred to as Title 22. For the purposes of clarity, because of the extensive reach of Title 22 and Title 26, many common household products sold in grocery stores and home improvement warehouses qualify as hazardous materials. These items include household cleaners, detergents, paint, motor oil, lubricants, glues, pesticides, etc. The term “hazardous materials” is also defined to include many on site materials as well, such as lubricants, fuel, etc. Thus, when this section of the EIR discusses the transport and storage of “hazardous materials,” it is referring to the potential transport of bulk products to the project locations and to the temporary storage of such materials at the project sites prior to re-package and transport to subsequent destinations.

Cortese List: Section 65962.5(a). Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Hazardous Waste and Substances Sites list (Cortese List). The Cortese List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the locations of hazardous materials release sites. Release sites or hazardous materials release sites may include the following:

- All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.
- All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Health and Safety Code.
- All information received by the Department of Toxic Substances Control pursuant to Section 25242 of the Health and Safety Code on hazardous waste disposals on public land.
- All sites listed pursuant to Section 25356 of the Health and Safety Code.
- All sites included in the Abandoned Site Assessment Program.

The California DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List.

California Emergency Services Act. Government Code 8550–8692 provides for the assignment of functions to be performed by various agencies during an emergency so that the most effective use may be made of all manpower, resources, and facilities for dealing with any emergency that may occur. The coordination of all emergency services is recognized by the State to mitigate the effects of natural, man-made, or war-caused emergencies that result in conditions of disaster or extreme peril to life, property, and the resources of the State, and generally, to protect the health and safety and preserve the lives and property of the people of the State.

State Fire Plan. The State Board of Forestry and the California Department of Forestry and Fire Protection have drafted a comprehensive update of the State Fire Plan for wildland fire protection in California. The planning process defines a level of service measurement, considers assets at risk, incorporates the cooperative interdependent relationships of wildland fire protection providers, provides for public stakeholder involvement, and creates a fiscal framework for policy analysis.

4.8.2.3 Local Regulations: City of Wildomar

The City of Wildomar General Plan identifies the following policies related to hazards and hazardous materials. General Plan policies specific to geological and seismic hazards are detailed Section 4.6.2.2.

Fire Hazards

S 5.1 Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:

a. All proposed construction shall meet minimum standards for fire safety as defined in the County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.

b. In addition to the standards and guidelines of the Uniform Building Code and Uniform Fire Code fire safety provisions, continue additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate under the Riverside County Fire Protection Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not:

- impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor
- hinder evacuation from fire, including potential blockage of stairways or fire doors.

c. Proposed development in Hazardous Fire areas shall provide secondary public access, unless determined otherwise by the County Fire Chief.

d. Proposed development in Hazardous Fire areas shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the County Fire Chief.

Disaster Preparedness

S 7.3 Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to:

- install automatic fire and hazardous materials detection, reporting and shut-off devices; and
- install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.

Land Use

LU 14.2 Review all proposed projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix L and as

summarized in the Area Plan's Airport Influence Area section for the airport in question.

4.8.3 Methodology

A Phase I ESA was prepared to document existing site conditions involving the presence or absence of hazardous materials that may have been deposited on site as a result of previous land uses. The analysis included a review of applicable airport land use plans, fire hazard mapping, and other resource databases. The analysis anticipates that development of the proposed uses would conform to the standard local, State, and Federal laws and regulations pertaining to the transport, use, storage, and disposal of hazardous materials.

4.8.4 Thresholds of Significance

Based on Appendix G of the *CEQA Guidelines*, the proposed project would result in a significant adverse impact with regard to hazards and hazardous materials if it were to:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment;
- 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, result in a safety hazard for people residing or working in the project area;
- For a project located within the vicinity of a private airstrip, result in a safety hazard for people working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation; and/or
- Result in the exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.8.5 Less than Significant Impacts

In each of the following issues, either no impact would occur (therefore, no mitigation would be required) or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level.

4.8.5.1 Routine Transport, Use, or Disposal of Hazardous Materials and Reasonable Foreseeable Upset and Accident Conditions

Threshold	Would the proposed project create a significant hazard to the public through the routine transport, use, or disposal of hazardous materials? Would the proposed project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident?

The transport of hazardous materials on State highways is governed by the United States Department of Transportation (USDOT), as described in Title 49 of the Code of Federal Regulations[1] and by Title 13 of the California Code of Regulations. The State Office of Hazardous Materials Safety enforces regulations for the safe transportation of hazardous materials.

The project does not include any uses that would generate, store, transport or dispose of hazardous material. Equipment and vehicles utilized during construction would be similar to those found on typical construction sites such as graders, dozers, water trucks, and pickup trucks. Hazardous materials associated with equipment and vehicles would consist of fluids used to operate/drive equipment and vehicles. During the operation of the proposed project, hazardous materials such as petroleum products, pesticides, fertilizer, and household hazardous products such as paint products, solvents, and cleaning products may be stored, used, or sold on-site. Due to the nature of the proposed on-site uses, it is anticipated that hazardous material usage would be minor and incidental.

The project would be required to comply with City standards regarding hazards and hazardous materials. Chapter 8.56 of the City's Municipal Code identifies the process in which hazardous material usage is permitted in the City. In addition, the General Plan contains several policies that relate to hazards or hazardous materials.

Table 4.8.A evaluates the consistency of the proposed project with applicable General Plan policies and concludes that it is consistent with the City's General Plan.

[1] Code of Federal Regulations, Title 49—Transportation, Pipeline and Hazardous Materials Safety Administration, Department of Transportation, http://ecfr.gpoaccess.gov/cgi/t/text/text idx?c=ecfr&tpl=/ecfrbrowse/Title49/49tab_02.tpl, site accessed March 1, 2014.

Table 4.8.A: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Disaster Preparedness	
S 7.3. Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to: ✓ install automatic fire and hazardous materials detection, reporting and shut-off devices; and ✓ install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.	**Not Applicable:** The proposed commercial and residential land uses do not include the handling of hazardous materials other than commercial type cleaning and related materials.

As detailed in Table 4.8.A, the project would be consistent with General Plan policies involving hazards and hazardous materials. All activity involving hazardous substances during the construction and operation of the proposed project would be conducted in accordance with applicable local, State, and Federal safety standards. Therefore, impacts associated with the use, transport, storage, and disposal of hazardous materials during the construction and operation of the project would be less than significant. No mitigation is required.

4.8.5.2 Located on a List of Hazardous Materials Sites

Threshold	Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

No reported hazardous materials or evidence of any past hazardous materials spills were identified in the Phase I ESA prepared for the proposed project. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Since no hazardous materials were identified during the Phase I ESA, the project site has never been developed, and the visual inspection of immediate adjacent land uses did not reveal evidence of storage tanks or the storage of hazardous materials, the presence of hazardous materials on-site is considered unlikely; therefore, impacts associated with this issue are considered less than significant. No mitigation is required.

4.8.5.3 Within Two Miles of a Private Airport or Within an Airport Land Use Plan or Within Two Miles of a Public Airport

Threshold	For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the proposed project area?

	Would the project be 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, resulting in a safety hazard for people residing or working in the project area?

The project is not located within two miles of a public airport or within an airport land use plan, as determined in Table 4.8.B below. The nearest airport or airstrip is Skylark Airstrip, a private airstrip located approximately 4.5 miles northwest of the project. Table 4.8.B shows the project is consistent with the City's goals and policies related to airport land use compatibility plans. The project is located outside of any safety zones associated with the Skylark Airstrip. Because the site is outside the area of influence of any public or private airport, no impact related to this issue would occur. No mitigation is required.

Table 4.8.B: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Land Use	
LU 14.2. Review all proposed projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix L and as summarized in the Area Plan's Airport Influence Area section for the airport in question.	**Consistent:** The project is not within an airport land use compatibility plan.

4.8.5.4 Existing or Proposed School

Threshold	Would the proposed project emit hazardous emissions or handle acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The project does not include any use that would result in the large-scale manufacture, storage, use, transport or disposal of hazardous materials. The nearest existing school is Ronald Reagan Elementary School, which is located approximately 0.8 mile northwest of the site.

Due to the nature of the project, any hazardous material present on site during the construction or occupation of the proposed uses would be limited to vehicle fuels and fluids; paints, varnishes, and similar coatings; common household cleaning materials; fertilizers, insecticides, and other substances routinely used in landscaping activities; and hazardous materials that may be used or sold in office and/or and retail outlets. The project does not involve any use that manufactures, transports, stores, processes, sells, or disposes of large amounts of hazardous materials.

The emission of air pollutants is discussed in Section 4.3, *Air Quality*. The handling of hazardous materials incidental to the routine operation of commercial uses would

be governed by applicable City, State, and/or Federal regulations. Compliance with these regulations will ensure any impact associated with environmental and health hazards related to an accidental release of hazardous materials or emissions of hazardous substance near existing or proposed schools is less than significant and no mitigation is required.

4.8.5.5 Conflict with Emergency Response Plans

Threshold	Would the project impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation?

Implementation of the project would increase the amount of commercial, office and residential uses beyond that which currently exists. This development would generate an increase in the amount and volume of traffic on local and regional roadway networks. The developer of the project would be required to design, construct, and maintain structures, roadways, and facilities to maintain appropriate emergency/evacuation access.

Construction activities that may temporarily restrict vehicular traffic would be required to implement appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures. The City General Plan Circulation Element and Municipal Code (Section 16.08.020, General Street Design) require the design of roadways to allow adequate evacuation times. The City of Wildomar Local Hazard Mitigation Plan specifies actions for the coordination of operations, management, and resources during emergencies. Compliance with existing regulations for emergency access and evacuation will ensure that impacts related to this issue are less than significant and no mitigation is required.

4.8.5.6 Wildland Fire Risks

Threshold	Expose people or structures to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

According to the General Plan EIR, the project is within a Very High Local Responsibility Area (LRA) for fire hazards. In an LRA, fire protection can be provided by a city fire department, fire protection district, county, or by Cal Fire under contract to the local government. Within this area, multiple factors including fuels, terrain, housing density, weather, and fire history could combine to result in catastrophic losses. Very High Fire Hazard Safety (VHFHS) zones are required to comply with California Buildings Standards Commission's California Building Code (CBC) Chapter 7A, which specifies that new buildings in VHFHS zones use ignition-resistant construction methods and materials.

The project would be required to comply with CBC requirements for ignition-resistant construction. The project would also comply with the City General Plan Safety

Element, as discussed in Table 4.8.C. The project area receives adequate service from the local fire station, as discussed in greater detail in Section 4.14, Public Services. In consideration of the site's adequate fire protection services and the project's compliance with wildland fire safety policies, it is not expected that the project would expose people or structures to significant loss or injury. Therefore, impacts are less than significant and no mitigation is required.

Table 4.8.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Safety	
S 5.1. Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following: a. All proposed construction shall meet minimum standards for fire safety as defined in the County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use. b. In addition to the standards and guidelines of the Uniform Building Code and Uniform Fire Code fire safety provisions, continue additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate under the Riverside County Fire Protection Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not: - impede emergency egress for fire safety staffing/ personnel, equipment, and apparatus; nor - hinder evacuation from fire, including potential blockage of stairways or fire doors. c. Proposed development in Hazardous Fire areas shall provide secondary public access, unless determined otherwise by the County Fire Chief. d. Proposed development in Hazardous Fire areas shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the County Fire Chief.	**Consistent:** The project will be required to comply with the City's fire protection requirements.

4.8.6 Significant Impacts

The project would not have any significant impacts related hazards or hazardous materials.

4.8.7 Cumulative Impacts

The project would not result in significant cumulative impacts associated with the routine transport, use, and disposal of hazardous materials; the emission or handling

of hazardous substances. Accidental spills and leaks are unplanned occurrences. It is impossible to predict the occurrences of such events and the likelihood of such events occurring in close proximity to each other at the same time is very small; therefore, such events cannot be considered cumulatively. The implementation of policies and adherence to standards mandated by the City, including the enforcement of existing local, State, and Federal practices applicable to businesses that transport, sell, or use hazardous materials, would ensure that no cumulative impact would result from the construction and operation of the proposed project.

Similar to the project, development of other planned projects within the City of Wildomar would be required to adhere to the existing laws and regulations regarding the use, storage, transport, or disposal of hazardous materials and waste. Moreover, the project would not result in any safety hazards related to nearby airports, airstrips, adopted emergency response plans, or wildland fire hazards. The project would not combine with other projects to result in a cumulatively considerable impact with respect to these potential hazards. In addition the project would be consistent with General Plan policies as shown in Tables 4.8.A through 4.8.C. Therefore, the project will not make a significant contribution to any cumulatively considerable impacts related to hazardous materials, hazardous waste, or the creation of any health hazards.

4.9 HYDROLOGY AND WATER QUALITY

This section describes the hydrologic conditions on and adjacent to the project site and evaluates potential impacts to surface and groundwater resources associated with the project.

The analysis contained in this section is based on the following technical studies prepared for the proposed project, which are in Appendices H-1 and H-2 of this EIR:

- *Preliminary Hydrology and Hydraulics Study for Grove Park, City of Wildomar, California,* JLC Engineering & Consulting, Inc., March 16, 2015; and
- *Project Specific Water Quality Management Plan, Grove Park,* JLC Engineering & Consulting, Inc., March 16, 2015.

In addition to these project-specific technical studies, the analysis contained in this section utilized information contained in the following reference documents:

- *Water Quality Control Plan for the San Diego Basin (9).* Regional Water Quality Board, San Diego Region. September 8, 1994 (Amended 2011).
- *Riverside County Water Quality Management Plan for Urban Runoff.* Santa Ana River Region and Santa Margarita Region. July 24, 2006.
- *Riverside County Flood Control and Water Conservation District Hydrology Manual*, 1978.
- *Elsinore Valley Municipal Water District Urban Water Management Plan (UWMP),* MWH, July 2011.
- *Riverside County Design Handbook for Low Impact Development Best Management Practices.* Riverside County Flood Control and Water Conservation District. Updated September 2011.
- *Water Quality Management Plan for the Santa Margarita Region of Riverside County.* Riverside County Flood Control and Conservation District. 2014.

4.9.1 Existing Setting

4.9.1.1 Drainage

The project site exhibits rolling terrain with a general slope toward the southwest. Currently, drainage flows are transported via four ephemeral streams toward two downstream locations: a drainage feature at the westerly project boundary and a man-made detention basin in the southwest corner of the site (previously referenced Figure 4.4.2). Drainages in the project area are ultimately tributary to Murrieta Creek within the Santa Margarita Watershed. This watershed covers approximately 750 miles in northern San Diego and southwestern Riverside County. It is drained by the Santa Margarita River, Murrieta Creek, and Temecula River with flows ultimately reaching the Pacific Ocean.

The project is underlain by hydrologic soil groups B, C, and D, which have moderate, slow, and very slow infiltration rates, respectively.[1] A drainage feature runs in a southwest direction in the western portion of the project site. No storm drain features currently exist on site.

Existing runoff from the site was calculated in the project hydrology and hydraulics study and is detailed in Table 4.9.A. The site currently has a 24-hour, two-year runoff volume of 16,256 cubic feet (161,603 gallons)[2] and flow rate of 1.04 cubic feet per second (ft^3/s or cfs). The hydrology study identifies existing drainage subareas.

Table 4.9.A: Existing On-site Runoff Characteristics

Runoff Characteristics	Drainage Subareas					
	A	B	C	D	E	F
Area (acres)	4.25	1.57	4.10	4.14	1.41	0.19
Volume						
24-Hour Runoff Volume, 2-year (ft^3)	4,447	1,751	4,421	4,069	1,381	187
24-Hour Runoff Volume, 10-year (ft^3)	25,526	10,202	25,957	21,810	6,617	649
Flow Rate						
Peak Flow Rate, 2-year (ft^3/s)	0.31	0.15	0.36	0.16	0.05	0.01
Peak Flow Rate, 10-year (ft^3/s)	1.71	0.65	1.68	1.56	0.50	0.06

Source: "Flow Rate Summary", "Volume Rate Summary", page 5, Preliminary Hydrology and Hydraulics Study, JLC Engineering and Consulting, Inc. March 16, 2015.
ft^3/s: Cubic feet per second
ft^3: Cubic feet

4.9.1.2 Water Quality

The project area is within the San Diego Region of the State Regional Water Quality Control Board (RWQCB), which includes watersheds of most of San Diego County, as well as southwestern Riverside and Orange Counties. The San Diego Region forms the southwest corner of California and is bounded by the Pacific Ocean on the west, the U.S.-Mexico border on the south, a hydrologic divide near Laguna Beach to the north and the Laguna Mountains to the east. The region is divided into a coastal plain area, a central mountain-valley area, and an eastern mountain valley area. The San Diego Regional Board's Basin Plan (Basin Plan) is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (a) designates beneficial uses for surface and ground waters; (b) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy; (c) describes implementation programs to protect all waters in the region; and (d) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan. In addition, the Basin Plan incorporates (by

[1] United States Department of Agriculture, Natural Resources Conservation Service, Part 630 Hydrology: National Engineering Handbook, Chapter 7: Hydrologic Soil Groups, May 2007.
[2] 1 cubic foot equals approximately 7.48 gallons of water.

reference) all applicable State and RWQCB plans and policies and other pertinent water quality policies and regulations. Those of other agencies are referenced in appropriate sections throughout the Basin Plan.

The Basin Plan is a resource for the San Diego RWQCB and others who use water and/or discharge wastewater in the region. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally, the Basin Plan provides valuable information to the public about local water quality issues.

Groundwater contamination, agricultural and urban runoff, and physical modifications of water bodies are considered to the greatest threats to water quality and beneficial uses in the San Diego Region. Nonpoint sources (NPS) are the major contributors of pollution to the streams, lakes, lagoons, harbors, bays, and coastal and marine waters in the San Diego Region. NPS comes from many diffuse sources, including activities associated with urbanization and agriculture. In the San Diego Region, recreational boating is also a significant source of NPS pollution. The most significant pollutant concerns from NPS are bacterial contamination, heavy metal and pesticide contamination, nutrient loading and resulting eutrophication, and sedimentation. In general, water quality in the San Diego Region becomes progressively poorer as water moves along hydraulic flow-paths. The highest quality water is typically associated with tributaries flowing from surrounding mountains and groundwater recharged by these streams. As indicated in the Basin Plan, there are four receiving waters downstream of the project site as identified in the most recent Federal Clean Water Act (CWA) Section 303(d) list of impaired water bodies – Murrieta Creek for pesticides (Chlorpyrifos), metals (copper, iron, manganese), nutrients (nitrogen, phosphorus) and toxicity; the Upper Portion of the Santa Margarita River for nutrients (phosphorus) and toxicity; the Lower portion of the Santa Margarita River for bacteria and viruses (Enterococcus, fecal coliform), and nutrients (phosphorus, nitrogen); and the Santa Margarita Lagoon for nutrients (eutrophic).[1]

This proposed development is subject to the Riverside County Flood Control and Water Conservation District (RCFCWCD) Water Quality Management Plan (WQMP) requirements under the "New Development" category. According to the RCFCWCD, New Development includes residential development of ten dwelling units or more. In this case, the project proposes the development of 55,000 square feet of commercial/retail and office uses and 162 multifamily residential units.

Receiving waters may have multiple designated beneficial uses. These designations provide a description of how the water is used and what beneficial purposes it serves. Table 4.9.B provides a description of each of these beneficial water uses, while Table 4.9.C shows the specific locations of the various beneficial use designations.

[1] WQMP, JLC Engineering and Consulting 2014, Receiving Waters for Urban Runoff from Site – Santa Margarita Watershed.

Table 4.9.B: Descriptions of Beneficial Uses

Designated Beneficial Use	Description of Beneficial Use
Municipal and Domestic Supply (MUN)	Waters used for community, military, or individual water supply systems including, but not limited to, drinking water supply.
Agricultural Supply (AGR)	Waters used for farming, horticulture or ranching. These uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for range grazing.
Industrial Service Supply (IND)	Includes uses of water for industrial activities that do not depend primarily on water quality including, but not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, or oil well re-pressurization.
Industrial Process Supply (PROC)	Includes uses of water for industrial activities that depend primarily on water quality.
Contact Water Recreation (REC-1)	Includes uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and SCUBA diving, surfing, white water activities, fishing, or use of natural hot springs.
Non-contact Water Recreation (REC-2)	Waters used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water would be reasonably possible. These uses may include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing and aesthetic enjoyment in conjunction with the above activities.
Cold Freshwater Habitat (COLD)	Includes uses of water that support cold water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish or wildlife, including invertebrates.
Spawning, Reproduction, and Development (SPWN)	Waters that support high quality aquatic habitats necessary for reproduction and early development of fish and wildlife.
Groundwater Recharge (GWR)	Waters used for natural or artificial recharge of groundwater proposed for future extraction, maintenance of water quality, or halting of saltwater intrusion into freshwater aquifers.
Warm Freshwater Habitat (WARM)	Waters that support warm water ecosystems including, but not limited to, preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife, including invertebrates.
Wildlife Habitat (WILD)	Water that support wildlife habitats including, but not limited to, the preservation and enhancement of vegetation and prey species used by wildlife, such as waterfowl.
Rare and Endangered Species Habitat (RARE)	Waters support habitats necessary for the survival and successful maintenance of plant or animal species designated under State or Federal law as rare, threatened, or endangered.

Source: Chapter 2: Beneficial Uses, Current San Diego Basin Plan. http://www.swrcb.ca.gov/rwqcb9/water_issues/programs/basin_plan/index.shtml (accessed November 7, 2014).

Table 4.9.C: Locations of Beneficial Uses

Designated Beneficial Use	Murrieta Creek	Santa Margarita River – Upper portion (HAS 2.22, 2.21)	Santa Margarita River – Lower portion (HAS 2.13, 2.12, 2.11)
Municipal and Domestic Supply (MUN)	Existing	Existing	Existing
Groundwater Recharge (GWR)	Existing	—	—
Agricultural Supply (AGR)	Existing	Existing	Existing
Industrial Service Supply (IND)	Existing	Existing	Existing
Industrial Process Supply (PROC)	Existing	—	Existing
Contact Water Recreation (REC-1)	Potential	Existing	Existing
Non-contact Water Recreation (REC-2)	Existing	Existing	Existing
Cold Freshwater Habitat (COLD)	—	Existing	Existing
Spawning, Reproduction, and Development (SPWN)	—	—	—
Warm Freshwater Habitat (WARM)	Existing	Existing	Existing
Wildlife Habitat (WILD)	Existing	Existing	Existing
Rare and Endangered Species Habitat (RARE)	Potential	Existing	Existing

Notes: HAS: Hydrologic Unit Basin Number.
Source: Chapter 2: Beneficial Uses. Table 2-2, Beneficial Uses of Inland Surface Waters. Current San Diego Basin Plan. http://www.swrcb.ca.gov/rwqcb9/water_issues/programs/basin_plan/index.shtml (accessed November 7, 2014).

4.9.1.3 Water Sources

Water service to the City of Wildomar and the project site is provided by the Elsinore Valley Municipal Water District (EVMWD), a special district that provides public water service, water supply development and planning, wastewater treatment and disposal, and recycling.[1] EVMWD retails water to the Cities of Lake Elsinore, Canyon Lake, and Wildomar, as well as the unincorporated communities of Lakeland Village, Cleveland Ridge, Rancho Capistrano-El Cariso Village, Horsethief Canyon, and Sedco and Temescal Canyon EVMWD also provides wholesale water to The Farm Mutual Water Company.

[1] *Agency Profile,* Elsinore Valley Municipal Water District, http://www.evmwd.com/civica/filebank/blobdload.asp?BlobID=8198 (accessed April 27, 2015).

EVMWD's obtains approximately 70 percent of its potable water supplies from imported water, 20 percent from local groundwater, and 10 percent from the Canyon Lake reservoir. EVMWD is a Metropolitan Water District Member Agency and Western Municipal Water District (WMWD) Sub-Agency. EVMWD's imported water sources are the Colorado River and Northern California; imported water is provided by the State Water Project. Local groundwater is pumped from the Elsinore and Temescal Valley area aquifers. Nearly all of the potable groundwater production of EWMWD comes from the Elsinore Basin; less than one percent comes from wells in the Temescal Valley Basin.

A majority of EVMWD's potable water is imported water purchased from Metropolitan Water District (MWD) and WMWD. MWD receives water via the State Water Project (SWP) and the Colorado River Aqueduct that is ultimately derived from the Sacramento-San Joaquin River Delta and the Colorado River, respectively. MWD currently serves about 19 million people in Southern California, including residents of Los Angeles, Orange, San Diego, Riverside, San Bernardino, and Ventura Counties. In 2015, projected annual demand was approximately 2.1 million acre-feet (AF) while water allocations from Northern California and the Colorado River are expected to be about 1.2 million AF of water.[1] MWD also currently has approximately 1.2 million AF of water in storage. WMWD is a member agency of MWD and its water sources include the Colorado River, State Water Project, and groundwater.

Water resources in the City and throughout Elsinore Valley are supplemented by withdraws from groundwater basins. Much of this water comes from the Elsinore Basin, in which the EVMWD has seven operating potable groundwater wells. The Elsinore Basin underlies approximately 25 square miles of the valley, including beneath Lake Elsinore. Water rights within the Elsinore Basin are not adjudicated. This underground reservoir is tapped throughout the year according to the demand for water. Natural inflows for the Elsinore basin include infiltration from precipitation, runoff from the surrounding watershed, infiltration from the San Jacinto River, and returns flows from irrigation and domestic use. Groundwater supplies are also augmented with recharged surface water purchased through the SWP. Currently, the EVMWD does not identify any major groundwater recharge areas within the project site or immediate surrounding area.

Further analysis of the project's water supply impacts is provided in Section 4.17, *Utilities*.

4.9.1.4 NOP/Scoping Comments

Three public comments were at the scoping meeting regarding impacts the project may have on localized flooding and local drainage. The RCFCWCD provided comment during the first NOP period stating that the project would not be affected by

[1] Sprague, Mike. *Metropolitan Water District may face choice of dipping into water reserves or reducing deliveries, chairman says, Mercury News*, January 15, 2015.

the District Master Drainage Plan facilities, and that the project is required to pay fees in accordance with the Murrieta Creek/Murrieta Valley Area Drainage Plan.

4.9.2 Existing Policies and Regulations

In the past, the effort to control the discharge of storm water has focused on managing the quantity of storm water (e.g., flood control) and only to a limited extent on managing the quality of storm water. In recent years, awareness of the need to improve water quality has increased. With this awareness, an extensive body of Federal, State, and local laws and regulatory programs has been established to pursue the goal of reducing pollutants contained in storm water discharges to waterways. The emphasis of these programs is to promote the concept and the practice of preventing pollution at the source, before it can cause environmental harm.

4.9.2.1 Federal Regulations

Clean Water Act. The CWA was amended in 1972 to prevent discharge of pollutants to waters of the United States from any point source unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The 1987 amendments to the CWA added Section 402(p), which establishes the NPDES, a permitting system for the regulation of discharges of any pollutant into waters of the United States. RWQCBs administer this permitting program in California. In November 1990, the EPA published final regulations that establish application requirements for storm water permits. The regulations require NPDES permits for discharges of storm water from industrial/construction and Municipal Separate Storm Sewer Systems (MS4s). To comply with the permits, storm water pollution controls must be implemented for construction and industrial activity that discharges either directly to surface waters or indirectly through separate municipal storm drains. Pollution control is achieved by establishing engineering measures that have been designed, tested and successfully implemented throughout the past decades, such as detention basins and sediment traps, during both the construction period and the operational phases of a project.

Pursuant to the requirements of the State Water Resources Control Board (SWRCB), the NPDES General Permit No. CAS000002 applies to all construction activities that result in the disturbance of at least one acre of total land area, or activity which is part of a larger common plan of development of one acre or greater. General Permit No. CAS000002 is issued by the SWRCB as part of the Federal delegation responsibilities under this section of the CWA. The RWQCB regulates hydromodification[1] as well as surface and groundwater quality through adoption of water quality plans and standards, and issuance of water quality permits and

[1] Hydromodification is the alteration of the hydrologic characteristics of coastal and non-coastal waters, which, in turn, could cause degradation of water resources.

waivers. The NPDES permit deals with both the construction phase and operational phase of development projects. For the construction phase of a project, the NPDES permit identifies the preparation of a Storm Water Pollution Prevention Plan (SWPPP).

The implementation of NPDES permits ensures that the State's mandatory standards for the maintenance of clean water and the Federal minimum standards are met. Coverage under an NPDES permit regulates sedimentation and soil erosion through implementation of an SWPPP and periodic inspections by RWQCB staff. An SWPPP is a written document that describes the construction operator's activities to comply with the requirements in the NPDES permit. The SWPPP establishes a process whereby the operator evaluates potential pollutant sources at the site and implements Best Management Practices (BMPs) designed to prevent or control the discharge of pollutants in storm water runoff.

Storm water control measures during construction and grading will be outlined in the construction NPDES permit and SWPPP prepared for each proposed phase of the project. Examples of such BMP control measures include but are not limited to the following:

- Temporary detention basins for runoff and silt containment;
- Regular street-sweeping and truck washing prior to exiting construction areas;
- Covering of soil hauling trucks to minimize dust generation (and silt buildup on project roads;
- Dirt rockers at project exits to reduce soil transported out of construction areas;
- Monitoring of runoff and protection devices during storm events;
- Use of silt fencing, gravel bags, and/or straw bales to channel runoff to temporary basins; and
- Identification of emergency procedures in case of hazardous materials spills.

The project proponent will be required to obtain a construction NPDES permit prior to any site grading. In addition, the NPDES permit will require the identification of post-construction BMPs to be incorporated into the project WQMP and any subsequent site-specific WQMP. The WQMP identifies measures to control the post-construction entry of contaminants into storm flows.

In addition, pursuant to Section 404 of the CWA, the U.S. Army Corps of Engineers (USACE) regulates discharges of dredged or fill material into waters of the United States. These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a direct or indirect connection to interstate commerce. The USACE regulatory jurisdiction pursuant to Section 404 of the CWA is founded on a connection, or nexus, between the water body in question and interstate commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or may be

indirect (through a nexus identified in the USACE regulations). The USACE typically regulates as non-wetland waters of the U.S. any body of water displaying an ordinary high water mark (OHWM). In order to be considered a jurisdictional wetland under Section 404, an area must possess three wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology. Each characteristic has a specific set of mandatory wetland criteria that must be satisfied in order for that particular wetland characteristic to be met. A project-specific discussion regarding Section 404 issues is provided in Section 4.4, *Biological Resources*, of this EIR.

National Flood Insurance Program. The National Flood Insurance Program (NFIP) is a relatively recent Federal program. The Federal Government has been actively involved in flood control since 1927 following major floods on the Mississippi River. Beginning with the Flood Control Act of 1936, Congress assigned the USACE the responsibility for flood control engineering works and later for floodplain information services. Flood control was provided through the construction of dams and reservoirs. Despite these programs and rapidly rising Federal expenditures for flood control, flood losses continued to rise. In 1968, Congress passed the National Flood Insurance Act, which created the NFIP. The Flood Disaster Protection Act of 1973, which amended the 1968 Act, required the purchase of flood insurance by property owners who were located in special flood hazard areas and were being assisted by Federal programs, or by federally supervised, regulated, or insured agencies or institutions.

National Flood Insurance Program Reform Act of 1994. In 1994, the National Flood Insurance Program Reform Act went through its first major revision since its inception. Included in this revision were provisions that if a lender were to escrow an account and if the structure were in the floodplain, then the lender *must* escrow for flood insurance. The revised legislation also included increased flood insurance limits and the elimination of the 1962 buy-out program. However, the legislation did initiate the Hazard Mitigation Fund as part of the flood insurance policy. Also included in this legislation was the increase from a 5-day to a 30-day waiting period for a new policy to become effective. It also prohibits the waiver of flood insurance purchase requirements as a condition of receiving Federal disaster assistance. If the flood insurance policy were not maintained, in the event of another disaster, no disaster assistance would be made available for that structure.

Executive Order 11988, Floodplain Management. Executive Order 11988 requires the USACE to provide leadership and to take action to:

- Reduce the hazards and risk associated with floods;
- Minimize the impact of floods on human health, safety, and welfare; and
- Restore and preserve the natural and beneficial values of the current floodplain.

To comply with Executive Order 11988, the policy of the USACE is to develop projects that, to the extent possible, avoid or minimize adverse effects associated with use of the floodplain and that avoid development (or the inducement of development) in an existing floodplain unless there is no practicable alternative.

4.9.2.2 State Regulations

Porter-Cologne Water Quality Control Act. The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and groundwater and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code section 13000 et seq.), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected,
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason, and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Board decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The SWRCB board is designated as the state water pollution control agency for all purposes stated in the Federal Water Pollution Control Act and any other Federal act, heretofore or hereafter enacted, and is (a) authorized to give any certificate or statement required by any Federal agency pursuant to any such Federal act that there is reasonable assurance that an activity of any person subject to the jurisdiction of the state board will not reduce water quality below applicable standards, and (b) authorized to exercise any powers delegated to the state by the Federal Water Pollution Control Act.

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a

community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge.[1]

Pursuant to requirements of the SWRCB, the NPDES Construction General Permit (CGP) No. CAS000002 applies to all construction activities in Riverside County that result in the disturbance of at least one acre of total land area, or activity which is part of a larger common plan of development of one acre or greater. The CGP requires the development and implementation of an SWPPP that identifies the BMPs used to protect storm water runoff, the placement of those BMPs, and a monitoring program.

In compliance with the RWQCB-issued MS4 permit issued to the City (as a co-Permitee within the Santa Margarita Region), a project-specific WQMP is required to:

1) Identify all pollutant sources, including sources of sediment that may affect the quality of storm water discharges associated with daily use/activity (storm water discharges) from the property site;
2) Identify non-storm water discharges;
3) Identify, construct, implement and maintain BMPs to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the property site; and
4) Develop a maintenance schedule for BMPs designed to reduce or eliminate pollutants.

California Fish and Game Code. The California Fish and Game Code has provisions to prevent unauthorized diversions of any surface water and discharge of any substance that may be deleterious to fish, plant, animal, or bird life. The California Department of Fish and Wildlife (CDFW), through provisions of the California Fish and Game Code (§1601 through §1603), is empowered to regulate any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. The presence of a channel bed and banks, and at least an intermittent flow of water define streams (and rivers), is one of the most important factors in establishing CDFW jurisdiction. The CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by the CDFW. Discussion of jurisdictional waters and riparian/wetland resources is provided in Section 4.4, *Biological Resources*, of this EIR.

California Code of Regulations. The California Code of Regulations (CCR) contains administrative procedures for the State and the nine RWQCBs in Title 23,

[1] http://swrcb2.swrcb.ca.gov/water_issues/programs/nps/encyclopedia/0a_laws_policy.shtml, site accessed August 27, 2015.

and for water quality for domestic uses, wastewater reclamation, and hazardous waste management in Title 22.

Health and Safety Code. The Health and Safety Code provides for protection of ground and surface waters from hazardous waste and other toxic substances.

Groundwater Management Act (AB 3030) [Sections 10750–10756 of the California Water Code]. The availability of groundwater and issues involving the adequacy of recharge capability are regional in nature. The Groundwater Management Act[1] (AB 3030) provides a systematic procedure for an existing local agency to develop a groundwater management plan. AB 3030 allows a local agency whose service includes a groundwater basin that is not already subject to groundwater management pursuant to law or court order to adopt and implement a groundwater management plan and includes plans to mitigate overdraft conditions, control brackish water, and to monitor and replenish groundwater.

Sustainable Groundwater Management Act of 2014 (Senate Bills 1168 and 1319, Assembly Bill 1739). In March 2014, the Governor's Office released a draft framework soliciting input on actions that can be taken to ensure local groundwater managers have the tools and authority to sustainably manage groundwater. In response, SB 1168 and AB 1739 were introduced. These bills moved through the legislation process in nearly identical form while the authors and administration convened multiple stakeholder meetings and further developed the provisions of the bills. On August 22, 2014, both bills were amended to divide the provisions between the two bills. In tandem, SB 1168 and AB 1739 provide a comprehensive groundwater sustainability management program.[2] In September 2014, Senate Bills 1168 and 1319, and Assembly Bill 1739 were enacted, amending and adding to the State's Government and Water Codes relative to the management of groundwater resources. The three bills comprise the Sustainable Groundwater Management Act of 2014 (SGMA). The SGMA provides for the formation of local groundwater sustainability agencies (GSAs), which are responsible for monitoring and sustainably managing groundwater basins.

Cobey-Alquist Flood Plain Management Act (Sections 8000–9651 of the California Water Code). This Act states that a large portion of land resources of the State of California is subject to recurrent flooding. The public interest necessitates sound development of land use, as land is a limited, valuable, and irreplaceable resource, and the floodplains of the State are a land resource to be developed in a manner that, in conjunction with economically justified structural measures for flood

[1] Sections 10750–10756 of the California Water Code.
[2] *Sustainable Groundwater Management Act of 2014*, Association of California Water Agencies, http://www.acwa.com/content/groundwater/groundwater-sustainability (accessed April 29, 2015).

control, would result in prevention of loss of life and of economic loss caused by excessive flooding. The primary responsibility for planning, adoption, and enforcement of land use regulations to accomplish floodplain management rests with local levels of government. It is policy of the State of California to encourage local government to plan land use regulations to accomplish floodplain management and to provide state assistance and guidance. As part of its discretionary review process, the City must determine how the project will comply with this Act and not create flooding impacts on new occupied land uses.

California Toxics Rule. On May 18, 2000, the State Environmental Protection Agency (CalEPA) promulgated numeric water quality criteria for priority toxic pollutants and other provisions for water quality standards to be applied to waters in the State of California. The CalEPA promulgated this rule based on the Administrator's determination that the numeric criteria are necessary in California to protect human health and the environment. The rule fills a gap in California water quality standards that was created in 1994 when a State court overturned the State's water quality control plans containing water quality criteria for priority toxic pollutants. Thus, the State of California has been without numeric water quality criteria for many priority toxic pollutants as required by the CWA, necessitating this action by CalEPA. These Federal criteria are legally applicable in the State of California for inland surface waters, enclosed bays, and estuaries for all purposes and programs under the CWA.

SB 610 and SB 221. Senate Bills 610 and 221 amended State law in 2002 to include water supply assessment as part of land use planning decisions made by cities and counties.[1] Both statutes require that information regarding water availability be made available to decision-makers prior to approval of a large development project. The two bills complement each other in facilitating this process. Under SB 610, water assessments for certain projects (as defined in Water Code 10912 [a]) must be made available to local governments as part of environmental documentation prepared pursuant to CEQA. SB 221 requires that a written verification of sufficient water supply be made by a city or county in order to approve certain residential subdivisions.

The project does not exceed the thresholds established by SB 610 and the subsequent Water Code sections, which is the equivalent of 500 residential units, so the project does not need to prepare a Water Supply Assessment (WSA).

[1] Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001, California Department of Water Resources. Accessed on October 17, 2014: http://www.water.ca.gov/pubs/use/sb_610_sb_221_guidebook/guidebook.pdf.

4.9.2.3 Local Regulations

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

The 2010 MS4 Permit mandates a Low Impact Development (LID) approach to storm water treatment and management of runoff discharges. The project site should be designed to minimize imperviousness, detain runoff, and infiltrate, reuse or evapotranspirate runoff where feasible. LID BMPs should be used to infiltrate, evapotranspirate, harvest and use, or treat runoff from impervious surfaces, in accordance with the *Design Handbook for Low Impact Development Practices*. The project must ensure that runoff does not create a hydrologic condition of concern. The RWQCB continuously updates impairments as studies are completed.

4.9.2.4 City General Plan Policies

The following General Plan objectives, policies, and programs are applicable to the proposed project and Table 4.9.D provides a consistency analysis of the proposed project to the General Plan policies, targets and actions:

Flood and Inundation Hazards

S 4.10 Require all proposed projects anywhere in the County to address and mitigate any adverse impacts that it may have on the carrying capacity of local and regional storm drain systems.

S 4.20 Balance flood control mitigation with open space and environmental protection.

Open Space

OS 2.2 Where feasible, decrease storm water runoff by reducing pavement in development areas, and by design practices such as permeable parking bays and porous parking lots with bermed storage areas for rainwater detention.

OS 3.3 Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.

OS 4.4 Incorporate natural drainage systems into developments where appropriate and feasible.

OS 5.3 Based upon site, specific study, all development shall be set back from the floodway boundary a distance adequate to address the following issues:

a. public safety;
b. erosion;
c. riparian or wetland buffer;
d. wildlife movement corridor or linkage; and
e. slopes.

OS 6.3 Consider wetlands for use as natural water treatment areas that will result in improvement of water quality.

Table 4.9.D: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Flood and Inundation Hazards	
S 4.10. Require all proposed projects anywhere in the County to address and mitigate any adverse impacts that they may have on the carrying capacity of local and regional storm drain systems.	**Consistent.** The project hydrology study assessed drainage impacts of the project and found that it would not substantially affect storm drainage systems.
S 4.20. Balance flood control mitigation with open space and environmental protection.	**Consistent.** The project contains BMPs, such as detention basins that would capture and treat flows generated by the project.
Open Space	
OS 2.2. Where feasible, decrease storm water runoff by reducing pavement in development areas, and by design practices such as permeable parking bays and porous parking lots with bermed storage areas for rainwater detention.	**Consistent.** The project includes rainwater detention BMPs. The project includes a 1.9-acre passive park and 1.3-acre natural open space area.
OS 3.3. Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.	**Consistent.** The project would implement BMPs to reduce pollutant discharge.
OS 4.4. Incorporate natural drainage systems into developments where appropriate and feasible.	**Consistent.** The project would preserve the existing natural drainage located in the on-site oak grove.
OS 6.3. Consider wetlands for use as natural water treatment areas that will result in improvement of water quality.	**Consistent**. The project will include a bioretention planter as a natural treatment area. No wetlands are located on site.

4.9.3 Methodology

A Preliminary Hydrology and Hydraulics Study and WQMP were prepared for the project based on the RCFCWCD *Hydrology Manual* dated April 1978 and the *Low Impact Development Best Management Practice Design Handbook* (September 2011). The purpose of the Hydrology and Hydraulics Study was to determine the

preliminary storm drain infrastructure and BMPs required for the project. The analyses divided the site into drainage areas and used runoff characteristics (soil type, impervious fraction) and acreage in order to calculations flows in cfs from 2-year and 10-year storm events. By comparing pre- and post-project conditions, the study determined the required storage volume of BMPs to mitigate increased runoff from the project. The post-project flows have been allocated to flow in a manner that resembles the existing conditions.

Overall, the evaluation of hydrology and water quality impacts associated with the proposed project includes the following:

- Determine the construction phase water quality impacts based on NPDES standards;
- Determine the construction impacts on drainage patterns and drainage capacity;
- Determine the operational water quality impacts based on NPDES standards;
- Determine the operational impacts on drainage patterns and drainage capacity; and
- Determine the impacts on local groundwater table levels.

The design guidelines for this project are in accordance with RCFCWCD requirements. The RCFCWCD authored its LID BMP handbook as a supplement to the Riverside County WQMP. The handbook provides guidance for planning, design, and maintenance of LID BMPs. The SWRCB defines LID as follows:

> "… a sustainable practice that benefits water supply and contributes to water quality protection. Unlike traditional storm water management, which collects and conveys storm water runoff through storm drains, pipes, or other conveyances to a centralized storm water facility, LID takes a different approach by using site design and storm water management to maintain the site's pre-development runoff rates and volumes. The goal of LID is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, evaporate, and detain runoff close to the source of rainfall."

When implemented correctly, LID provides two primary benefits:

1. The post-construction site hydrology will more closely mimic the pre-development hydrology, thus reducing the downstream erosion that may occur due to increased runoff from impervious surfaces; and
2. Pollutants in runoff from the site will be significantly reduced.

The project's WQMP followed the Riverside County WQMP guidelines and LID principles. It characterized the physical properties of site and receiving waters, divided the site into Drainage Management Areas (DMAs), and then chose BMPs based on the required amount of runoff to be captured, or the Design Capture

Volume (DCV). The DCV is the volume of runoff produced by the "Design Storm," which the 85th percentile 24-hour storm event.

Drainage pattern and capacity impacts from the hydrology study are evaluated against the CEQA significance criteria for runoff, flooding, and water quality to determine the potential for significant impacts.

4.9.3.1 Pollutants of Concern and Assessment Methodology

The pollutants of concern for the water quality analysis have been identified based on the previously described regulations and the pollutants identified by regulatory agencies that potentially could be generated by urban runoff from the proposed project. The potential pollutants associated with the project are reflected in Table 4.9.E, which describes these pollutants and their general impact on water quality and aquatic habitat.

Table 4.9.E: Pollutants and General Water Quality Impacts

Pollutant	Water Quality Impact
Bacterial and Viruses	May result in water body impairments, can exceed public health standards for water contact recreation, creating a harmful environment. Can alter the aquatic habitat and create a harmful environment for aquatic life.
Metals	Bio-available forms of trace metals are toxic to aquatic life, potential of groundwater contamination, bio-accumulation in aquatic life, affect beneficial uses of a water body.
Nutrients	Elevated nutrient levels in surface waters cause algal blooms, excessive vegetative growth, and dissolved oxygen levels, which is detrimental to aquatic life.
Pesticides	Elevated levels can indirectly or directly constitute a hazard to life or health. During cleaning activities, these compounds can be washed off into storm drains creating runoff containing toxic levels of the pesticides active component. Dirt, grease, and grime may adsorb concentrations that are harmful or hazardous to aquatic life.
Toxic Organic Compounds	May contain levels that are harmful or hazardous to aquatic life.
Sediments	Excessive sediment can be detrimental to aquatic life by interfering with photosynthesis, respiration, growth, and reproduction.
Trash and Debris	Detrimental effect on recreational value of a water body and aquatic habitat; interferes with aquatic life respiration and can be harmful or hazardous to aquatic animals that mistakenly ingest floating debris.
Oxygen-Demanding Substances	Use up dissolved oxygen in water. Can create low oxygen conditions cause stress or death of aquatic animals.
Oil and Grease	Can accumulate in aquatic life from contaminated water, sediments, and food and are toxic at low concentrations. Can persist in sediments for long periods of time and result in adverse impacts on the diversity and abundance of existing bio-communities and can affect the aesthetic value of a water body.

The WQMP prepared for the project determined that the pollutants of concern from the project are sediments, nutrients, organic compounds (petroleum hydrocarbons), trash and debris, oxygen-demanding substances, bacteria and viruses, oil and grease, pesticides, and metals. The pollutants from the project that match pollutants from 303(d) listed receiving waters are nutrients, bacteria and viruses, pesticides, and metals. The project-specific WQMP outlines the various BMPs that will be implemented for this project (see EIR Appendix H-2). These have been developed by the project engineer to address project-specific water quality impacts. The selected BMPs shall achieve the following, consistent with the WQMP requirements:

- Minimize Urban Runoff;
- Minimize Impervious Footprint;
- Conserve Natural Areas; and
- Minimize Directly Connected Impervious Areas.

4.9.4 Thresholds of Significance

The following thresholds of significance regarding potential impacts to hydrology and water quality are based on *CEQA Guidelines*. A project would have a significant impact on surface hydrology, water quality, and/or groundwater if it would:

- Result in violations of any water quality standards or waste discharge requirements of the City or the Regional Water Quality Control Board;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion, siltation on site or off site;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff which would result in on-site or off-site flooding;
- Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;
- Otherwise substantially degrade water quality;
- Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;

- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- Expose people or structures to a significant risk of loss injury or death involving flooding, including flooding as a result of the failure of a levee or dam; and/or
- Expose people or structures to inundation by seiche, tsunami, or mudflow.

4.9.5 Less than Significant Impacts

The following potential impacts were determined to be less than significant. In each of the following issues, either no impact would occur (therefore, no mitigation would be required) or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level.

4.9.5.1 Dam Inundation Impacts

Threshold	Would the project expose people or structure to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

The project is not located in a dam inundation or dam hazard zone. The nearest dam to the project site is the Railroad Canyon Dam, located approximately 5.9 miles northwest of the project site. The project site is not located within the inundation area for this facility. Development and occupation of the site would not expose people or structures to risk of loss, injury, or death resulting from failure of a nearby dam or other water retention facility. No impact related to this issue would occur; therefore, no mitigation is necessary.

4.9.5.2 Seismic-Related Impacts

Threshold	Would the project expose people or structure to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?

A tsunami is a series of waves generated in a body of water by a pulsating or abrupt disturbance that vertically displaces water. The project area is not at risk of inundation by a tsunami due to its distance from the Pacific Ocean and the presence of Santa Ana Mountains between it and the ocean; therefore, no tsunami impact would occur.

Seiches are oscillations in enclosed bodies of water that are caused by a number of factors, most often wind or seismic activity. Lakes in seismically active areas such as Lake Perris are at risk from seiches. No bodies of water or enclosed water storage features are located in the project area; therefore, there is no potential for flooding related to seiche events.

A mudslide (also known as a mudflow) occurs when there is fast-moving water and a great volume of sediment and debris that surges down a slope, stream, canyon, arroyo, or gulch. Mudslides are similar to flash floods and can occur suddenly without time for adequate warning. Mudflows can affect improvements with the force of the flow itself and the burying or erosion of improvements by mud and debris. The site has rolling hills topography and slopes from the north to the southwest. No steep slopes or rock outcrops exist on or near the site that could potentially become unstable or saturated. In addition, the developed site would be more level as a result of grading and fill operations during construction. In the absence of significant hillside features in the project area from which mudflows can originate, no significant impact from mudflows would occur. No mitigation is warranted.

4.9.5.3 Groundwater

Threshold	Would the proposed project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level?

The proposed project includes 162 residential units. The Elsinore Valley Municipal Water District in its 2010 Urban Water Management Plan (UWMP) describes average potable water demand for different land uses. The average daily per capita water use, based on data collected from 1999 to 2008, of the EVMD service area is 248 gallons per day. Occupation of the residential component of the project could increase the population within the EVMWD service area by approximately 356 persons. Therefore, the water demand of the project residential portion would be approximately 88,288 gallons per day.

As stated previously, the majority of EVMWD's water supply comes from imported water. EVMWD analyzed groundwater water supply reliability in its UWMP. The UWMP projects the water consumption demands of existing and future development based on rates of growth assumed by regional planning organizations (i.e., SCAG) and estimates water demand versus available supply under different water supply scenarios (e.g., multiple dry years). The EVMWD pumps local groundwater primarily from the Elsinore Basin. EVMWD's conjunctive use program recharges imported water in the Elsinore Basin during wet years, enhancing groundwater supply reliability. Conjunctive use and artificial recharge programs instituted by EVMWD over the past several years and continued implementation of such programs in the future is expected to result in satisfactory management of the Elsinore Basin. For further information on available water supply refer to Section 4.17.1, *Water Supply*.

EVMWD's assessment of groundwater usage in its UWMP took into account planned growth in its service area. In addition, the EVMWD is able to import water to prevent significant overdraft of local groundwater supplies. The UWMP anticipates demand based on SCAG population growth estimates. While the project would result in the development of a currently undeveloped parcel, relative to the total population

and projected demand within the EVMWD service area, no substantial increase in the demand for groundwater would occur. As such, the project would not substantially deplete groundwater supplies. Impacts are less than significant.

The project would reduce infiltration of storm water on site through the addition of impervious cover. Currently, the site is undeveloped with no impervious surfaces. Implementation of the project would result in the construction of 506,376 square feet of impervious surfaces.

The project incorporates several design features that increase infiltration of storm water. The 1.9-acre passive park and landscaped areas will be used to help treat and infiltrate flows. Currently, the BMPs in the WQMP consist of filtration BMPs that treat flows and later discharge storm water into storm water facilities. The site's soils have naturally low infiltration capacity, making it hard to effectively infiltrate on-site flows. However, infiltration testing will be performed during final engineering to determine if the project site can utilize infiltration-based BMPs. Should infiltration rates be feasible, the proposed filtration based BMPs will be modified to infiltration.

The project would implement infiltration BMP to the extent feasible. Storm water that leaves the project will be conveyed in the existing storm water channels within the Elsinore Basin. The project would therefore not significantly affect groundwater recharge or the availability of groundwater. Impacts are less than significant and no mitigation is required.

4.9.5.4 Flood Hazard Areas

Threshold	Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; Place within a 100-year flood hazard area structures which would impede or redirect flood flows;

The project site is undeveloped. Currently, drainage flows are transported via four ephemeral streams toward two downstream locations. Under the existing condition, no impervious surfaces are located within the project limits and storm water runoff is able to infiltrate into existing on-site soils. Development of the project site will result in the installation of impervious surfaces which will increase the rate and volume of storm water runoff. As established in Section 4.9.6.3, the on-site storm water management system has been designed to accommodate the anticipated volume of storm water runoff resulting from site development.

A one-hundred-year flood is a flood event that has a one percent probability of occurring in any given year. The project site is not located within an identified 100-

year flood hazard zone.[1] As the project is not located within a 100-year flood zone, no 100-year flooding impact will result from development of the site as proposed. No mitigation is required.

4.9.6 Significant Impacts

4.9.6.1 Construction-Related Water Quality Impacts

Impact 4.9.6.1: *The project may cause surface water pollution during construction.*

Threshold	Would the proposed project violate any water quality standards or waste discharge requirements during construction phases of the project in form of increased soil erosion, sedimentation, or storm water discharges?

The grading phase of the project will require the disturbance of surface soils and removal of vegetative cover, which could potentially result in erosion and sedimentation, which could affect water quality. Stockpiles and excavated areas may be susceptible to high rates of erosion from wind and rain and, if not managed properly, could result in increased sedimentation in local watercourses.

By volume, sediment is the principal component in most storm runoff. The delivery, handling, and storage of construction materials and wastes, as well as the use of on-site construction equipment could increase the risk of storm water contamination through the spill, leakage and routine usage of substances such as fuels, oils, paints, and solvents. These substances can be transported to nearby surface waterways and/or to groundwater in storm water runoff, wash water, and dust control water, potentially reducing the quality of the receiving waters. The anticipated and potential pollutants in storm water or urban runoff for various land uses are reflected in previously referenced Table 4.9.E.

Short-term storm water pollutant discharges from the project development site will be mitigated through compliance with the required NPDES permits, resulting in a less than significant impact. The NPDES permit program was established under Section 402 of the CWA, which prohibits the unauthorized discharge of pollutants, including municipal, commercial, and industrial wastewater discharges, from point sources to U.S. waters. Permittees must verify compliance with permit requirements by monitoring their effluent, maintaining records, and filing periodic reports. An NPDES permit specifies an acceptable level of a pollutant or pollutant parameter in a discharge (for example, a certain level of bacteria) and the permittee selects an appropriate process or technology to achieve that level. Some permits, however, do contain certain generic BMPs. Table 4.9.F lists possible construction site BMPs for runoff control, sediment control, erosion control, and housekeeping that may be used during the construction phases of the proposed project. These construction site

[1] Federal Emergency Management Agency Flood Insurance Rate Map, Community Panel No. 06065C2705G.

BMPs are only examples of what should be considered and should not preclude new or innovative approaches currently available or being developed.

Table 4.9.F: General Construction Site Best Management Practices

Runoff Control	Sediment Control	Erosion Control	Good Housekeeping
Minimize clearing Preserve natural vegetation Stabilize drainage ways Install check dams Install diversion dikes	Install perimeter controls (e.g., silt fences) Install sediment trapping devices (e.g., straw wattles, hay bales, gravel bags) Inlet protection (e.g., check dams) Install fiber rolls	Stabilize exposed soils (e.g., hydroseed, soil binders) Protect steep slopes(e.g., geotextiles, compost blankets) Cover stockpiles with blankets Complete construction in phases	Create waste collection area Put lids on containers Clean up spills immediately

Source: *Construction Site Storm Water Runoff Control*, National Pollutant Discharge Elimination System, http://www.epa.gov/npdes/stormwater/menuofbmps/construction, accessed January 2015.

The implementation of NPDES permits, including the General Construction permit, ensures that the Federal and State standards for clean water are met. Enforcement of required NPDES permit requirements will prevent sedimentation and soil erosion through implementation of an SWPPP and periodic inspections by RWQCB staff. An SWPPP is a written document that describes the construction operator's activities to comply with the requirements in the NPDES General Construction permit. Required elements of an SWPPP include (1) site description addressing the elements and characteristics specific to the project site; (2) descriptions of BMPs for erosion and sediment controls; (3) BMPs for construction waste handling and disposal; (4) implementation of approved local plans; and (5) proposed post-construction controls, including a description of local post-construction erosion and sediment control requirements. The SWPPP establishes a plan whereby the operator evaluates potential pollutant sources at the site and selects and implements BMPs designed specifically to prevent or control the discharge of the identified pollutants into storm water runoff.

Mitigation Measure. Although adherence to NPDES requirements is required of all development within the City, the incorporation of these requirements as **Mitigation Measure 4.9.6.1A** is designed to ensure that any future development on the project site obtains coverage under the NPDES General Construction permit, and to track compliance with these requirements as part of the Mitigation Monitoring and Reporting Plan or Program (MMRP):

4.9.6.1A Prior to the issuance of grading permits, the project applicant shall submit evidence to the City that coverage under the State Water Resources Control Board (SWRCB) General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order

2009-0009-DWQ) has been obtained. As required by the General Permit, project applicant shall submit a Storm Water Pollution Prevention Plan (SWPPP) to the City of Wildomar, Riverside County Flood Control and Water Conservation District, and San Diego Regional Water Quality Control Board for review and approval. The SWPPP shall identify pre- and post-construction Best Management Practices (BMPs) intended to prevent the release of sediment and pollutants into downstream waterways and comply with all other requirements of the General Permit. BMPs to be implemented may include (but shall not be limited to) the following:

- Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary debris basins (if deemed necessary), and other discharge control devices. The construction and condition of the BMPs are to be periodically inspected by the RWQCB during construction, and repairs would be made as required.
- Materials that have the potential to contribute non-visible pollutants to storm water must not be placed in drainage ways and must be placed in temporary storage containment areas.
- All loose soil, silt, clay, sand, debris, and other earthen material shall be controlled to eliminate discharge from the site. Temporary soil stabilization measures to be considered include covering disturbed areas with mulch, temporary seeding, soil stabilizing binders, fiber rolls or blankets, temporary vegetation, and permanent seeding. Stockpiles shall be surrounded by silt fences and covered with plastic tarps.
- The SWPPP shall include inspection forms for routine monitoring of the site during the construction phase.
- Additional required BMPs and erosion control measures shall be documented in the SWPPP.
- The SWPPP would be kept on site for the duration of project construction and shall be available to the local Regional Water Quality Control Board for inspection at any time.

Level of Significance after Mitigation. While on-site grading and development activities will increase the potential for the erosion of soils, adherence to the BMPs mandated by **Mitigation Measure 4.9.6.1A** will reduce impacts associated with short-term (construction) storm water discharges during project construction to a less than significant level.

4.9.6.2 Operational-Related Water Quality Impacts

Impact 4.9.6.2: *The project may result in surface water pollution during occupancy.*

Threshold	Would the proposed project violate any water quality standards or waste discharge requirements during the operational phases of the project in the form of increased soil erosion, sedimentation, or urban runoff?

During the operational phase of any urban use, the major source of pollution in storm water runoff will be contaminants that have accumulated on the land surface over which runoff passes. Storm runoff from the roadways, parking lots, and commercial and residential buildings can carry a variety of pollutants such as sediment, petroleum products, commonly utilized construction materials, landscaping chemicals, and (to a lesser extent) trace metals such as zinc, copper, lead, cadmium, and iron, which may lead to the degradation of storm water in downstream channels. Runoff from landscaped areas may contain elevated levels of phosphorus, nitrogen, and suspended solids. Oil and other hydrocarbons from vehicles are also expected in storm water runoff.

Pollutant concentrations in urban runoff are variable depending on storm intensity, land use, elapsed time since previous storms, and the volume of runoff generated in a given area that reaches receiving waters. Pollutant concentrations are typically highest during the first major rainfall event after the dry season, known as the "first-flush." The preliminary WQMP prepared for the project identifies pollutants and hydrologic conditions of concern that may be associated with the implementation of the project.

The pollutants associated with the operations of the proposed land uses include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash and debris, and oil and grease. The project-specific WQMP identified downstream receiving waters and their impairments, as described previously. The selection of treatment controls for the project is based primarily on the potential pollutants associated with the project that are also present in impaired receiving waters, which are deemed project priority pollutants of concern. Priority pollutants of concern for the project are bacterial indicators, metals, nutrients, and pesticides.

Post-development, the project site will be divided into eight DMAs. The project will incorporate a bioretention planter, two sand filter basins, natural self-retaining area(s), and five subsurface retention systems to manage and treat storm water flows. As necessary, subsurface storm drains, inlet devices, and other features will be installed to convey flows between and through DMAs (Table 4.9.G). The locations of the storm water management features associated with the project have been previously identified in Figure 3.7. Table 4.9.H identifies the volume required and provided for each storm water management feature.

Table 4.9.G: Storm Water Management Features

Drainage Management Area	Location	Use	Storm Water Management Features
A	Eastern ⅔ northern portion	Commercial/Retail & Park	Bioretention Planter A Subsurface systems A-1, -2 and -3
B	Western ⅓ northern portion	Commercial	Bioretention Planter A then Subsurface system B
C	Western ⅓ southern portion	Apartments	Sand filter basin C and D Subsurface basin C
D	Southeast corner of site	Apartments	Same as for DMA C
E	Western edge of site	Future Yamas Drive	Self-retaining area (oak grove preserve)
F	Western edge of site	Future Yamas Drive	Same as for DMA C
G	Western edge of site	Oak grove preserve	Self-retaining area
H	Slope between northern and southern portions	Slope	Self-retaining area

Sources: Project Specific Water Quality Management Plan (Preliminary), JLC Engineering and Consulting, February 27, 2015.

Table 4.9.H: Project Runoff Characteristics

DMA	Pre Project		Post-Project		Post-Project Change		Total increase in volume of runoff (ft^3)
	2-Year, 24-Hour (ft^3)	10-Year, 24-Hour (ft^3)	2-Year, 24-Hour (ft^3)	10-Year, 24-Hour (ft^3)	2-Year, 24-Hour (ft^3)	10-Year, 24-Hour (ft^3)	
A	4,447	25,526	24,158	39,552	+19,711	+14,026	+33,737*
B	1,751	10,202	12,619	19,576	+10,868	+9,374	+20,242
C	4,421	25,957	27,809	43,573	+23,387	+17,616	+41,003
D	4,069	21,810	29,050	43,834	+24,982	+22,024	+47,006
E	1,381	6,617	11,330	17,228	+9,949	+10,611	+20,560
F	187	649	1,529	2,300	+1,342	+1,651	+2,993

Source: "Volume Summary Table," page 5, Preliminary Hydrology and Hydraulics Study, JLC Engineering and Consulting, Inc. March 16, 2015.
ft^3: cubic foot
* In order to be conservative during the preliminary analysis, the increase for pre-post condition for both storm durations were added, rather than utilizing the larger volume.

The treatment of storm water flows is summarized as follows:

- Flows from DMA A will be collected within three low points. The flows will be conveyed to the subsurface systems A-1, A-2, and A-3, which will discharge into the Bioretention Planter "A" for treatment.
- Flows from DMA B will collected at one low point and conveyed to subsystem B. A splitter structure will be provided downstream of the subsurface system in order to convey the water quality flows to Bioretention Planter "A." Flows in

excess of the water quality flow rate will be conveyed downstream. Flows from DMA B must discharge to the southwesterly corner of the site in order to prevent diversion of area.

- Flows from DMA C will enter sand filter basin C via two inlets.
- Flows from DMA D will enter sand basin D via three inlets. In order to provide enough volume to mitigate for increased runoff, a subsystem C has been provided. The series of two sand filter basins and subsurface systems will provided the required storage volume for mitigation of increased volume.
- DMA E will discharge into the natural, undisturbed area adjacent to Yamas Road. This area is designated as an Oak Tree Preserve and will remain in its current undeveloped condition. This area is considered a self-retaining area and will utilize the natural infiltration capability of the soil to treat DMA E flows. This area provides sufficient volume to mitigate for increased runoff within DMA E.

The WQMP prepared for the project (Appendix H-2) identifies the BMPs that will minimize the project's effects on site hydrology, urban runoff flow rates, and pollutant loads. The project WQMP was prepared pursuant to the methodologies required for WQMPs prepared in the Santa Margarita Region of Riverside County. This comprehensive water quality approach will be implemented throughout development and operation of the project and will establish a program for achieving water quality goals through the enforcement of site design, source control, and treatment control BMPs. These project-specific site design, source control, and treatment control BMPs are listed below.

Site Design BMPs. Site design BMPs are implemented to create a hydrologically-functional project design that attempts to mimic the natural hydrologic regime. The project shall implement the following Site Design BMPs:

1. *Preserve Existing Drainage Patterns:* The project site will intercept the off-site flows tributary from the north and east, and perpetuate the existing flow patterns to the downstream tributary locations of the project boundaries.
2. *Protect Existing Vegetation and Sensitive Areas:* The existing 1.3-acre natural open space area including the oak grove shall be preserved.
3. *Preserve Natural Infiltration Capacity:* The project site consists of a majority of soil type D, which is typical of having low infiltration rates. Infiltration testing will be done during final engineering to determine if the designed BMPs shall be modified from filtration to infiltration.
4. *Minimize Impervious Area:* The project site utilizes the minimum amount of impervious area necessary, and includes a 1.9-acre passive park. Additionally, the project includes several landscaped areas.
5. *Disperse Runoff to Adjacent Pervious Areas:* The project will discharge roof runoff and impervious areas to adjacent landscaping when feasible.

Source Control BMPs. Source control BMPs are implemented to eliminate the presence of pollutants through prevention. Such measures can be both structural and operational. The project WQMP included the following source control BMPs:

- Structural Source Control BMPs:
  - Mark all inlets with the words "Only Rain Down the Storm Drain" or similar.
  - Include catch basin filter inserts in all inlets/catch basins on site as a pre-treatment measure.
  - State that parking garage floor drains will be plumbed to the sanitary sewer.
  - Show storm water treatment and hydrograph modification management BMPs.
  - If the Co-permittee requires pools to be plumbed to the sanitary sewer, place a note on the plans and state in the narrative that this connection will be made according to local requirements.
  - State how site refuse will be handled and provide supporting detail to what is shown on plans.
  - State that signs will be posted on or near dumpsters with the words "Do not dump hazardous materials here" or similar.
- Operational Source Control BMPs:
  - Maintain and periodically repaint or replace storm drain inlet markings.
  - Provide storm water pollution prevention information to new site owners, lessees, or operators.
  - Include the following in lease agreements: "Tenant shall not allow anyone to discharge anything to storm drains or to store or deposit materials so as to create a potential discharge to storm drains."
  - Inspect and maintain drains to prevent blockages and overflow.
  - Design landscaping to minimize irrigation and runoff, to promote surface infiltration where appropriate, and to minimize the use of fertilizers and pesticides that can contribute to storm water pollution.
  - Consider using pest-resistant plants, especially adjacent to hardscape.
  - To ensure successful establishment, select plants appropriate to site soils, slopes, climate, sun, wind, rain, land use, air movement, ecological consistency, and plant interactions.
  - See applicable operational BMPs in "Guidelines for Maintaining Your Swimming Pool, Jacuzzi and Garden Fountain" at http://rcflood.org/ stormwater/.
  - State how the following will be implemented: Provide adequate number of refuse receptacles. Inspect receptacles regularly; repair or replace leaky

receptacles. Keep receptacles covered. Prohibit/prevent dumping of liquid or hazardous wastes. Post "no hazardous materials" signs. Inspect and pick up litter daily and clean up spills immediately. Keep spill control materials available on site. See Fact Sheet SC-34, "Waste Handling and Disposal" in the California Stormwater Quality Association (CASQA) Storm Water.

- Sweep plazas, sidewalks, and parking lots regularly to prevent accumulation of litter and debris. Collect debris from pressure washing to prevent entry into the storm drain system. Collect wash water containing any cleaning agent or degreaser and discharge to the sanitary sewer not to a storm drain.

Treatment Control BMPs. Treatment control BMPs supplement the pollution prevention and source control measures by treating the water to remove pollutants before it is released from the project site. Per the WQMP guidance document, treatment control BMPs must have pollutant removal efficient of medium (40–80% removal) or high (equal to or greater than 80% removal). The project WQMP selected four treatment control BMPs:

1. Bioretention Planter "A" capturing runoff from DMAs A and B;
2. Sand Filter Basin "C" capturing runoff from DMA C;
3. Sand Filter Basin "D" capturing runoff from DMAs D and F; and
4. Infiltration Basin "E" capturing runoff from DMA E.

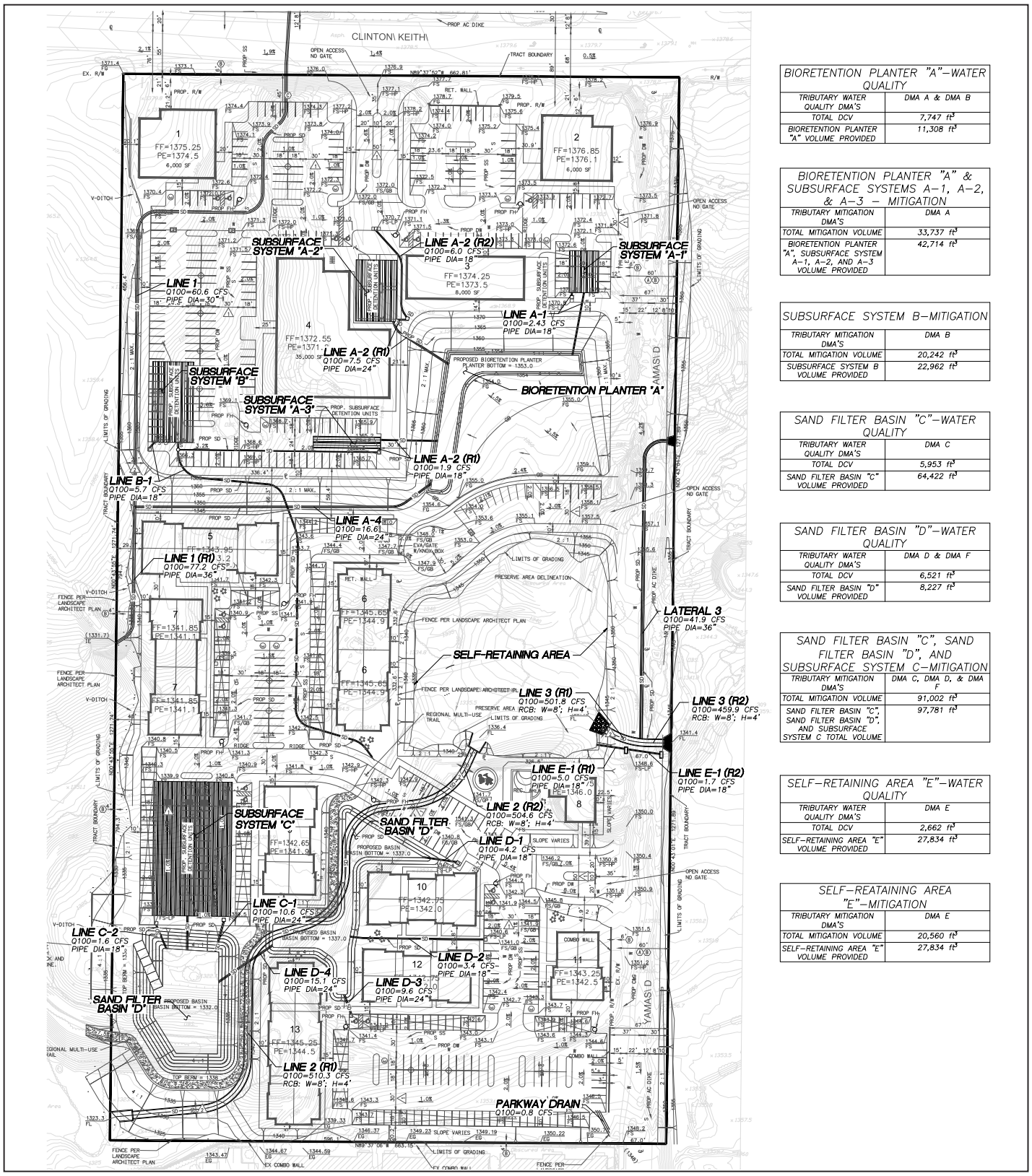
All of these BMPs would achieve a medium or high removal efficiency of the metals, nutrients, bacteria and viruses, and pesticides. In addition, their capacity would be equal or greater than the DCV (Figure 4.9.1).

Mitigation Measure. The following mitigation has been identified to address potential impacts to water quality during the operational phase of the project:

4.9.6.2A Prior to the issuance of grading permits, the Project Applicant shall submit a final Water Quality Management Plan (WQMP) to the City of Wildomar, for review and approval, as required by SDRWQCB Order No. R9-2004-001 (MS4 Permit) and the current Riverside County Water Quality Management Plan for Urban Runoff. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. This measure shall be implemented to the satisfaction of the City Public Works Department and Planning Division as appropriate.

Level of Significance After Mitigation. The proposed project incorporates on-site drainage control structures and programs sufficient to meet the applicable Federal,

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BIORETENTION PLANTER "A"–WATER QUALITY	
TRIBUTARY WATER QUALITY DMA'S	DMA A & DMA B
TOTAL DCV	7,747 ft³
BIORETENTION PLANTER "A" VOLUME PROVIDED	11,308 ft³

BIORETENTION PLANTER "A" & SUBSURFACE SYSTEMS A–1, A–2, & A–3 – MITIGATION	
TRIBUTARY MITIGATION DMA'S	DMA A
TOTAL MITIGATION VOLUME	33,737 ft³
BIORETENTION PLANTER "A", SUBSURFACE SYSTEM A–1, A–2, AND A–3 VOLUME PROVIDED	42,714 ft³

SUBSURFACE SYSTEM B–MITIGATION	
TRIBUTARY MITIGATION DMA'S	DMA B
TOTAL MITIGATION VOLUME	20,242 ft³
SUBSURFACE SYSTEM B VOLUME PROVIDED	22,962 ft³

SAND FILTER BASIN "C"–WATER QUALITY	
TRIBUTARY WATER QUALITY DMA'S	DMA C
TOTAL DCV	5,953 ft³
SAND FILTER BASIN "C" VOLUME PROVIDED	64,422 ft³

SAND FILTER BASIN "D"–WATER QUALITY	
TRIBUTARY WATER QUALITY DMA'S	DMA D & DMA F
TOTAL DCV	6,521 ft³
SAND FILTER BASIN "D" VOLUME PROVIDED	8,227 ft³

SAND FILTER BASIN "C", SAND FILTER BASIN "D", AND SUBSURFACE SYSTEM C–MITIGATION	
TRIBUTARY MITIGATION DMA'S	DMA C, DMA D, & DMA F
TOTAL MITIGATION VOLUME	91,002 ft³
SAND FILTER BASIN "C", SAND FILTER BASIN "D", AND SUBSURFACE SYSTEM C TOTAL VOLUME	97,781 ft³

SELF–RETAINING AREA "E"–WATER QUALITY	
TRIBUTARY WATER QUALITY DMA'S	DMA E
TOTAL DCV	2,662 ft³
SELF–RETAINING AREA "E" VOLUME PROVIDED	27,834 ft³

SELF–REATAINING AREA "E"–MITIGATION	
TRIBUTARY MITIGATION DMA'S	DMA E
TOTAL MITIGATION VOLUME	20,560 ft³
SELF–RETAINING AREA "E" VOLUME PROVIDED	27,834 ft³

LSA

FIGURE 4.9.1

Grove Park Mixed-Use Development
Environmental Impact Report

WQMP Site Plan

SOURCE: JLC Engineering: Water Quality Management Plan, 2015.

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State, and local water quality requirements. Through the use of site design BMPs, source control BMPs, and treatment control BMPs, the resulting pollutant loads coming from the project will be reduced, thereby reducing pollutants discharged from urban storm water runoff to surface water bodies. Compliance with the requirements of the NPDES permit, which include implementation of the BMPs outlined in the WQMP, would reduce project operational impacts to a less than significant level.

4.9.6.3 Drainage Pattern and Capacity-Related Impacts

Threshold	Would the proposed project substantially alter the existing local drainage patterns of the site and substantially increase the rate or amount of surface runoff in a manner which would result in substantial erosion, siltation, or flooding on site or off site? Would the proposed project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

The project site is currently undeveloped. On-site terrain consists of rolling terrain with four ephemeral stream drainages (previously referenced Figure 4.4.2). There are no impervious surfaces and runoff is currently able to infiltrate into existing on-site soils. The site's runoff is also diverted to a man-made earthen detention area in the southwest corner of the site.

Off-site flows will be collected and conveyed through the project site. Untreated on-site flows will not co-mingle with off-site flows. Development of the project would result in the construction of impervious surfaces, increasing the amount of runoff at the site. This increase in site runoff resulting from development of the project is presented in previously referenced Table 4.9.H.

The increase in runoff from the pre-project condition would be captured via treatment control BMPs, as described in Table 4.9.I.

The project will incorporate a bioretention planter, two sand filter basins, and a natural self-retaining area that will be utilized for water quality treatment. Additional subsurface systems will be provided as necessary in order to store additional volume not captured by the filtration BMPs. As demonstrated in Table 4.9.I, sufficient capacity is provided to accommodate anticipated increases in storm water runoff resulting from project development.

The subsurface systems will be used for increased runoff mitigation only. The volume of storm water storage provided by these systems is detailed in Table 4.9.J.

Table 4.9.I: Project Runoff Volume Characteristics

DMA	Mitigation Volume Required (ft^3)	Total Mitigation Volume Required (ft^3)	Feature Provided	Volume Provided (ft^3)	Total Volume Provided (ft^3)
A	33,737	33,737	Bioretention Planter "A-1"	11,308	40,077
			Subsurface System "A-1"	5,842	
			Subsurface System "A-2"	17,460	
			Subsurface System "A-3"	5,467	
B	20,242	20,242	Subsurface System "B"	22,962	22,962
C	41,003	91,002	Sand Filter Basin "C"	64,422	97,781
D	47,006		Subsurface Basin "C"	25,132	
F	2,993		Sand Filter Basin "D"	8,227	
E	20,560	20,560	Self-Retaining Area "E"	27,834	27,834

Source: "Mitigation Volumes," page 7, Preliminary Hydrology and Hydraulics Study, JLC Engineering and Consulting, Inc. March 16, 2015.
ft^3: cubic foot

Table 4.9.J: Subsurface Storage Volumes

Subsurface System	Total Available Storage per Linear Foot (f^3)	Linear Feet of Subsurface Storage	Total Available Storage Volume within Subsurface System (f^3)
A-2	34.1	250	8,525
A-2		511	17,425
A-3		160	5,456
B		672	22,915
C	9.2	2,720	25,132

Source: "Subsurface storage volumes," page 7, Preliminary Hydrology and Hydraulics Study, JLC Engineering and Consulting, Inc. March 16, 2015.
f^3: cubic foot

In order to be conservative during the preliminary analysis, the increase flows from the pre- to post-project condition for both storm durations were added, rather than utilizing only the larger volume (previously referenced Table 4.9.H). The Project Hydrology study demonstrated that increases in storm water runoff would be captured and treated by the previously described features. In addition, the site's design would retain the existing flow patterns. With development of the facilities and implementation of the practices detailed in the Final WQMP prepared for the project

(as established in **Mitigation Measure 4.9.6.2A**), no significant drainage or drainage capacity impact would result from the development of the project.

Mitigation Measures. See the previously referenced **Mitigation Measure 4.9.6.2A.**

Level of Significance After Mitigation. With implementation of **Mitigation Measure 4.9.6.2A**, impacts related to this issue are less than significant.

4.9.7 Cumulative Impacts

Cumulatively, development within the watershed will result in an increase in impervious surfaces, changes in the type and density of land use, and corresponding changes in the amount and characteristic of runoff characteristics. Increased impervious surfaces are likely to alter existing hydrology and increase potential pollutant loads. However, all future development in the City and throughout the San Diego RWQCB will be required to comply with the applicable requirements of the NPDES permit program and water quality standards defined by local, regional, State and Federal agencies. Continued growth is anticipated to occur in the City and surrounding areas and all new development and significant redevelopment will be required to minimize its individual impacts to water quality and pollutant transport through implementation of BMPs. Therefore, since all new developments will be required to mitigate for impacts to water quality, a less than significant cumulative impact to water quality will occur.

Cumulatively, continued development within the Elsinore Valley will put additional pressure on water supplies from the local groundwater basins, including the Elsinore and Temescal Valley Basins. The EVMWD 2010 UWMP took into account projected growth in its service area and found that groundwater would not be substantially depleted. The land uses proposed for the site do not vary substantially from those that were projected during preparation of the UWMP. EVMMD plans to use a variety of water sources, including imported water from the State Water Project and Colorado River Aqueduct. The EVMD's ability to import water would prevent significant groundwater depletion with cumulative project in its service area. The proposed project will make an incremental contribution to production of urban pollutants, but the site-specific water quality BMPs will help ensure that these contributions will not make a significant contribution to any cumulatively considerable regional water quality impacts.

The drainage system for the proposed project will be designed so that peak flows from post-development runoff are captured by landscape features and BMPs like infiltration basins, and treated prior their discharge into storm drains and water bodies. Similar requirements will be placed on all other development in the vicinity of the project site by the City. Therefore, the project will not result in a local or regional cumulatively significant impact related to water quality or the capacity of drainage systems.

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4.10 LAND USE AND PLANNING

This section of the EIR addresses the land use impacts that may result the proposed development, including changes in the land use designations for the site. This section analyzes the consistency of the proposed project with the goals and policies identified in the City's General Plan and Zoning Code. It also evaluates the compatibility of the project with existing land uses and its consistency with other local and regional plans.

The analysis contained in this section is also based on the following reference documents:

- *City of Wildomar General Plan*, adopted July 2008;
- *City of Wildomar Housing Element,* December 2013;
- *Municipal Code*, City of Wildomar, codified through September 2014;
- *Final Sustainable Communities Strategies Plan,* Southern California Association of Governments (SCAG), April 2012;
- *Final 2008 Regional Comprehensive Plan*, SCAG, adopted May 2008;
- *Regional Transportation Plan 2012–2035 Sustainable Communities Strategy*, SCAG, adopted April 4, 2012; and
- *The Elsinore Valley Municipal Water District Urban Water Management Plan,* Elsinore Valley Municipal Water District, July 2011.

4.10.1 Existing Setting

4.10.1.1 On-site Land Uses

The project site is undeveloped and consists primarily of disturbed fallow agricultural fields, with a smaller component of native vegetation dominated by California buckwheat (*Eriogonum fasciculatum*), California sagebrush (*Artemisia californica*), chamise (*Adenostoma fasciculatum*), and coast live oak (*Quercus agrifolia*). The project site supports four ephemeral drainage features and an earthen bermed basin at the southwest corner. Artificial disturbances consist of recent mechanical disking, trenches excavated for geotechnical studies, and some modern trash dumping. No structures are located within the boundaries of the project site.

4.10.1.2 Adjacent Land Uses

Clinton Keith Road runs along the site's northern boundary. Scattered rural residences are located north of Clinton Keith Road. A multiple-family residential development is located directly south of the project site, while undeveloped land is located to both the east and west. In the project area, commercial/retail development is located farther to the west, adjacent to I-15. The Inland Regional Medical Center, medical office uses, and other office uses are located farther southwest and south of

the project site along Inland Valley Drive and Prielipp Road. Residential development occurs on either side of Clinton Keith Road to I-215. The existing on-site and adjacent land uses are shown in Figure 3.2 in Chapter 3.0, Project Description, and in Table 4.10.A.

Table 4.10.A: Existing Land Uses and Land Use Designations

Location	Current Land Use	General Plan Land Use Designation	Zoning
Onsite	Undeveloped	Business Park (BP) & Highest Density Residential (HHDR)	R-R (Rural Residential) & R-4 (Planned Residential)
North	Undeveloped & Rural Residential	Business Park (BP)	R-R (Rural Residential) & I-P (Industrial Park)
South	Multiple-family Residential	Very High Density Residential (VHDR)	R-3 (General Residential)
East	Undeveloped	Business Park (BP)	R-R (Rural Residential) & I-P (Industrial Park)
West	Undeveloped	Commercial Retail (CR)	C-P-S (Scenic Highway Commercial)

Sources: Sources: City of Wildomar General Plan Land Use Map, January 2014; City of Wildomar Zoning Map, November 2013.

4.10.1.3 On-site General Plan and Zoning Designations

The General Plan Land Use for the northern 9.8 acres is Business Park (BP). The Business Park (BP) designation has a Floor Area Ratio (FAR) of 0.25 to 0.60, which is the ratio of the amount of non-residential building square footage to the square footage of the lot. (The project's northern portion has an FAR of approximately 0.26.[1]) The Business Park (BP) land use is intended for employee intensive uses, including research and development, technology centers, corporate offices, "clean" industry and supporting retail uses.

The General Plan Land Use for the southern 9.6 acres[2] is Highest Density Residential (HHDR). Highest Density Residential (HHDR) requires a minimum of 20 dwelling units per acre, and is intended for multifamily dwellings, including apartments and condominiums. Multistory structures of three or more stories are allowed. (The project proposes 162 multifamily units in three-story apartment buildings, with 23 dwelling units per acre.)

The City's Zoning Ordinance (Wildomar Municipal Code, Title 17) regulates the type, scale and intensity of development that may occur in specific zoning districts. The northern 9.8 acres of the project site is currently zoned R-R (Rural Residential), which allows the development of large lot (0.5-acre minimum) single-family residential, agricultural, commercial, and ancillary uses. The southern 9.6 acres are

[1] 55,000 square feet of non-residential uses/209,088 square feet of net commercial area=0.26.
[2] The southern portion of the site includes the 1.4-acre detention basin (Lot C.)

zoned Planned Residential (R-4), which allows for a variety of residential types and compatible ancillary uses.[1]

4.10.1.4 Vicinity General Plan and Zoning Designations

The Commercial Retail (CR) designation to the west anticipates the development of local and regional serving retail and service uses, while the Very High Density Residential (VHDR) designation (to the south) is assigned to areas for single-family attached residences and multifamily dwellings (14–20 dwelling units per acre [du/ac]). Parcels to the north and east are assigned the Business Park (BP) designation, while to the southwest property designated as Light Industrial (LI) envisions the development of "… Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses."

4.10.1.4 NOP/Scoping Comments

No public or agency comments related to land use or the project's consistency with local or regional plans were made during the public scoping meetings or the NOP comment periods.

4.10.2 Applicable Regulations, Plans and Policies

4.10.2.1 City of Wildomar General Plan

The City's General Plan includes the following goals, objectives, and policies applicable to the proposed project.

Residential Area Plan Land Use Designation Policies

LU 22.1 Accommodate the development of single- and multi-family residential units in areas appropriately designated by the General Plan and area plan land use maps.

LU 22.2 Accommodate higher density residential development near community centers, transportation centers, employment, and services areas.

LU 22.4 Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.

LU 22.5 Integrate a continuous network of parks, plazas, public squares, bicycle trails, transit systems, and pedestrian paths to provide both connections within each community and linkages with surrounding features and communities.

[1] The area of commercial development does not overlap onto the portion of the site designated for higher density residential uses in the most recent update of the City's General Plan.

LU 22.6 Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting agricultural, roadway, commercial, and industrial uses.

LU 22.8 Establish activity centers within or near residential neighborhoods that contain services such as child or adult-care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.

LU 22.9 Require residential projects to be designed to maximize integration with and connectivity to nearby community centers, rural villages, and neighborhood centers.

LU 22.10 Require that residential units/projects be designed to consider their surroundings and to visually enhance, not degrade, the character of the immediate area.

Business Park Area Plan Land Use Designation Policy

LU 24.1 Accommodate the continuation of existing and development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan and area plan land use maps.

Commercial Area Plan Land Use Designation Policies

LU 23.1 Accommodate the development of commercial uses in areas appropriately designated by the General Plan and area plan land use maps.

LU 23.2 Once 40% of the area designated Commercial Retail within any Area Plan is built out, commercial retail development applications that are proposed within that Area Plan will only be considered for approval based on demonstrated market need, as well as a demonstrated ability to accommodate the traffic impacts the development will generate.

LU 23.3 Site buildings along sidewalks, pedestrian areas, and bicycle routes and include amenities that encourage pedestrian activity.

LU 23.4 Accommodate community-oriented facilities, such as telecommunications centers, public meeting rooms, daycare facilities, and cultural uses.

LU 23.5 Concentrate commercial uses near transportation facilities and high density residential areas and require the incorporation of facilities to promote the use of public transit, such as bus turnouts.

LU 23.6 Require that commercial projects abutting residential properties protect the residential use from the impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards.

LU 23.7 Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.

LU 23.8 Allow mixed use projects to develop in commercially designated areas in accordance with the guidelines of the Community Center Land Use Designation and with special consideration of impacts to adjacent uses.

LU 23.9 Require that commercial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area.

4.10.2.2 City of Wildomar Zoning Ordinance

As previously discussed, the northern and southern portions of the site are zoned R-R and R-4, respectively. The R-R (Rural Residential) Zone District does not permit the commercial/retail uses proposed by the project without a Conditional Use Permit (CUP). Accordingly, a Zone Change, from R-R (Rural Residential) to C-P-S (Scenic Highway Commercial) is requested for the northern portion of the site.

The City Zoning Ordinance, Chapter 17 of the Municipal Code, establishes requirements and regulations for these zone classifications. The City Zoning Ordinance in Section 17.76.030 includes the following development requirements for C-P-S (Scenic Highway Commercial) zones:

17.76.030 Development standards

The following shall be the standards of development in the C-P-S (Scenic Highway Commercial) zones:

A. There is no minimum lot area requirement, unless specifically required by zone classification for a particular area.

B. There are no yard requirements for buildings which do not exceed 35 feet in height, except as required for specific plans. Any portion of a building which exceeds 35 feet in height shall be set back from the front, rear and side lot lines not less than two feet for each foot by which the height exceeds 35 feet. The front setback shall be measured from the existing street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line. The rear setback shall be measured from the existing rear lot line or from any recorded alley or easement; if the rear line adjoins a street, the rear setback requirement shall be the same as required for a front setback. Each side setback shall be measured from the side lot line or from an existing adjacent street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line.

C. No building or structure shall exceed 50 feet in height, unless a greater height is approved pursuant to Section 17.172.230. In no event, however, shall a building or structure exceed 75 feet in height, unless a variance is approved pursuant to Chapter 17.196.

D. Automobile storage space shall be provided as required by Chapter 17.188.

E. All roof-mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet. (Ord. 18 § 2, 2008, RCC § 17.80.030)

Development of multifamily dwellings in an R-4 (Planned Residential) is subject to the requirements of the R-3 (General Residential) zone. Section 17.44.020 outlines the following development requirements for the R-3 (General Residential) zoning classification.

17.44.020 Development standards

The following standards of development shall apply in the R-3 (General Residential) zone, except that planned residential developments shall comply with the development standards contained in Section 17.180.010.

A. The minimum lot area shall be 7,200 square feet with a minimum average width of 60 feet and a minimum average depth of 100 feet, unless different minimums are specifically required in a particular area.

B. The minimum front and rear yards shall be 10 feet for buildings that do not exceed 35 feet in height. Any portion of a building which exceeds 35 feet in height shall be set back from the front and rear lot lines no less than 10 feet plus two feet for each foot by which the height exceeds 35 feet. The front setback shall be measured from any existing or future street line as shown on any specific street plan of the City. The rear setback shall be measured from the existing rear lot line or from any recorded alley or easement; if the rear line adjoins a street, the rear setback requirement shall be the same as required for a front setback.

C. The minimum side yard shall be five feet for buildings that do not exceed 35 feet in height. Any portion of a building which exceeds 35 feet in height shall be set back from each side lot line five feet plus two feet for each foot by which the height exceeds 35 feet; if the side yard adjoins a street, the side setback requirement shall be the same as required for a front setback. No structural encroachments shall be permitted in the front, side, or rear yard except as provided in Section 17.172.140.

D. No lot shall have more than 50% of its net area covered with buildings or structures.

E. The maximum ratio of floor area to lot area shall not be greater than two to one, not including basement floor area.

F. All buildings and structures shall not exceed 50 feet in height, unless a height up to 75 feet is specifically permitted under the provisions of Section 17.172.230.

G. Automobile storage space shall be provided as required by Chapter 17.188. (Ord. 18 § 2, 2008, RCC § 17.44.020)

17.180.010 Standards for Planned Residential Developments

Planned residential developments shall be constructed in accordance with the following listed requirements. In addition, planned residential developments shall be subject to, and shall comply with, such additional conditions and requirements as are

determined to be necessary in approving the development to make it compatible with the community in which it is proposed to be located.

A. A subdivision map, prepared substantially in accordance with the conditions of approval thereof and the requirements of this section, shall be recorded pursuant to Title 16.

B. Density, Open Areas and Height Limitations. Not less than 40% of the net area of a project shall be used for open area or recreational facilities, or a combination thereof.

C. Yard Setbacks. Building setbacks from a project's exterior streets and boundary lines shall be the same as those prescribed by the zone in which the project is located.

D. Streets. Streets, which may be permitted to be private, shall be required in accordance with the provisions of Title 16.

E. Residential Structures. The number of dwelling units in one building shall not exceed two in the R-1 zone and all other zones that permit planned residential developments as an R-1 use, or eight dwelling units in one building in the R-2 and R-2-A zones. The number of dwelling units in a building in the R-3 zone and all other zones that permit planned residential developments as an R-3 use shall not exceed that permitted by the R-3 zone development standards. Residential buildings shall have a minimum ground floor living area of 1,000 square feet and each dwelling unit in a building shall have the minimum floor living area required by Section 17.172.070.

F. Recreational Buildings. Recreational, public assembly and similar buildings may be permitted within a project if they are intended for the primary use of persons residing within the project and are located so as not to be detrimental to adjacent properties.

G. Maintenance of Common Areas. A community association with the unqualified right to assess the owners of the dwelling units for all maintenance, operational and other costs of the common areas and facilities and the community association shall be established and continuously maintained.

H. Trash Areas. Adequate enclosed trash pickup areas, convenient to the residents which they are intended to serve, shall be provided in the project.

I. Screening. A six-foot high masonry wall shall be constructed on any project boundary line where the adjacent property is zoned for a lower residential density than that zone in which the project is located.

J. Walkways. Five-foot wide paved pedestrian walkways shall be installed between the dwelling units and the recreational areas of the project.

K. Access. Vehicular access openings into a project shall be limited to one for each 400 feet of public street frontage; however, all projects shall be permitted two access drives regardless of the amount of frontage.

L. Parking. Per Chapter 17.188. (Off-street parking standards).

4.10.2.3 SCAG 2008 Regional Comprehensive Plan (RCP)

The SCAG (the designated Metropolitan Planning Organization [MPO] for the Counties of Ventura, Orange, San Bernardino, Riverside, Imperial, and Los Angeles) is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. With its members and other regional planning entities, the SCAG prepared the 2008 RCP to serve as a framework to guide decision-making with respect to the growth and changes that can be anticipated in the region for the 2008–2012 timeframe. The RCP is a major advisory plan prepared by the SCAG that addresses important regional issues like housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance.

The RCP's overall goal is to reinvigorate the region's economy, avoid social and economic inequities and the geographical dislocation of communities, and to maintain the region's quality of life. The document is described as a regional policy framework for future land use decisions in the SCAG area that respects the need for strong local control, but that also recognizes the importance of regional comprehensive planning for issues of regional significance. The RCP is laid out much like a General Plan and organizes recommended policies into nine chapters. The highlight of each chapter is the regional strategy that addresses the RCP's vision for that resource area. As such, each chapter includes three levels of recommendations for the region:

- *Goals.* Each goal will help define how sustainability is defined for that resource area.
- *Outcomes.* These focus on quantitative targets that define progress toward meeting the RCP's Goals. Where possible, they are clearly defined (e.g., a 20% reduction in greenhouse gas emissions from 2007 levels), capable of being monitored with existing or reasonably foreseeable resources, and have a strong link to sustainability goals.
- *Action Plan.* This critical part of the RCP lays out a comprehensive implementation strategy that recommends how the region can systematically move to meet the RCP's quantitative Outcomes and achieve its Goals, Guiding Principles, and Vision. Each Action Plan contains:
    - *Constrained Policies.* This includes a series of recommended near-term, feasible policies that stakeholders should consider for implementation. For

example, the RCP calls on the SCAG to adopt policies that reflect its role as a planning agency, council of governments, and metropolitan planning organization. The RCP also recommends voluntary policies for consideration by local governments and other key stakeholders.

- *Strategic Initiatives.* This encompasses longer-term strategies that require significant effort to implement but are necessary to achieve the RCP's desired Goals and Outcomes. For example, identifying technological breakthroughs that can reduce air pollution from the transportation sector requires both commitment and time. Most of these initiatives are not constrained and will require political will, enabling legislation, new funding sources, and other key developments to become a reality. In most cases, this tier of strategies is the key to achieving the region's sustainability Goals and Outcomes.

4.10.2.4 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses ,and local stakeholders within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

The 2012 RTP/SCS identifies over 2,000 transportation projects, including freeway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six County Transportation Commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone.

The RTP/SCS allows project sponsors to qualify for Federal funding. SCAG's plan takes into account operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The RTP/SCS will be supported by a combination of transportation and land use strategies that will help the region achieve State greenhouse gas emission reduction goals and Federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently.[1]

4.10.2.5 Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The County of Riverside, eight additional land jurisdictions, and approximately fourteen cities adopted the MSHCP in 2003. The MSHCP is a habitat conservation

[1] http://scagrtpscs.net/Pages/2016RTPSCS.aspx, site accessed August 27, 2015.

plan formed and permitted under the Federal Endangered Species Act (FESA). The MSHCP builds upon existing preserves and attempts to provide connectivity and wildlife corridors, and proposes to conserve approximately 500,000 acres and 146 different species. Approximately 347,000 acres are anticipated to be conserved on existing Public/Quasi-Public lands with additional contributions of approximately 153,000 acres acquired from private land owners. The MSHCP establishes seven core reserve areas and associated linkages between the proposed and existing core areas. The MSHCP provides a Section 10(a) take permit under the FESA for property owners, developers, and participating public agencies.

The MSHCP has survey areas for narrow endemic plant species and criteria area species encompassing specified rare plants, burrowing owl, amphibians (i.e., arroyo toad, California red-legged frog, and mountain yellow-legged frog), and small mammals (i.e., Aguanga kangaroo rat, San Bernardino kangaroo rat, and Los Angeles pocket mouse). With the exception of a single-family home development, a habitat assessment must be performed when a proposed project occurs on a parcel within an MSHCP survey area. If suitable habitat is present and full avoidance cannot be met, a survey must be performed to determine the presence or absence and population of the resource. If no suitable habitat is present, then documentation of the results is provided to the county or city.[1]

The site is not located within an area that has been identified in the MSHCP as an area where conservation potentially needs to occur. Based on its location, however, the project does require compliance with the following MSHCP policies: Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2 of the MSHCP), the Guidelines Pertaining to the Urban/Wildlands Interface (Section 6.1.4 of the MSHCP), and the Burrowing Owl Survey Area (Section 6.3.2 of the MSHCP).

4.10.2.6 Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP)

In October 1988 the Stephens' kangaroo rat was listed as an endangered species by the USFWS.[2] Under the FESA, the SKR and its habitat were protected from any type of disturbance resulting in "take" of the species. In order to protect the SKR while allowing development to continue, the Riverside County Habitat Conservation Agency prepared the SKR HCP. The SKR HCP establishes suitable habitat areas where incidental take is permitted through a fee process and core reserve areas in occupied habitat where development projects are required to obtain individual permits. The project is located within the SKR HCP fee area.

[1] *Western Riverside County MSHCP Basics*, Campbell, Trisha A., http://naturalcommunity.org/79-2/know/articles/applied/wrmshcp-basics/#Q16 (accessed April 7, 2015).

[2] *Stephens' Kangaroo Rat: Introduction*, Riverside County Habitat Conservation Agency, http://www.skrplan.org/introduction.html (accessed April 9, 2015).

4.10.3 Methodology

The focus of the land use analysis is on land use impacts that would result from implementation of the project. Land use conflicts are identified and evaluated based on existing land uses, land uses proposed as part of the project, land use designations, and standards and policies related to land use. Land use compatibility is based on the intensity and patterns of land uses proposed in order to determine whether the project would result in incompatible uses or nuisance impacts to sensitive receptors (e.g., residences, medical facilities, or schools).

An evaluation of the potential land use impacts associated with implementation of the proposed project is based primarily on the City's General Plan and associated EIR and the previously referenced regional plans.

4.10.4 Thresholds of Significance

Appendix G of the *CEQA Guidelines* recognizes the following significance thresholds related to land use. Based on these significance thresholds, potential impacts to land use could be considered significant if the project would result in the following:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

4.10.5 Less than Significant Impacts

The following potential impacts were determined to be less than significant. In each instance, either no impact would occur or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level.

4.10.5.1 Physically Divide an Established Community

Threshold	Would the proposed project physically divide an established community?

The project site consists of undeveloped land. Surrounding uses include rural residences to the north, undeveloped land to the east and west, and a multifamily development to the south. Dirt trails traverse the site: one north and south along the eastern border, one east and west through the center of the site, and across the

southwest corner. These trails do not provide connectivity for an established community in the area, however.

The project does not include any physical structures that would divide the surrounding community. The placement of multifamily dwellings and commercial/ retail and office buildings on the site would not physically affect connectivity in the surrounding area. The project also includes plans for a regional multiuse trail that would run through the preserved oak grove and across the site. The project will connect to existing roadway system, as well as to the future extension of Yamas Drive. Since the project does not include any physical structures that would affect connectivity in the surrounding area, it would not divide an established community and no significant impact would occur. No mitigation is required.

4.10.5.2 Conflict with Applicable Land Use Plans, Policies, or Regulations (Local and Regional)

Threshold	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the General Plan, Specific Plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Section 15125 (d) of the *CEQA Guidelines* requires EIRs to "discuss any inconsistencies between the proposed project and applicable general plans and regional plans." The objective of such a discussion is to find ways to modify a project, if warranted, to eliminate any identified inconsistencies with relevant plans and policies, and thereby avoid creating an impact to the environment that consistency with the plan would otherwise mitigate. This EIR section includes an evaluation of the consistency of the proposed project with pertinent goals and targets of the adopted City's General Plan and regional plans.

Wildomar General Plan. The southern portion of the site does not require a General Plan Amendment (GPA) or Zone Change (ZC) and the proposed uses are consistent with the existing General Plan Land Use and zoning. The project would place multifamily dwellings units at a density of 23 dwelling units per acre in an area that requires a minimum of 20 dwelling units per acre. Therefore, the residential portion of the project is consistent with the planned land use of the southern portion of the site. Changes in planned land uses are limited to the northern portion of the project site.

The project proposes a GPA and ZC on the northern portion of the site. The northern portion of the site is zoned for R-R (Rural Residential). The northern portion's General Plan Land Use designation is Business Park (BP). The project proposes to change the zoning and General Plan land use designation on the northern portion of

the site to C-P-S (Scenic Highway Commercial) and Commercial Retail (CR), respectively.

The current Business Park (BP) land use designates the site for research and development, technology centers, corporate offices, "clean" industry, and supporting retail uses. The proposed Commercial Retail (CR) designation encourages "…. the development of commercial retail uses at a neighborhood, community and regional level, as well as for professional office and tourist-oriented commercial uses." Overall, the Commercial Retail (CR) designation would allow for a less intensive use of the site; Business Park (BP) requires an FAR between 0.25 and 0.60, while the Commercial Retail (CR) FAR is between 0.20 and 0.35. FAR is used by the General Plan as a measure of density in the absence of residential units. The proposed GPA would result in a less intensive use of the northern portion of the site, hence an FAR of 0.26. However, the use would be similar in that it involves retail and office development.

R-R (Rural Residential) zoning allows for single-family residences and some agricultural and public utility uses. Various commercial and retail uses are allowed with approval of a CUP or plot plan. Development standards within the R-R zone require a minimum lot size of 0.5 acre (except for public utilities for which lot sizes of 20,000 square feet are permitted) and establish minimum yard setbacks. The proposed ZC to Scenic Highway Commercial (C-P-S) would allow for commercial/ retail and office uses by right (a CUP would not be required for most commercial uses), does not establish a minimum lot size, and does not require yard requirements for buildings not exceeding 35 feet in height.[1]

While the development of commercial uses would change the existing semi-rural character of the area, this pattern of development is generally consistent with recent and planned development along this portion of Clinton Keith Road, which includes a mix of residential and commercial uses. Clinton Keith Road is a major arterial road that connects to both I-15 and I-215. The corridor along Clinton Keith Road is also one of the larger commercial areas of the City. Therefore, it is reasonable that uses proposed by the project would occur in this area of the City. The types of uses proposed by the project are similar to what could be proposed under the current General Plan Land Use and Zoning of the site.

Table 4.10.B addresses the project's consistency with General Plan land policies. Land use policies that relate to other environmental issues are addressed other in other sections of this EIR.

[1] City of Wildomar Municipal Code, Chapters 17.16 (R-R Residential Zone) and 17.76 (C-P-S Scenic Highway Commercial Zone.)

Table 4.10.B: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Residential Land Use Policies	
LU 22.1. Accommodate the development of single- and multi-family residential units in areas appropriately designated by the General Plan and area plan land use maps.	**Consistent.** Due to the direct proximity of similar uses, the project site is appropriate for the development of multifamily residential units per the existing Highest Density Residential (HHDR) designation.
LU 22.2. Accommodate higher density residential development near community centers, transportation centers, employment, and services areas.	**Consistent.** The project will place high density residential development adjacent to commercial/retail and office development. I-15 is located 0.85 mile west of the site.
LU 22.4. Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.	**Consistent.** The project will contribute a variety of housing types along Clinton Keith Road, which include rural residences, single-family residences, and multifamily housing.
LU 22.5. Integrate a continuous network of parks, plazas, public squares, bicycle trails, transit systems, and pedestrian paths to provide both connections within each community and linkages with surrounding features and communities.	**Consistent.** The project contains 3.2 acres of park space and a trailhead connecting to a multi-use regional trail.
LU 22.6. Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting agricultural, roadway, commercial, and industrial uses. (AI 3)	**Consistent.** The project's design separates residential units from commercial uses with a park area. The project shall conform to setbacks as required by the City Zoning Code.
LU 22.8. Establish activity centers within or near residential neighborhoods that contain services such as child or adult-care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.	**Consistent.** The residential portion of the project contains park space and a recreational area featuring a pool and club house.
LU 22.9. Require residential projects to be designed to maximize integration with and connectivity to nearby community centers, rural villages, and neighborhood centers.	**Consistent.** The project will be consistent with the pattern of development on Clinton Keith Road and will provide connectivity to the surrounding area through a trail, sidewalks, and roadway improvements.
LU 22.10. Require that residential units/projects be designed to consider their surroundings and to visually enhance, not degrade, the character of the immediate area.	**Consistent.** The project will be designed in accordance will all applicable zoning codes and design guidelines.
Business Park Land Use Policy	
LU 24.1. Accommodate the continuation of existing and development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan and area plan land use maps.	**Consistent.** The project will change the existing land use from Business Park (BP) to Commercial Retail (CR) on the northern part of the site. However, the planned uses will be substantially similar to uses that are currently permitted and/or existing uses that are adjacent to the project site.

Table 4.10.B: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Commercial Land Use Policies	
LU 23.1. Accommodate the development of commercial uses in areas appropriately designated by the General Plan and area plan land use maps.	**Consistent.** The project will place commercial uses in areas designated for commercial uses.
LU 23.2. Once 40% of the area designated Commercial Retail within any Area Plan is built out, commercial retail development applications that are proposed within that Area Plan will only be considered for approval based on demonstrated market need, as well as a demonstrated ability to accommodate the traffic impacts the development will generate.	**Consistent.** Not more than 40% of the City that is designated Commercial Retail is built-out; therefore, this policy is not relevant to the proposed project.
LU 23.3. Site buildings along sidewalks, pedestrian areas, and bicycle routes and include amenities that encourage pedestrian activity.	**Consistent**. The project improvements include sidewalks along Clinton Keith Road, along which the commercial/retail and office buildings are located.
LU 23.5. Concentrate commercial uses near transportation facilities and high density residential areas and require the incorporation of facilities to promote the use of public transit, such as bus turnouts.	**Consistent.** The project is a mixed-use project featuring high density residential and commercial uses. Two bus routes have stops within 0.25 mile of the site.
LU 23.6. Require that commercial projects abutting residential properties protect the residential use from the impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards.	**Consistent.** Commercial uses associated with the project would not generate significant odors or fumes. Impacts related to noise, light, traffic, and hazards would be lessened by the placement of park space between the commercial and residential portion of the project.
LU 23.7. Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.	**Consistent.** The project would have adequate circulation, water, and sewer facilities, as discussed in the Traffic and Utilities Sections of this EIR.
LU 23.9. Require that commercial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area.	**Consistent.** The project will be designed in accordance with all applicable zoning codes and design guidelines.

Source: City of Wildomar General Plan, July 2008.

The project is generally consistent with the goals, objectives, and policies of the City of Wildomar General Plan. The proposed General Plan Amendment and Zone Change would not significantly affect the goals and objectives of the General Plan because they would result in uses that are similar to those envisioned in the General Plan. The overall pattern of development planned for the area along Clinton Keith Road would not change. Therefore, less than significant impacts in relation to land use plans, policies, or regulations would occur and no mitigation is required.

Regional Comprehensive Plan. Pursuant to *CEQA Guidelines* Section 15125 (d), this EIR section includes an evaluation of the consistency of the proposed project with pertinent goals and policies of relevant adopted regional plans. Because certain plans are more specifically tailored to other issue areas, such as air quality, transportation, biology, hazards, water quality, and water supply, the local and regional plans identified below are addressed in detail in other sections of this EIR. Table 4.10.C provides a summary of the project's consistency with regional plans.

Table 4.10.C: Regional Plan Consistency

Regional Plan	Consistency Analysis
Regional Comprehensive Plan, Land Use and Housing Chapter	
Goal. Focusing growth in existing and emerging centers and along major transportation corridors.	**Consistent.** While the project site is undeveloped, it is within an area of the City undergoing residential and commercial growth. Clinton Keith Road, which borders the project to the north, is a major transportation and commercial corridor within the City. Clinton Keith Road provides access to I-15 and I-215. The project is within 0.25 mile of Riverside Transit Authority (RTA) bus stops. The existing roadway system and infrastructure surrounding the project site will be utilized to the maximum extent possible, and the proposed project will install improvements and/or pay necessary fees to facilitate the continuation of satisfactory operation. The proposed project is consistent with this SCAG policy in that it exists in an urbanized area with access to a major transportation corridor of the City and will be connecting to the existing utilities underlying the arterial roadways.
Goal. Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations.	**Consistent.** The proposed project would comply with all City development policies, standards, and programs pertaining to supporting alternative modes of transportation included in the General Plan Circulation Element. In addition, the project is located within an urbanizing area of the City. The approved and planned development in the project area includes residential and commercial uses. There are two bus routes that could potentially serve the project, RTA Routes 23 and 7. Both are located with 0.25 mile of the project site. The design of the project would be required to adhere to applicable City standards that support and/or facilitate alternative modes of transportation. Through the City's project review process, policies, plans, and/or programs supporting alternative transportation would be reviewed and incorporated as applicable.

Table 4.10.C: Regional Plan Consistency

Regional Plan	Consistency Analysis
Goal. Inject new life into underused areas by creating vibrant new business districts, redeveloping old buildings, and building new businesses and housing on vacant lots.	**Consistent.** The project would create new commercial and residential uses along a major transportation corridor of the City. The project would facilitate the development of a mixed-use development area surrounding Clinton Keith Road, thereby increasing the intensity of uses in this area.
Outcome. Significantly increase the number and percentage of new housing units and jobs created within the Compass Blueprint 2% Strategy Opportunity Areas by 2012 and improve the regional jobs-housing balance. (Tracking the number of new units will measure the region's progress in accommodating forecast growth. The percentage of housing and jobs developed within the Opportunity Areas will indicate the locational efficiency of growth.)	**Consistent**. When a city or county has ratio of jobs to housing lower than the overall regional standard, it means there are more houses than jobs, which results in many of the local residents commuting to places of employment that are far away. These longer commutes result in freeway congestion, increased air pollution, and reduced quality of life for commuters. In 2012, Wildomar residents' commute time took an average of 43 minutes.[1] The 2011 jobs-to-housing ratios for the City, County, and SCAG region are 0.32, 0.72, and 1.14, respectively (see Table 4.13.B in the *Population, Housing, and Employment* section of the EIR). These ratios indicate that both the City of Wildomar and Riverside County are both "jobs poor" and "housing rich" because the jobs-to-housing ratios are well below that of the Southern California region as defined by SCAG. The project proposes the development of commercial/retail and office uses, which would incrementally improve the City jobs to housing ratio. The project would result in the addition of approximately 157 jobs and 162 dwelling units to the City, with a jobs-to-housing ratio of 0.62 (see Section 4.13, *Population, Housing, and Employment,* for more information). Since the proposed project has an improved jobs-to-housing ratio relative to the City, it would improve the City jobs-housing balance.
Outcome. Reduce total regional vehicle miles traveled (VMT) to 1990 levels by 2020. (The Land Use and Housing Action Plan can be expected to result in a 10% reduction in VMT in 2035 when compared to current trends. VMT serves as a proxy for jobs/housing balance, urban design, transit accessibility, and other urban form issues. VMT per household will decrease with Compass Blueprint implementation.)	**Not Consistent.** As previously identified, the proposed project would comply with all City development policies, standards, and programs pertaining to supporting alternative modes of transportation included in the General Plan Circulation Element. For example, the project includes a regional trail in the central portion, which will allow for increased pedestrian and bicycle activity. The project is along a major transportation corridor and is located in close proximity to an existing bus routes. However, since job opportunities in the project and City are

[1] *Profile of the City of Wildomar*, Southern California Association of Governments, May 2013, http://www.scag.ca.gov/Documents/Wildomar.pdf (accessed April 8, 2015).

Table 4.10.C: Regional Plan Consistency

Regional Plan	Consistency Analysis
	low relative to the rest of the SCAG region, most residents would need to commute to work. This would incrementally increase the overall VMT of the City.
Policy LU-6.2. Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.	**Consistent**. The project will be required to comply with California's CALGreen building regulations as implemented through the requirements of the UBC Title 24. The UBC Title 24 is 1) "the most stringent, environmentally friendly building codes in the U.S.;" and 2) "CALGreen is a comprehensive, far-reaching set of regulations which mandate environmentally advanced building practices and regulations designed to conserve natural resources and reduce greenhouse gas emissions, energy use, and water use." In addition, in compliance with the CALGreen building regulations, the project proposes to incorporate the following sustainable design features to further reduce its environmental footprint, including: • Building design to reduce energy consumption by complying with the most current version of Title 24 energy conservation standards; • Channelizing street runoff into landscape areas instead of storm drains; • Use of recycled and/or locally sourced building materials to the extent feasible; • Reduction in the use of impervious surfaces throughout the project; • Provide for site access via existing transit systems; • Provide for internal circulation via bicycles and walking; and • Plans to include built-in recycling bins in residential units, in or near kitchens in order to reduce waste deposited to landfills.
Regional Comprehensive Plan, Open Space and Habitat Chapter	
Policy OSC-8. Local governments should encourage patterns of urban development and land use, which reduce costs of infrastructure and make better use of existing facilities.	**Consistent.** The proposed project is adjacent to existing developed areas that are presently served by existing water, sewer, storm drainage, electrical, natural gas, and transportation services. During the construction of the project and as needed throughout the process, necessary utility and roadway improvements will be installed or extended to the project site from adjacent existing facilities. The supply of

Table 4.10.C: Regional Plan Consistency

Regional Plan	Consistency Analysis
	electricity and natural gas is demand-responsive and the project proponent would be required to meet the service requirements of these utility providers. By maximizing the use of existing facilities, the costs of expanding infrastructure would be minimized. Because the proposed project would be located in close proximity to existing industrial, commercial, and residential structures requiring similar types of infrastructure, it is consistent with this growth management policy.
Policy OSC-12. Developers and local governments should promote water-efficient land use and development.	**Consistent.** The project is required to implement water-efficient landscaping design (i.e., drought-tolerant landscaping) within the project site. All landscaping will comply with Chapter 17.276 of the Municipal Code (Water Efficient Landscapes). In addition, the project includes a native and California-friendly landscaped corridor. The Conceptual Landscape Plan indicates a plant selection that includes a mixture of drought-tolerant and native plant species irrigated by spray and drip irrigation.
Regional Comprehensive Plan, Water Chapter	
Policy WA-11. Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure costs.	**Consistent.** The proposed development is located in the immediate vicinity of infrastructure for water, sewer, storm drainage, electrical, natural gas, and transportation facilities. During the construction of the project and as needed throughout the process, necessary utility and roadway improvements will be installed or extended to the project site from adjacent existing facilities. The availability of this infrastructure would reduce the cost to public agencies that would provide services to the project area. The project would be developed in an area where such infrastructure is accessible. Furthermore, the project applicant would pay all applicable development fees for the necessary infrastructure and public service improvements, including those associated with water, sewer, drainage, roadways, fire, and police.
Policy WA-12. Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.	**Consistent.** The proposed project will be required to implement water-efficient landscaping design (i.e., drought-tolerant landscaping) within the project site. Therefore, the proposed project would be consistent with this SCAG policy. The project will have 1.3 acres of passive open space that will allow for infiltration of water and reduce off-site runoff. At present, reclaimed water is not available to the project site. In addition, the

Table 4.10.C: Regional Plan Consistency

Regional Plan	Consistency Analysis
	project will comply with the latest Green Building Code requirements for water conservation.
Regional Comprehensive Plan, Energy Chapter	
Policy EN-10. Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy-saving measures that should be explored for new and remodeled buildings include: • Using energy-efficient materials in building design, construction, rehabilitation, and retrofit. • Encouraging new development to exceed Title 24 energy efficiency requirements. • Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment. • Utilizing efficient commercial/residential space and water heaters. This could include the advertisement of existing and/or development of additional incentives for energy-efficient appliance purchases to reduce excess energy use and save money. • Encouraging landscaping that requires no additional irrigation; utilizing native, drought-tolerant plants can reduce water usage up to 60 percent compared to traditional lawns. • Encouraging combined heating and cooling (CHC), also known as cogeneration, in all buildings. • Encouraging neighborhood energy systems, which allow communities to generate their own electricity. • Orienting streets and buildings for best solar access. • Encouraging buildings to obtain at least 20 percent of their electric load from renewable energy.	**Consistent.** The project will comply with California's CALGreen building regulations and the UBC Title 24 energy conservation standards, which are considered the most stringent, environmentally friendly building codes in the U.S. In addition, the strategies listed in Section 4.7, Greenhouse Gases and Global Climate Change, of this EIR are considered to be greenhouse gas emission reduction strategies, which include green building measures. These strategies are either part of the project or requirements under local or State ordinances. Since the project would implement these strategies into its design and operation, the project would be consistent with this SCAG policy.

Table 4.10.C: Regional Plan Consistency

Regional Plan	Consistency Analysis
Regional Comprehensive Plan, Solid Waste Chapter	
Policy SW-14. Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for new and remodeled buildings include: • Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. • An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion. • Source reduction through (1) use of building materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings). Reuse of existing building structure and shell in renovation projects. Building lifetime waste reduction measures that should be explored for new and remodeled buildings include: • Development of indoor recycling program and space; • Design for deconstruction; and • Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting, and other reusable components.	**Consistent.** Solid waste disposal and recycling services for the project site would be provided by Waste Management. Solid waste for disposal would be disposed of at the El Sobrante Landfill, which is owned and operated by Waste Management of the Inland Empire. The City of Wildomar is responsible for meeting the requirements of AB 939 and SB 1016, which includes a 50 percent reduction in disposal by the start of 2000 and preparation of a solid waste reduction plan to help reduce the amount of solid waste disposed of at the landfills. The project would be required to coordinate with the waste hauler to develop collection of recyclable materials for the project on a common schedule as set forth in applicable local, regional, and State programs. Recyclable materials that could be recycled include paper products, glass, aluminum, and plastic. Additionally, the project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other applicable local, State, and Federal solid waste disposal standards, thereby ensuring that the solid waste stream to regional landfills are reduced in accordance with existing regulations.
Regional Comprehensive Plan, Transportation Chapter	
Goal. A more efficient transportation system that reduces and better manages vehicle activity.	**Consistent.** The project would result in the development of residences in close proximity to major transportation corridors, including Clinton Keith Road, I-15, and I-215. In addition, the project proposes sidewalks, a regional trail, and landscaping treatments to provide for pedestrian access throughout the project site. The type of

Table 4.10.C: Regional Plan Consistency

Regional Plan	Consistency Analysis
	uses proposed and their proximity to each other allow for increased pedestrian activity, limiting the need for vehicle travel.
Regional Comprehensive Plan, Security and Emergency Preparedness Chapter	
Goal. Ensure transportation safety, security, and reliability for all people and goods in the region.	**Consistent.** The project is consistent with this goal in that it would be required to adhere to the City's General Plan and Municipal Code requirements that address transportation safety and security. The General Plan contains goals and policies that aim to provide adequate and reliable transportation facilities. The goals and policies identified in the City's General Plan resemble those of the RCP that address mobility, traffic safety, environmental concerns, and land use consistency as the major traffic study factors to identify existing traffic conditions and to assess the future effects on area traffic patterns/ flow.
Regional Comprehensive Plan, Economy Chapter	
Goal. Enable business to be profitable and competitive (locally, regionally, nationally, and internationally).	**Consistent.** The project would add residents in close proximity to shopping and work places. Through the addition of the project, the City would also expand its economic competitiveness with other areas in the region by bringing residents to where the shopping opportunities are.
Goal. Promote sustained economic health through diversifying the region's economy, strengthening local self-reliance and expanding competitiveness.	**Consistent.** The project would enable the City to be more self-reliant by providing houses in close proximity goods and services within the City. Through the addition of the project, the City would also expand its economic competitiveness with other areas in the region.

SCAG 2012 Regional Transportation Plan and Sustainable Communities Plan. As part of the adoption of the 2012 RTP, SCAG developed a Sustainable Communities Strategy (SCS), which was required as part of SB 375. According to SB 375, each MPO shall prepare a sustainable communities strategy, including the requirement utilizing the most recent planning assumptions considering local general plans and other factors. The SCS shall:

1. Identify the general location of uses, residential densities, and building intensities within the region;
2. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net

migration into the region, population growth, household formation and employment growth;

3. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region;
4. Identify a transportation network to service the transportation needs of the region;
5. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region;
6. Consider the State housing goals specified in Sections 65580 and 65581;
7. Set forth a forecast development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the State Board; and
8. Allow the regional transportation plan to comply with the Federal Clean Air Act.

The SCS and the 2012 RTP contain new regional growth projections for each city in the Southern California region. Table 4.10.D contains the population and employment forecasts for the City.[1]

Table 4.10.D: SCAG Population and Employment Projections – 2020 and 2035

Population		Employment		Increase 2020–2035	
2020 Projection	2035 Projection	2020 Projection	2035 Projection	Population	Employment
42,100	53,700	5,900	9,300	21.6%	36.6%

Source: SCAG 2012 RTP

The 2012–2035 RTP/SCS contains a number of "Outcome and Performance Measures/Indicators"[2] that are used to evaluate various regional land use plan alternatives, with the objective being an improvement over the No Project (i.e., no SCS) baseline. These measures are applied on a regional basis, and are not necessarily applicable to individual projects like the proposed project. A general discussion of consistency with the relevant measures is provided in Table 4.10.E.

[1] The data provided in Table 4.10.D are slightly different than the data provided in Section 4.13 Table 4.13.A. The data provided in Table 4.10.D are based on regional SCAG projections that use a baseline of 2008. Table 4.13.A is based on local data provided by the County of Riverside Transportation Agency that use an updated baseline of 2011. However, the different data sets are not substantially different.

[2] http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_PerformanceMeasures.pdf, Table 2.

Table 4.10.E: Discussion of RTP Outcomes and Performance Measures/ Indicators

Performance Measure/Indicator	Definition	Consistency of Proposed Project
Share of growth in High Quality Transit Areas (HQTAs)	Increase share of the region's growth in households and employment in HQTAs	**Consistent.** The project is not currently located in an SCAG-defined HQTA. Local transit has numerous bus routes that serve the City. Through the City's project review process, policies, plans, and/or programs supporting alternative transportation would be reviewed and incorporated as applicable.
Land consumption	Reduce additional land needed for development that has not previously been developed or otherwise affected, including agricultural land, forest land, desert land, and other virgin sites.	**Not Consistent.** The SCAG plan calls for reducing the amount of virgin land converted to development, as compared to the "No Project" condition. The project would use a site that has not been previously developed.
Average distance for work or non-work trips	Decrease the average distance traveled for work or non-work trips separately.	**Consistent.** The City is housing-rich, which forces many workers to commute long distances from their homes to work. The project includes commercial/retail and office uses that would incrementally reduce commute distances for residents.
Percentage of work trips less than 3 miles.	Increase the share of total work trips that are fewer than 3 miles.	**Consistent.** As noted above, the City needs additional employment. By adding commercial/retail and office uses, the project would increase total work trips that are fewer than 3 miles.
Work trip length distribution.	Reduce the statistical distribution of work trip length in the region.	**Consistent.** Due to the mixed-use nature of the project, the traffic study assumed an internal capture of vehicle trips among the multifamily, commercial, and office uses. Due to this internal capture, the daily trips generated are reduced by approximately 8 percent. The proposed co-location of the office, commercial, and residential uses may incrementally contribute to a reduction of vehicle trip length in the project area.
Criteria pollutants and greenhouse gas emissions.	Reduce CO, NO_X, $PM_{2.5}$, PM_{10}, VOC, and per capita greenhouse gas emissions (CO_2).	**Consistent.** The project air and greenhouse gas studies indicate that it will not contribute to a short- or long-term source of criteria pollutants and greenhouse gas emissions. The project would not incrementally increase emissions of pollutants and greenhouse gases.
Annual household transportation cost.	Reduce annual household spending on transportation costs of vehicle ownership, operation, and maintenance,	**Generally Consistent.** The project will reduce work-related trip lengths for people who may work in the proposed commercial development and live in the proposed high

Table 4.10.E: Discussion of RTP Outcomes and Performance Measures/ Indicators

Performance Measure/Indicator	Definition	Consistency of Proposed Project
	and public transportation.	density residential development. Generally, the majority of the residents of the proposed project will be traveling to work locations outside the Wildomar area.
Percentage of jobs within 15 minutes' walk of transit.	Increase the number of jobs within 15 minutes' walk of public transportation.	**Consistent.** The proposed project is within 15 minutes' walk of public transportation. Two bus stops are located within 0.25 mile of the project site.

Source: http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_PerformanceMeasures.pdf

As detailed in Table 4.10.E the project design is generally consistent with the SCAG RTP/SCS performance measures, but the overall project is not consistent with regional job/housing goals due to the type of uses it proposes and the project location. However, the southern portion of the site was redesignated and rezoned to allow high density residential development during the most recent update of the City's Housing Element (2013) enabling the City to meet its the housing needs identified in the Regional Housing Needs Assessment.. Additional information and analysis in this regard is provided in Section 4.13, *Population, Housing, and Employment.*

Water Quality Control Plan for the San Diego Basin (Basin Plan). The Water Quality Control Plan for the San Diego Basin, which is implemented by the San Diego Regional Water Quality Control Board (RWQCB), specifically (1) designates beneficial uses for surface and ground waters, (2) sets qualitative and quantitative objectives that must be attained and maintained at that level in order to protect the designated beneficial uses and conform to the State's anti-degradation policy, and (3) describes implementation policies and programs to protect all waters in the region. In cases where the Basin Plan does not contain a standard for a particular pollutant, other criteria are used to establish a standard. Storm water runoff from the project will eventually make its way to the Santa Margarita River. Because the project is required to comply with all applicable water quality standards and requirements established by the RWQCB, and is therefore in compliance with the NPDES permitting system, the project would be consistent with the Basin Plan.

Riverside County Drainage Area Management Plan (DAMP). The Drainage Area Management Plan deals with the Santa Ana and Santa Margarita Regions. The DAMP describes a wide range of continuing and enhanced BMPs and control techniques for development projects within a municipality and are being implemented during the five-year terms of the third-term MS4 permits. In essence, the DAMP describes the overall urban runoff management strategies planned by the permittees in the Santa Ana Region. The project is required to comply with all

applicable drainage standards and requirements designed to protect water resources and enhance water quality and would therefore, be consistent with the DAMP.

Summary of Impact 4.10.5.2: Conflict with Applicable Regional Land Use Plans, Policies, or Regulations. The preceding analysis demonstrates that the proposed project is generally consistent with the goals of SCAG's Regional Comprehensive Plan, Compass Plan and Regional Transportation, and the Basin Plan and DAMP.

4.10.5.3 Conflict with Any Applicable Habitat or Natural Community Conservation Plan

Threshold	Would the proposed project conflict with any applicable habitat conservation plans (HCP) or natural community conservation plan (NCCP)?

While the project site is within the MSHCP area and the fee area for the Stephens' kangaroo rat, it is not within a Criteria Cell, designated cell group, or a subunit. Conservation of site not required pursuant to the MSHCP. Due to its location, the project requires compliance with the following MSHCP policies:

- Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2 of the MSHCP);
- The Guidelines Pertaining to the Urban/Wildlands Interface (Section 6.1.4 of the MSHCP); and
- The Burrowing Owl Survey Area (Section 6.3.2 of the MSHCP).

Potential impacts related to riverine areas, burrowing owl, and urban/wildlands interface are discussed in greater detail in Section 4.4 (Biological Resources) of this EIR. Mitigation measures have been identified in Section 4.4.5 to reduce potential MSHCP resource impacts to less than significant levels. No additional mitigation other than identified in Section 4.4 included in the Biological Resources Section of this EIR is required.

4.10.6 Significant Impacts

There are no impacts related to land use that are significant with implementation of the proposed project.

4.10.7 Cumulative Impacts

As discussed in this section, the project would not have significant project-related impacts related to dividing an existing community, conflicts with applicable land use

plans, policies, or regulations with approval of the proposed GPA or zone change, or conflict with an approved habitat conservation plan. While the project would represent a shift in land use designation for the project site, this shift does not significantly contribute to a cumulative land use impact; therefore, no mitigation is warranted.

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4.11 MINERAL RESOURCES

This chapter evaluates potential impacts related to known mineral resources that may result from the proposed project. This chapter is based in part on the following document, which is incorporated by reference:

- *City of Wildomar General Plan*, Multipurpose Open Space Element, adopted July 2008.

4.11.1 Existing Setting

No land within the City is designated by the U.S. Geological Survey (USGS) as being a known significant mineral resource area. As identified in the City's General Plan (Figure OS-5), the entire City is designated MRZ-3a, as defined in Section 4.11.2, below.

4.11.1.1 NOP/Scoping Comments

No comments regarding mineral resources were received during the NOP public review periods or Public Scoping meetings.

4.11.2 Policies and Regulations

4.11.2.1 State Regulations

Surface Mining and Reclamation Act. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the known or inferred mineral potential of the area. Construction aggregate resources (sand and gravel) deposits were the first commodity selected for classification by the State Mining and Geology Board. Once mapped, the State Mining and Geology Board is required to designate for future use those areas that contain aggregate deposits that are of prime importance in meeting the region's future need for construction-quality aggregates. There are three key objectives of SMARA regulations:

- Adverse environmental effects are prevented or minimized, and mined lands are reclaimed to a usable condition that is readily adaptable for alternative uses;
- The production and conservation of minerals are encouraged, while consideration is given to values relating to recreation, watershed, wildlife, range and forage, and aesthetic enjoyment; and
- Residual hazards to the public health and safety are eliminated.

The primary objective of the SMARA is for each jurisdiction to develop policies that will conserve important mineral resources, where feasible, that might otherwise be unavailable when needed. The SMARA requires that once policies are adopted,

local agency land use decisions must be in accordance with its mineral resource management policies. These decisions must also balance the mineral value of the resource to the market region as a whole, not just their importance to the local jurisdiction. Under SMARA, areas are categorized into MRZs as follows:

MRZ-1 Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.

MRZ-2a Areas where the available geologic information indicates that there are significant mineral deposits.

MRZ-2b Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.

MRZ-3a Areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined.

MRZ-4 Areas where there is not enough information available to determine the presence or absence of mineral deposits.

4.11.2.2 City General Plan Policies

No policies related to mineral resources that apply to the proposed project are identified within the City's General Plan.

4.11.3 Methodology

The California Geological Survey (CGS) provides objective geologic information about California's diverse non-fuel mineral resources. Maps, reports, and other data products developed by CGS were used to locate mineral extraction areas within the project area. In addition, the City's General Plan was used to determine the location of possible mineral extraction areas in the project area.

4.11.4 Thresholds of Significance

Appendix G of the *State CEQA Guidelines* recognizes the following thresholds related to mineral resources. Based on these significance thresholds, potential impacts to mineral resources could be considered significant if the proposed project:

- Resulted in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State; and/or
- Resulted 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 plans.

4.11.5 Less than Significant Impacts

The following potential impacts were determined to be less than significant. In both of the following issues, either no impact would occur or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level. In both instances, no mitigation is required.

4.11.5.1 Loss of Statewide, Regional, or Locally Important Mineral Resources

Thresholds	Would the proposed project 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? Would the proposed project 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 plans?

The project site and the property in the surrounding area are designated as MRZ-3a. Mineral resources in this category have undetermined value and are not considered locally important mineral resource recovery sites. Neither the General Plan nor the Zoning ordinance designate the site for mining or mineral extraction uses.

According to the Geotechnical Investigation conducted for the proposed project (Appendix E), the on-site alluvium is primarily underlain with Early Pleistocene-age sandstone. The entire City is designated as MRZ-3a and is located on similar underlying geologic features. While it is possible that the site could yield mineral resources, the physical characteristics of the site provide no indication of a unique or valuable mineral resource. No historic or current mining or mineral extraction is located within the proposed project limits.

Development of the project site would not result in the loss of identified regional or local mineral resources, conversion of an identified mineral resource use, or conflict with existing mineral resource extraction activities. Therefore, the development of the project site would not result in a loss of statewide, regional, or locally important mineral resources. No significant impact associated with this issue, would occur and no mitigation is required.

4.11.6 Significant Impacts

No significant mineral resource impact would result from the construction or occupation of the proposed uses.

4.11.7 Cumulative Impacts

The cumulative area for mineral resources is the City of Wildomar. As population levels increase in the region, greater demand will be placed on mineral resources,

including sand, gravel and aggregate. Development in the City where these resources are known or expected to occur would result in the loss of availability of these mineral resources. Because the project site is not identified as a significant mineral resource site or the site of an existing mining/mineral extraction operation, development of the site as proposed would not cumulatively decrease the local or regional availability of mineral resources. No cumulatively significant impact would occur; therefore, no mitigation is required.

4.12 NOISE

This section of the EIR is intended to satisfy the City's requirements for a project-specific noise impact analysis by examining the short- and long-term noise impacts of the proposed project on sensitive uses adjacent to the proposed project area and by evaluating the effectiveness of mitigation measures. This includes the potential for the proposed project to result in impacts associated with a substantial temporary and/or permanent increase in ambient noise levels in the vicinity of the project area; exposure of people to excessive noise levels, groundborne vibration, or groundborne noise levels.

The analysis contained in this section is based on the following technical study prepared for the proposed project:

- Clinton Keith Road (APN: 380-250-003) "Grove Park" Noise Impact Analysis, City of Wildomar, Urban Crossroads, March 11, 2015 (Appendix I).

4.12.1 Existing Setting

4.12.1.1 Background

Characteristics of Noise. To the human ear, sound described in terms of its loudness (amplitude) and pitch (frequency). Pitch is generally an annoyance, while loudness can affect our ability to hear. Noise is usually defined as unwanted sound; it consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

Measurement of Noise. The standard unit of measurement of the loudness of sound is the decibel (dB). Decibels are based on a logarithmic scale. The logarithmic scale compresses the wide range in sound levels resulting in a more usable range of sound level values (similar to the Richter scale used to measure earthquakes). To humans, a sound 10 dB higher than another is considered to be twice as loud; a sound 20 dB higher than another is considered four times as loud; etc. Typical daily sounds in the environmental range from 30 dB (very quiet) to 100 dB (very loud). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is utilized to relate noise to human sensitivity. The A-weighted decibel (dBA) scale performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Community noise levels are measured in terms of the dBA. Figure 4.12.1 shows examples of various noises sources and their typical dBA noise level.

Two categories of noise are measured to characterize noise conditions: single event noise and community, or cumulative, noise. Single event measurements describe the noise levels from an individual event such as a passing airplane or a heavy-duty

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COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	SLEEP DISTURBANCE
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	FAINT	NO EFFECT
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

LSA

FIGURE 4.12.1

SOURCE: Urban Crossroads Noise Report, March 2015. (Environmental Protection Agency Office of Noise Abatement and Control, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004) March 1974.)

Grove Park Mixed-Use Development
Environmental Impact Report

Typical A-Weighted Noise Levels

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truck. Cumulative measurements average the total noise in a community over a specific time period, which is typically 1 or 24 hours. The noise impact analysis performed for this EIR includes assessments of both single event noise and community or cumulative, noise.

Several rating scales have been developed for measurement of community noise to account for the effects, variety, variation, and time of noise in the community. They are designed to account for the known health effects of noise on people. The potential for a noise to affect people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to account for this observation. Two of the predominant noise scales are the Equivalent Noise Level (L_{eq}) and the Community Noise Equivalent Level (CNEL).

- L_{eq} is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. L_{eq} is the "energy" average noise level during the time period of the sample. L_{eq} can be measured for any time period, but is typically measured for 1 hour. This 1-hour noise level can also be referred to as the Hourly Noise Level (HNL). It is the energy sum of all the events and background noise levels that occur during that time period.[1]
- CNEL is the predominant rating scale now in use in California for land use noise compatibility assessment. The CNEL scale represents a time weighted 24-hour average noise level based on the dBA. Time weighted refers to the inclusion of penalties for noise that occurs during certain noise-sensitive time periods. The evening time period (7 p.m. to 10 p.m.) penalizes noises by 5 dBA, while nighttime (10 p.m. to 7 a.m.) noises are penalized by 10 dBA, reflecting people's increased sensitivity to noise during these time periods. A CNEL noise level may be reported as a CNEL of 60 dBA, 60 dBA CNEL, or simply 60 CNEL.

The maximum noise level (L_{max}) is the highest exponential time averaged sound level that occurs during a stated time period. The noise levels discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak noise conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise

[1] L(%) is a statistical method of describing noise that accounts for variance in noise levels throughout a given measurement period. L(%) is a way of expressing the noise level exceeded for a percentage of time in a given measurement period. For example, since 5 minutes is 25 percent of 20 minutes, L(25) is the noise level that is equal to or exceeded for five minutes in a 20-minute measurement period. It is L(%) that is used for most Noise Ordinance standards. For example most daytime County, State and City noise ordinances use a standard of 55 dBA for 30 minutes per hour, or an L(50) level of 55 dBA. In other words, the noise ordinance may state that no noise level should exceed 55 dBA for more than 50 percent of a given period.

level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Fundamentals of Groundborne Vibration. Vibration refers to groundborne noise and perceptible motion of the earth. Similar to noise, vibration is transmitted in noise-like waves through the earth and solid objects. There are several ways to categorize vibration sources. One way is to divide vibration into natural sources (e.g., earthquakes, volcanic eruptions, sea waves, and landslides) and human sources (e.g., explosions, machinery, traffic, trains, and construction equipment). Similar to noise sources, vibration sources can also be described as continuous (e.g., operating factory machinery) or transient (e.g., explosions).

As with noise, ground vibrations can be described by amplitude and frequency. Vibration amplitude is characterized by its displacement, velocity, and acceleration. Displacement is the distance that soil particles travel from their original location as a result of vibration, as measured in inches or millimeters. Velocity is the speed of the soil particles measured in inches per second or millimeters per second. Acceleration of the soil particles is measured in inches per second per second or millimeters per second per second. Particle velocity is the most commonly used vibration attribute used to describe vibration. Table 4.12.A presents the human reaction to various levels of peak particle velocity. Vibrations also vary in frequency. Traffic vibrations generally range in frequencies from 10 to 30 hertz (Hz), and tend to average around 15 Hz. As a point of reference, city buses often generate frequencies around 3 Hz at high vehicle speeds, due to their suspension systems.

Table 4.12.A: Human Reaction to Typical Vibration Levels

Vibration Level Peak Particle Velocity (inches/second)	Human Reaction
0.0059–0.0188	Threshold of perception, possibility of intrusion.
0.0787	Vibrations readily perceptible.
0.0984	Level at which continuous vibrations begin to annoy people.
0.1968	Vibrations annoying to people in buildings.
0.3937–0.5905	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges.

Source: Caltrans 1992.

Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernable. However, without the effects associated with the shaking of a building, there is less adverse reaction. Building vibration may be perceived by the occupants as motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. Building damage is not a factor for normal projects, with the occasional exception of blasting and pile driving during construction or mining.

Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by up to 10 decibels. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with groundborne vibration and noise from these sources are usually localized to within about 100 feet of the vibration source, although there are examples of groundborne vibration causing interference out to distances greater than 200 feet.[1] When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible.

Factors that influence groundborne vibration and noise include the following:

- *Vibration Source:* Vehicle suspension, wheel types and condition, track/roadway surface, track support system, speed, transit structure, and depth of vibration source.
- *Vibration Path:* Soil type, rock layers, soil layering, depth to water table, and frost depth.
- *Vibration Receiver:* Foundation type, building construction, and acoustical absorption.

Among the factors listed above, there are significant differences in the vibration characteristics when the source is underground versus at ground surface. In addition, soil conditions are known to have a strong influence on the levels of groundborne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock. Vibration propagation is more efficient in stiff clay soils than in loose sandy soils, and shallow rock seems to concentrate the vibration energy close to the surface and can result in groundborne vibration problems at a great distance from the track. Factors such as layering of the soil and depth to water table can have significant effects on the propagation of groundborne vibration. Soft, loose, sandy soils tend to attenuate more vibration energy than hard, rocky materials. Vibration propagation through groundwater is more efficient than through sandy soils.

4.12.1.2 Sensitive Land Uses in the Project Vicinity

Certain land uses are considered more sensitive to noise than others. Examples include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. Residential uses are located immediately north and south of the project site, and are the nearest sensitive receptors. Rural residential homes are located approximately 147 feet north of the project site across Clinton Keith Road,

[1] "Transit Noise and Vibration Impact Assessment" prepared by the Federal Transit Authority (FTA), May 2006.

while multiple-family residential homes located approximately 60 feet south of the project site along Yamas Drive.

4.12.1.3 Existing Noise Levels

Existing noise levels in the vicinity of the proposed project are used to establish baseline noise levels in key areas. As identified in the project-specific noise analysis, existing noise contours for 20 roadway segments in the project vicinity were generated. Noise contours were generated using average daily traffic volumes identified in the project-specific Traffic Impact Analysis (2015).[1] These traffic volumes were inputted in the Federal Highway Administration Traffic Noise Prediction Model, which calculated the distance to 70, 65, 60, 55 CNEL contours. The model contour outputs are identified in Table 4.12.B.

Table 4.12.B: Existing Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	I-15 Southbound Ramps	North of Clinton Keith Road	66.1	55	119	257	553
2	I-15 Southbound Ramps	South of Clinton Keith Road	64.9	46	98	212	456
3	I-15 Northbound Ramps	North of Clinton Keith Road	65.3	48	104	224	483
4	I-15 Northbound Ramps	South of Clinton Keith Road	65.7	52	112	242	520
5	George Avenue	North of Clinton Keith Road	57.9	RW	33	72	155
6	Yamas Drive	South of Clinton Keith Road	40.7	RW	RW	RW	RW
7	Yamas Drive	South of Driveway 2	40.7	RW	RW	RW	RW
8	Yamas Drive	South of Driveway 3	40.7	RW	RW	RW	RW
9	Yamas Drive	North of Prielipp Road	49.1	RW	RW	19	41
10	Clinton Keith Road	West of I-15 Southbound Ramps	66.7	60	129	278	598
11	Clinton Keith Road	East of I-15 Southbound Ramps	66.6	59	127	274	590
12	Clinton Keith Road	East of I-15 Northbound Ramps	66.6	59	128	275	593
13	Clinton Keith Road	West of Georgia Avenue	65.6	51	109	236	507

[1] *Clinton Keith Road (APN: 380-250-003) "Grove Park," Traffic Impact Analysis, City of Wildomar, California*, Urban Crossroads, (revised) March 5, 2015.

Table 4.12.B: Existing Noise Contours

ID	Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
14	Clinton Keith Road	East of George Avenue	65.8	52	113	243	524
15	Clinton Keith Road	East of Inland Valley Drive	64.1	40	87	188	404
16	Clinton Keith Road	West of Yamas Drive	64.1	40	87	188	404
17	Clinton Keith Road	East of Yamas Drive	64.2	41	89	191	412
18	Prielipp Road	East of Yamas Drive	59.6	20	44	94	203
19	Prielipp Road	West of Elizabeth Lane	59.4	20	42	91	196
20	Prielipp Road	West of Elizabeth Lane	59.4	20	42	91	196

Source: Table 6-1, Clinton Keith Road (APN: 380-250-003) "Grove Park" Noise Impact Analysis, City of Wildomar, Urban Crossroads, March 11, 2015.
RW = the location of the respective noise contour falls within the right-of-way of the road.

4.12.1.4 Existing Ground Vibration Levels

Existing ground vibration at the site is caused by traffic on adjacent roadways. Groundborne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of groundborne vibration and the short duration of the associated events, vehicular traffic-induced groundborne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity. Therefore, existing ground vibration at the project site was not measured.

4.12.1.5 NOP and Scoping Comments

No comments on this issue were received during the Public Scoping Meetings. No comments related to potential project-related noise impacts were received during either NOP period.

4.12.2 Existing Policies and Regulations

4.12.2.1 Federal Guidelines

There are no Federal regulatory requirements for noise or vibration levels relative to residential uses.

4.12.2.2 State Noise Compatibility Guidelines

The State of California Noise Compatibility Guidelines, published by the Department of Health Services (DHS) provides guidance when siting land uses. Figure 4.12.2 shows the compatibility guidelines. The guidelines have been be used to evaluate the compatibility of the proposed land uses with the noise environment. The guidelines show compatibility of various land uses with different noise environments and show that industrial uses are normally acceptable in noise environments up to 75 CNEL.

4.12.2.3 City General Plan

The applicable noise standards governing the project site are the criteria in the City's General Plan Noise Element and Municipal Code (Chapter 9.48: Noise Regulation). The noise policies cite to applicable State standards including the California Administrative Code, Section 1092 of Title 25, Chapter 1, Subchapter 1, Article 4 and Section 5014 of Title 21, Subchapter 6, Article 2. The noise-related City General Plan policies relevant to the proposed project include:

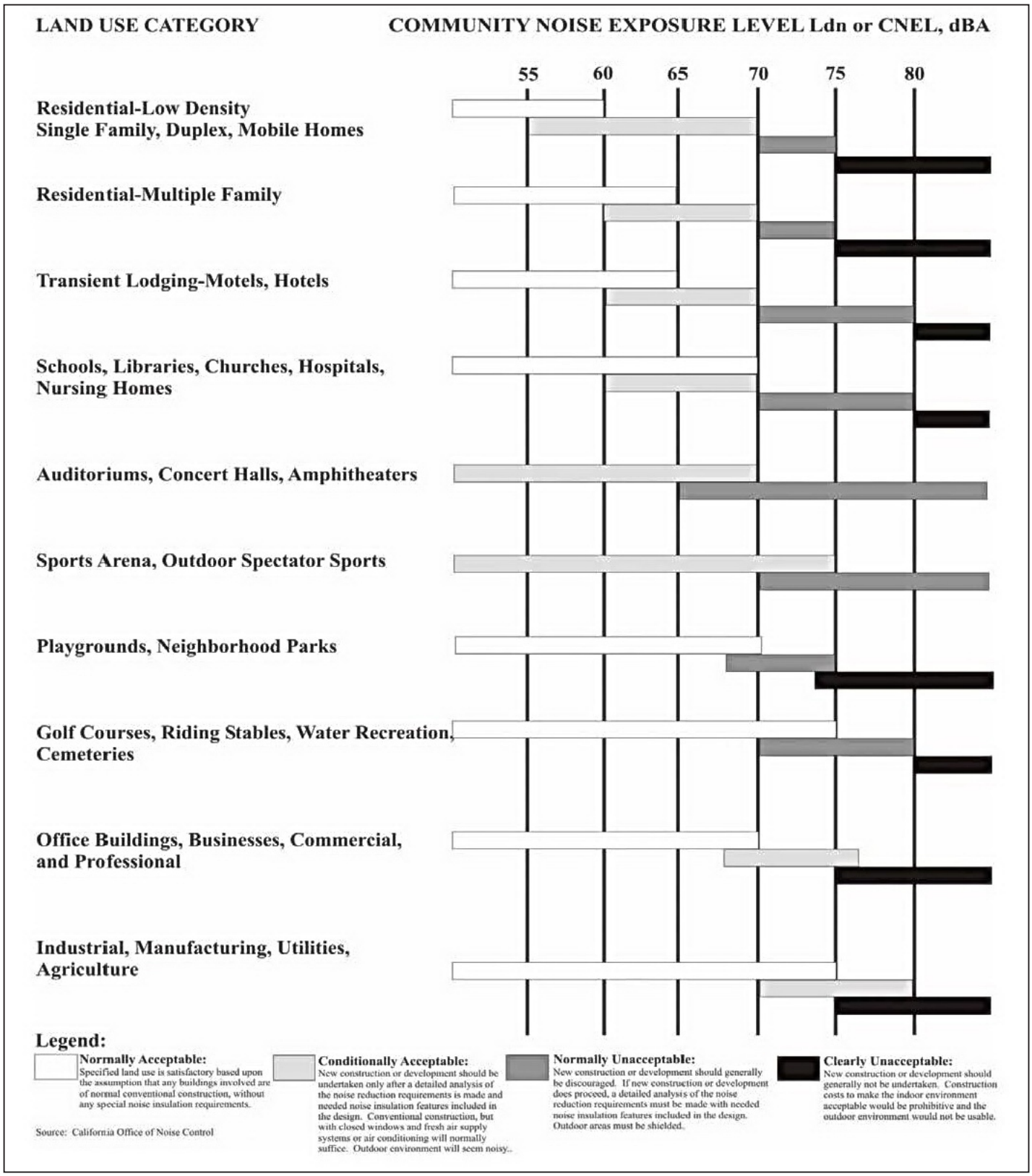
Noise Compatibility

N 1.1 Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or blockwalls shall be used.

N 1.3 Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL:

- Schools;
- Hospitals;
- Rest Homes;
- Long Term Care Facilities;
- Mental Care Facilities;
- Residential Uses;
- Libraries;
- Passive Recreation Uses; and
- Places of Worship.

According to the State of California Office of Planning and Research General Plan Guidelines, an acoustical study may be required in cases where these noise-sensitive land uses are located in an area of 60 CNEL or greater. Any land use that is exposed to levels higher than 65 CNEL will require noise attenuation measures.



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FIGURE 4.12.2

Grove Park Mixed-Use Development
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Land Use Compatibility for Community Noise Exposure

SOURCE: Urban Crossroads Noise Report, March 2015.

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Areas around airports may have different noise standards than those cited above. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix L and summarized in the Policy Area section of the affected Area Plan.

N 1.4 Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys.

N 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of the City.

N 1.6 Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses.

Noise Mitigation Strategies

N 1.7 Require proposed land uses, affected by unacceptably high noise levels, to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem.

N 2.2 Require a qualified acoustical specialist to prepare acoustical studies for proposed noise-sensitive projects within noise impacted areas to mitigate existing noise.

N 2.3 Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources:

Table N-2 :Stationary Source Land Use Noise Standards

Land Use	Interior Standards	Exterior Standards
Residential 10:00 p.m. to 7:00 a.m. 7:00 a.m. to 10:00 p.m.	40 L_{eq} (10 minute) 55 L_{eq} (10 minute)	45 L_{eq} (10 minute) 65 L_{eq} (10 minute)

Noise Producers

N 3.2 Require acoustical studies and subsequent approval by the Planning Department and the Office of Industrial Hygiene, to help determine effective noise mitigation strategies in noise-producing areas.

N 3.5 Require that a noise analysis be conducted by an acoustical specialist for all proposed projects that are noise producers. Include recommendations for design mitigation if the project is to be located either within proximity of a noise-sensitive land use, or land designated for noise-sensitive land uses.

Community Noise Inventory

N 4.2 Develop measures to control non-transportation noise impacts.

N 4.4 Require that detailed and independent acoustical studies be conducted for any new or renovated land uses or structures determined to be potential major stationary noise sources.

N 4.8 Require that the parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses.

Mobile Sources

N 6.3 Require commercial or industrial truck delivery hours be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits.

Vehicular

N 8.3 Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures.

N 8.5 Employ noise mitigation practices when designing all future streets and highways, and when improvements occur along existing highway segments. These mitigation measures will emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.

Temporary Construction

N 12.1 Minimize the impacts of construction noise on adjacent uses within acceptable practices.

N 12.2 Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.

N 12.3 Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses by requiring the developer to submit a construction-related noise mitigation plan to the City for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:

a. Temporary noise attenuation fences;

b. Preferential location of equipment; and

c. Use of current noise suppression technology and equipment.

N 12.4 Require that all construction equipment utilizes noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

Building and Design Techniques

N 13.1 Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the City's Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.

N 13.3 Incorporate acoustic site planning into the design of new development, particularly large scale, mixed-use, or master-planned development, through measures which may include:

- Separation of noise-sensitive buildings from noise-generating sources;
- Use of natural topography and intervening structure to shield noise-sensitive land uses; and
- Adequate sound proofing within the receiving structure.

Mixed Use

N 18.5 Require new developments that have the potential to generate significant noise impacts to inform impacted users on the effects of these impacts during the environmental review process.

Functional Classifications and Standards

C 3.28 Reduce transportation noise through proper roadway design and coordination of truck and vehicle routing.

Circulation

C 5.3 Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping.

C 6.7 Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts.

C 20.6 Protect City residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along freeways, expressways, and four-lane highways in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels.

General Plan Consistency. Table 4.12.C evaluates the project's consistency with General Plan policies relative to noise.

Table 4.12.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
N 1.1. Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or blockwalls shall be used.	**Consistent.** The project has been designed to provide sufficient distance between on-site noise-generating uses.
N 1.3. Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL: • Schools; • Hospitals; • Rest Homes; • Long Term Care Facilities; • Mental Care Facilities; • Residential Uses; • Libraries; • Passive Recreation Uses; and • Places of worship	**Consistent.** The noise analysis addressed and, where appropriate, identified mitigation to reduce the significance of noise impacts.
N 1.4. Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys.	**Consistent.** The noise analysis prepared for the project determined noise impacts were not significant.
N 1.5. Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of the City.	
N 1.6. Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses.	
N 1.7. Require proposed land uses, affected by unacceptably high noise levels, to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem.	**Consistent.** A noise analysis was prepared for the project and identified measures to reduce identified noise impacts.
N 2.2. Require a qualified acoustical specialist to prepare acoustical studies for proposed noise-sensitive projects within noise impacted areas to mitigate existing noise.	
N 2.3. Mitigate exterior and interior noises to the levels listed … to the extent feasible, for stationary sources	**Consistent.** The noise analysis prepared for the project determined noise impacts were not significant.
N 3.2. Require acoustical studies and subsequent approval by the Planning Department and the Office of Industrial Hygiene, to help determine effective noise mitigation strategies in noise-producing areas.	**Consistent.** A noise analysis was prepared for the project and identified measures to reduce identified noise impacts.
N 3.5. Require that a noise analysis be conducted by an acoustical specialist for all proposed projects that are noise producers. Include recommendations for design mitigation if the project is to be located either within proximity of a noise-	

Table 4.12.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
sensitive land use, or land designated for noise-sensitive land uses.	
N 4.2. Develop measures to control non-transportation noise impacts.	**Consistent.** Measures to reduce stationary noise impacts were identified.
N 4.4. Require that detailed and independent acoustical studies be conducted for any new or renovated land uses or structures determined to be potential major stationary noise sources.	**Consistent.** A noise analysis was prepared for the project and identified measures to reduce identified noise impacts.
N 4.8. Require that the parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses	**Consistent.** The noise analysis concluded the operational noise levels were not significant.
N 6.3. Require commercial or industrial truck delivery hours be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits.	
N 8.3. Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures.	**Consistent.** Off-site traffic noise impacts were found to be less than significant. Mitigation was identified to reduce on-site traffic noise impacts to a less than significant level.
N 8.5. Employ noise mitigation practices when designing all future streets and highways, and when improvements occur along existing highway segments. These mitigation measures will emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.	
N 12.1. Minimize the impacts of construction noise on adjacent uses within acceptable practices.	**Consistent.** The noise analysis determined construction noise impacts were less than significant with the incorporation of mitigation.
N 12.2. Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.	
N 12.3. Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses by requiring the developer to submit a construction-related noise mitigation plan to the City for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as: a. Temporary noise attenuation fences; b. Preferential location of equipment; and c. Use of current noise suppression technology and equipment.	
N 12.4. Require that all construction equipment utilizes noise	

Table 4.12.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.	
N 13.1. Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the City's Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.	**Consistent.** The project includes mitigation requiring the installation of appropriate sound-reducing material in areas subject to on-site traffic noise.
N 13.3. Incorporate acoustic site planning into the design of new development, particularly large scale, mixed-use, or master-planned development, through measures which may include: • Separation of noise-sensitive buildings from noise-generating sources; • Use of natural topography and intervening structure to shield noise-sensitive land uses; and • Adequate sound proofing within the receiving structure.	**Consistent.** The noise analysis concluded the operational noise levels were not significant.
C 3.28. Reduce transportation noise through proper roadway design and coordination of truck and vehicle routing.	**Consistent:** The noise analysis identified mitigation to offset noise from construction traffic.
C 5.3. Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping.	**Consistent.** The noise analysis concluded the operational noise levels were not significant.
C 6.7. Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts.	
C 20.6. Protect City residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along freeways, expressways, and four-lane highways in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels.	**Consistent.** Off-site traffic noise impacts were found to be less than significant. Mitigation was identified to reduce on-site traffic noise impacts to a less than significant level.

4.12.2.4 City Municipal Code

Chapter 9.48 of the City's Municipal Code has established noise standards relating to both construction and operational (stationary) noise sources. Section 9.48.040 establishes "general sound level standards" for exterior noise. For the residential areas, exterior noise levels shall not exceed 55 dBA during daytime hours (7:00 a.m.

to 10:00 p.m.) and shall not exceed 45 dBA during the nighttime hours (10:00 p.m. to 7:00 a.m.).

Section 9.48.020(I) of the Municipal Code states that noise emanating from private construction projects located within one quarter of a mile from an inhabited dwelling are exempt from the regulations in Chapter 9.48 if the construction occurs between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Construction outside of these hours is subject to the noise limits in Chapter 9.48. However, the Noise Ordinance further states that the decibel standards in the Ordinance are not thresholds of significance for the purposes of CEQA.

4.12.3 Methodology

The evaluation of noise impacts associated with the project includes the following:

- Determination of the short-term construction noise impacts on off-site noise-sensitive uses;
- Determination of the long-term noise impacts, including vehicular traffic and stationary noise sources, on on-site and off-site noise-sensitive uses; and
- Determination of the required mitigation measures to reduce long-term noise impacts from all sources.

The noise study for the project focused on on-site and off-site noise impacts from roadway traffic and construction-related and operational noise impacts. The traffic noise levels provided in this analysis are based on the traffic forecasts found in project-specific Traffic Impact Analysis. To assess the off-site noise level impacts associated with the proposed project, noise contour boundaries were developed for Existing, Year 2018, and Year 2035 traffic conditions. Construction noise was estimated using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM).

4.12.4 Thresholds of Significance

A noise impact is considered significant if the project results in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above existing levels without the proposed project;

- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above noise levels existing without the proposed project; and/or
- Exposure of persons to excessive noise levels from a public, public use or private airport.

The standards within the *City General Plan* and *Municipal Code* determine the acceptable noise environment for proposed project and its vicinity. The standards are as follows:

- For residential properties, a new stationary source shall not cause the exterior noise level to exceed 55 dBA during daytime hours (7:00 a.m. to 10:00 p.m.) or 45 dBA during the nighttime hours (10:00 p.m. to 7:00 a.m.).
- Based on a review of agency guidelines, the City has determined that exposure of noise-sensitive receptors to construction noise levels above 85 dBA would result in a potentially significant impact.
- If short-term project generated construction source vibration levels could exceed the FTA maximum acceptable vibration standard of 80 vibration decibels (VdB) at noise sensitive receiver locations.

4.12.5 Less than Significant Impacts

The following impacts were identified as having a less than significant impact or no impact on the environment with implementation of the proposed project.

4.12.5.1 Airport Noise Impacts

Threshold	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, results in exposure of people residing or working in the project area to excessive noise levels. For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

The nearest airport to the project site is Skylark Field airport in the City of Lake Elsinore, located approximately 4.5 miles northwest of the project. The site is not located within any airport noise contour established for this facility; therefore, the proposed project would not have the potential to expose people to excessive noise levels from airport operations. In the absence of any such exposure, no airport-related noise impact would occur. No mitigation is warranted.

4.12.5.2 Groundborne Vibration Impacts

Threshold	Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that groundborne vibration from project construction activities would cause only intermittent, localized intrusion. The proposed project's construction activities most likely to cause vibration impacts are:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to building, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact.
- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Groundborne vibration levels resulting from construction activities occurring within the project site were estimated using data published by the Federal Transit Administration (FTA). Construction activities that would occur within the project site are expected to include excavation and grading, which would have the potential to generate low levels of groundborne vibration.

The location of noise receivers identified in the Noise Impact Analysis is depicted in Figure 4.12.3. The anticipated project-related vibration level at each receptor is detailed in Table 4.12.D.

As detailed in Table 4.12.D, construction activity is not expected to generate vibration levels that exceed the FTA maximum acceptable vibration standard of 80 VdB. Further, activity at the receiver closest to the site is unlikely to be sustained during the entire construction period, but will occur rather only during the times that heavy construction equipment is operating near the project boundary. Moreover, construction at the project site will be restricted to daytime hours consistent with City requirements thereby eliminating potential vibration impacts during the sensitive nighttime hours. On this basis, no significant groundborne vibration impact would occur; therefore, no mitigation is warranted.

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FIGURE 4.12.3

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FEET

Project Boundary

Noise Receiver Location

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Noise Receiver Locations

SOURCE: Google Earth, 2013; Urban Crossroads, Noise Impact Analysis, 2015.

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Table 4.12.D: Construction Equipment Vibration Levels

Noise Receiver[1]	Distance to Property Line (feet)	Receiver Vibration Level (VdB)[2]					Significant Impact?[3]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration	
R1	894	11.4	32.4	39.4	40.4	40.4	No
R2	147	34.9	55.9	62.9	63.9	63.9	No
R3	1,385	5.7	26.7	33.7	34.7	34.7	No
R4	2,085	0.4	21.4	28.4	29.4	29.4	No
R5	60	46.6	67.6	74.6	75.6	75.6	No
R6	1,539	4.3	25.3	32.3	33.3	33.3	No
R7	1,462	5.0	26.0	33.0	34.0	34.0	No
R8	1,823	2.1	23.1	30.1	31.1	31.1	No
R9	2,028	0.74	21.7	28.7	29.7	29.7	No
R10	3,321	0.0	15.3	22.3	23.3	23.3	No

Source: Table 9-7, Clinton Keith Road (APN: 380-250-003) "Grove Park" Noise Impact Analysis, City of Wildomar, Urban Crossroads, March 11, 2015.
1. Noise receiver locations identified in Figure 4.12.3.
2. Based on vibration source levels of construction.
3. Does the peak vibration exceed the FTA maximum acceptable standard of 80 VdB.

4.12.5.3 Operational Noise Impacts

Threshold	Would the project result in a substantial temporary, periodic, and/or permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The City's General Plan establishes noise level criteria for residential properties affected by stationary noise sources, Interior and exterior noise levels shall not exceed 55 L_{eq} and 65 L_{eq}, respectively, during daytime hours (7:00 a.m. to 10:00 p.m.). During nighttime hours (10:00 p.m. to 7:00 a.m.), interior and exterior noise levels shall not exceed 40 L_{eq} and 45 L_{eq}, respectively.

Project-related operational noise sources are expected to include parking lot vehicle movements and rooftop air conditioning units. Figure 4.12.4 depicts the location of on-site operational noise sources relative to proposed on-site residential uses. The projected operational noise levels assume the worst-case noise environment with parking lot vehicle movements and rooftop air conditioning units operating simultaneously. In reality, the noise level impacts will vary throughout the day.

Based on noise conditions at representative uses, parking lot activity generates a reference noise level of 61.8 dBA L_{eq} at a distance of 10 feet. The parking lot noise sources consist mainly of cars pulling in and out of spaces and the opening and

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FIGURE 4.12.4

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Grove Park Mixed-Use Development
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Operational Noise Source and Receiver Locations

SOURCE: Urban Crossroads Noise Anaysis Report, March 2015.

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closing of car doors. For rooftop air conditioning equipment, reference noise levels at a distance of 5 feet were measured at 81.9 dBA L_{eq} (Table 4.12.E).

Table 4.12.E: Reference Noise Measurements (Operational Noise)

Noise Source	Duration (mm:ss) [1]	Distance From Source (feet)	Noise Source Height (feet)	Hourly Activity (minutes)	Hourly (dBA L_{eq})
Parking Lot Activity [2]	60:00	10	5	60	61.8
Air Conditioning Units [3]	1:00	5	25	30	81.9

1 Duration (minutes within the hour) of noise activity during peak hourly conditions.
2 As measured by Urban Crossroads, Inc. on 11/19/2013 at the Redlands McDonald's fast food restaurant.
3 As measured by Urban Crossroads, Inc. on 10/13/2010 at the Rancho Cordova Walmart #2457.
Source: Table 10-1, Clinton Keith Road (APN: 380-250-003) "Grove Park" Noise Impact Analysis, City of Wildomar, Urban Crossroads, March 11, 2015.

Based on representative noise measurements and the distance to on-site sensitive receivers (residential units), combined operational noise levels are projected to range from 50.4 to 51.2 dBA L_{eq} (Table 4.12.F). While this level of operational noise would not exceed the City's daytime standard, the stated project activities will exceed the City's nighttime exterior noise standards of 45 dBA L_{eq} at the residential land uses within the project site.

Table 4.12.F: Operational Noise Levels

Noise Source	Noise Levels at Receiver Locations (dBA L_{eq})[1]		
	Receiver 1	Receiver 2	Receiver 3
Parking Lot Activity	48.5	48.6	44.2
Air Conditioning Units	45.8	47.7	49.4
Combined Noise Levels	50.4	51.2	50.5

Source: Table 10-2, Clinton Keith Road (APN: 380-250-003) "Grove Park" Noise Impact Analysis, City of Wildomar, Urban Crossroads, March 11, 2015.
1. The locations of the receivers are identified in Figure 4.12.4.

It is reasonable to conclude that the nature of the adjacent office use would generally limit on-site vehicle movement and rooftop air conditioning unit activities to daytime hours (7:00 a.m. to 10:00 p.m.). Parking lot and air conditioning unit activities should be limited during the sensitive nighttime hours of 10:00 p.m. to 7:00 a.m. While some parking lot vehicle movement may occur during nighttime hours, any such noise will likely be overshadowed by background traffic noise from Clinton Keith Road.

As identified in previously referenced Table 4.12.C, the project is generally consistent with the City's General Plan. In addition, as the project would not generate operational noise levels in excess of the City's 55 dBA L_{eq} standard and would not operate during nighttime hours, the project would not generate noise in excess of standards established in the City's General Plan or noise ordinance. No significant operational noise impact would occur. In the absence of a significant impact, no mitigation is warranted.

4.12.6 Significant Impacts

4.12.6.1 Construction Noise Impacts

Impact 4.12.6.1: *The proposed project may result in significant noise impacts during construction.*

Threshold	Would the project result in a substantial temporary, periodic, and/or permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment, including trucks, power tools, concrete mixers, and portable generators, can reach high levels. Project construction is expected to occur in the following four stages:

- Grading;
- Building Construction;
- Paving; and
- Architectural Coating.

Based on FHWA published RCNM[1] and the projected mix of equipment used during typical construction activities, noise levels generated by heavy construction equipment can range from approximately 70 dBA to over 100 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 78 dBA measured at 50 feet from the noise source to the receiver would be reduced to 72 dBA at 100 feet from the source to the receiver, and would be further reduced to 66 dBA at 200 feet from the source to the receiver.

To determine a threshold for construction noise, worker noise safety standards of other agencies were reviewed. The rationale is that if a maximum construction noise level is generally safe for construction workers who are exposed to the noise all day, then the noise level should be also be safe for adjacent residents who are typically farther from the noise source and exposed only briefly during the day.

Noise standards from the California Department of Transportation (Caltrans), the American National Standards Institute (ANSI), the American Conference of Governmental Industrial Hygienists (ACGIH), the Federal Railroad Administration

[1] The FHWA RCNM database of referenced construction noise emission levels is included as Appendix 9-1 of the Noise Impact Analysis (Appendix I) prepared for the project.

(FRA), and the California Department of Industrial Relations (DIR) were reviewed. Their limits are as follows:

- Caltrans Standard Specifications Section 14-8
  - Do not exceed 86 dBA L_{max} at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- The American National Standards Institute
  - A10.46-2007, Hearing Loss Prevention in Construction and Demolition Workers. Applies to all construction and demolition workers with potential noise exposures (continuous, intermittent, and impulse) of 85 dBA and above.
- The American Conference of Governmental Industrial Hygienists
  - The ACGIH has established exposure guidelines for occupational exposure to noise in its Threshold Limit Values (TLVs) (85 dBA PEL with a 3 dBA exchange rate).
- Federal Railroad Administration
  - 49 CFR 227, Occupational Noise Exposure for Railroad Operating Employees. Requires railroads to conduct noise monitoring and implement a hearing conservation program for employees whose exposure to cab noise equals or exceeds an 8-hour time-weighted-average of 85 dBA. This final rule became effective February 26, 2007.
- California Department of Industrial Relations
  - Employers shall make hearing protectors available to all employees exposed to an 8-hour time-weighted average of 85 decibels or greater at no cost to the employees. Hearing protectors shall be replaced as necessary. The DIR also establishes time-based exposure limits to different noise levels; however, its table starts at the 90 dBA level.

As stated above, these agencies seem to settle on 85 dBA as a reasonable threshold of noise exposure for construction workers. It should be noted that this threshold is based on worker protection, which assumes continuous exposure for the worker. Construction activities would be intermittent and temporary, and it is unlikely that a noise-sensitive receptor would be exposed to construction-related noise levels above 85 dBA continuously for the length of the project's construction. However, the City has determined that exposure of noise-sensitive receptors to construction noise levels above 85 dBA would result in a potentially significant impact.

Using the stationary-source RCNM noise prediction model, calculations of the project construction noise level impacts at the ten noise receiver locations were completed. The unmitigated noise levels at the noise receiver locations for each phase of construction are identified in Table 4.12.G. The unmitigated peak construction noise levels are expected to range from 37.6 to 85.2 dBA L_{eq}. As detailed in Table 4.12.G, grading operations will generate the highest noise levels

during construction; therefore, this level of noise is identified as the "peak" noise used to identify construction-related noise impacts.

Table 4.12.G: Construction Noise Levels[1]

Noise Receiver[2]	Distance to Property Line (feet)[3]	Distance Attenuation (L_{eq} dBA)[4]	Grading Noise Levels	Building Construction Noise Level	Paving Equipment Noise Level	Architectural Coating Noise Levels	Peak Noise Level
R1	894	-25.0	61.7	57.7	55.8	49.0	61.7
R2	147	-9.4	77.4	73.4	71.5	64.7	77.4
R3	1,385	-28.8	57.9	53.9	52.0	45.2	57.9
R4	2,085	-32.4	54.4	50.3	48.5	41.6	54.4
R5	60	-1.6	85.2	81.2	79.3	72.4	85.2
R6	1,539	-29.8	57.0	53.0	51.1	44.3	57.0
R7	1,462	-29.3	57.5	53.4	51.5	44.7	57.5
R8	1,823	-31.2	55.5	51.5	49.6	42.8	55.5
R9	2,028	-32.1	54.6	50.6	48.7	41.9	54.6
R10	3,321	-36.4	50.3	46.3	44.4	37.6	50.3

Source: Tables 9-1 through 9-5, Clinton Keith Road (APN: 380-250-003) "Grove Park" Noise Impact Analysis, City of Wildomar, Urban Crossroads, March 11, 2015.

1. Assumes equipment mix and operational characteristics detailed in the Noise Impact Analysis.
2. Noise Receiver locations identified in Figure 4.12.3.
3. Distance from nearest point of construction activity to the nearest receiver.
4. Point (stationary) source drop-off rate of 6.0 dBA per doubling of distance.

Construction noise experienced by the closest sensitive receiver could reach up to 85.2 L_{eq} dBA. An attainable attenuation of 10 dBA is achievable through the use of temporary construction noise barriers. With the use of construction barriers, construction noise would be attenuated to levels below the City's identified construction noise threshold. Table 4.12.H identifies the attenuated levels of construction noise at the noise receivers.

Even with attenuated noise levels, the multiple-family residences south of the project site (Noise Receiver 5) could experience noise in excess of the construction noise standard identified by the City. The City's Municipal Code (Section 9.48.020(I)) exempts noise from construction within 0.25 mile from an inhabited dwelling from this standard provided the following conditions are met:

- Construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; and
- Construction does not occur between the house of 6:00 p.m. and 7:00 a.m. during the months of October through May.

Table 4.12.H: Attenuated Peak Construction Noise Levels

Noise Receiver[1]	Peak Construction Noise Level (dBA L_{eq})	Construction Noise Level Criteria (dBA L_{eq})[2]	Compliance?	Temporary Noise Barrier Attenuation	Construction Noise Levels with Attenuation (dBA L_{eq})	Compliance with Attenuation?[3]
R1	61.7	55.0	No	-10.0	51.7	Yes
R2	77.4	55.0	No	-10.0	67.4	Yes
R3	57.9	55.0	No	-10.0	47.9	Yes
R4	54.4	55.0	Yes	-10.0	44.4	Yes
R5	85.2	55.0	No	-10.0	75.2	**Yes**
R6	57.0	55.0	No	-10.0	47.0	Yes
R7	57.5	55.0	No	-10.0	47.5	Yes
R8	55.5	55.0	No	-10.0	45.5	Yes
R9	54.6	55.0	Yes	-10.0	44.6	Yes
R10	50.3	55.0	Yes	-10.0	40.3	Yes

Source: Table 9-6, Clinton Keith Road (APN: 380-250-003) "Grove Park" Noise Impact Analysis, City of Wildomar, Urban Crossroads, March 11, 2015.
1. Noise Receiver locations identified in Figure 4.12.3.
2. Based on the maximum City exterior noise level standards.
3. Based on the construction noise threshold established by the City (see discussion above.)

Because construction noise may create a temporary increase in noise, the following mitigation has been identified.

Mitigation Measures. The following measures will further reduce the short-term construction-related noise impacts associated with the proposed project:

4.12.6.1A A noise mitigation plan shall be prepared and submitted to the City for review and approval prior to start of construction. The plan shall identify the location of construction equipment and how the noise from this equipment will be mitigated during construction of the project. Methods to mitigate construction noise may include (but shall not be limited to):

- Install temporary noise control barriers, or equally effective noise protection measures, that provide a minimum noise level attenuation of 10 dBA when project construction occurs near existing noise-sensitive structures. The noise control barrier must present a solid face from top to bottom. The noise control barrier must be high enough and long enough to block the view of the noise source. Unnecessary openings shall not be made. The noise barriers must be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.
- The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.

- During all project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receivers nearest the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the project site during all project construction.
- The construction contractor shall limit haul truck deliveries to the same hours specified in the Clinton Keith Road (APN: 380-250-003) Traffic Impact Analysis with no more than 16 (two-way) haul trips per hour between 7:00 a.m. and 10:00 a.m., up to 30 (two-way) haul trips per hour between 10:00 a.m. and 2:00 p.m., and no more than 16 (two-way) haul trips per hour between 2:00 p.m. and 4:00 p.m. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.

4.12.6.1B Prior to approval of grading plans and/or issuance of building permits, plans shall include a requirement that noise-generating project construction activities shall occur between the permitted hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May (Section 9.48.020). The project construction supervisor shall ensure compliance with the requirement and the City shall conduct periodic inspection at its discretion.

4.12.6.1C The construction contractor shall post a publicly visible sign with the telephone number and person to contact regarding noise complaints. The construction manager, within 72 hours of receipt of a noise complaint, shall either take corrective actions or, if immediate action is not feasible, provide a plan or corrective action to address the source of the noise complaint.

Level of Significance after Mitigation. While noise from construction activities will exceed the City's noise standard, construction noise is generally exempt from this standard. The provision of a temporary noise barrier and adherence to the requirements detailed in **Mitigation Measures 4.12.6.1A** through **4.12.6.1C** would further limit the effect of construction noise on nearby uses. Compliance with applicable provisions of the City's construction noise ordinance and the stated mitigation will reduce potential construction-related noise impacts to a less than significant level.

4.12.6.2 Traffic Noise Impacts

Impact 4.12.6.2: *The project may result in a significant increase in ambient noise levels from project-generated traffic.*

Threshold	Would the project result in a substantial temporary, periodic, and/or permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Offsite Mobile-Source Noise Levels. To assess the off-site transportation CNEL noise level impacts associated with development of the proposed project, noise contours were developed based on the traffic volumes modeled in the Traffic Impact Analysis prepared for the project. The noise contours developed represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Noise contours were developed for the following traffic scenarios:

- *Existing Without/With Project:* This scenario refers to the existing present-day noise conditions, without the project and with the construction of the proposed project.
- *Year (2018) Without/With Project:* This scenario refers to the background noise conditions at future Year 2018 with and without the proposed project. This scenario corresponds to 2018 conditions and includes all cumulative projects identified in the Traffic Impact Analysis.
- *Year (2035) Without/With Project:* This scenario refers to the background noise conditions at future Year 2035 with and without the proposed project. This scenario corresponds to 2035 conditions and includes all cumulative projects identified in the Traffic Impact Analysis.

The noise study examined potential long-term noise impacts of the project by modeling the increase in traffic noise on 20 study area roadway segments. Both off-site and on-site noise impacts were considered. For mobile sources, the significance of noise impacts is based on the perceptibility of project-induced noise. A significant off-site traffic noise impact occurs when:

- The “Without Project” noise levels are less than 60 dBA and the project creates a “readily perceptible” 5 dBA or greater project-related noise level increase; or
- The “Without Project” noise levels range from 60 to 65 dBA and the project creates a “barely perceptible” 3 dBA or greater project noise level increase; or
- The “Without Project” noise levels already exceed 65 dBA, and the project creates a community noise level impact of greater than 1.5 dBA.

Tables 4.12.I through 4.12.K detail the results of the roadway traffic noise analysis.

Under "Existing with Project" conditions (Table 4.12.L), "readily perceptible" exterior noise levels will increase of up to 12.3 dBA CNEL at Yamas Drive south of Clinton Keith Road and 10.0 dBA CNEL on Yamas Drive, south of Driveways 2 and 3. Because noise levels at these locations are currently below 60 dBA, this increase would typically be considered a significant impact. However, there are no sensitive receptors that would be affected by this increase in long-term noise; therefore, no significant project-related impact would occur under the "Existing with Project" condition. No mitigation is required.

As detailed in Table 4.12.M, "Year 2018 with Project" exterior noise levels will increase of up to 12.3 dBA CNEL and 10.0 dBA CNEL would occur at the same locations as the "Existing with Project" condition. While the project will create a potentially significant off-site traffic noise level impact on roadway segments under the "Year 2018" condition, the expected noise level of 53.0 dBA CNEL on Yamas Drive does not exceed the noise level criteria and no off-site noise-sensitive residential receivers are located near the affected roadway segment for Year 2018 conditions. Therefore, the project will have a less than significant off-site traffic noise impact under this "Year 2018" condition.

As detailed in Table 4.12.N, the project is expected to generate an exterior noise level increase of up to 20.1 dBA CNEL. The impacts will be experienced on the planned extension of Yamas Drive, south of Clinton Keith Road, due to traffic noise along the new roadway segment south of Driveways 2 and 3. Even though the expected unmitigated exterior noise level of 60.8 dBA CNEL does not exceed the noise level criteria, based on the cumulative noise impact significance criteria, the project will create a potentially significant off-site traffic noise level impact on the study area roadway segments for Year 2035 conditions. However, there are no off-site noise-sensitive residential land uses that would be affected by the exterior noise level increase. Therefore, the project will create a less than significant off-site traffic noise level impact on the study area roadway segments for Year 2035 conditions.

On-site Mobile Source Noise Levels. The noise analysis examined the project-related traffic noise impact on on-site uses. The City's General Plan identifies a noise standard for residential uses of 65 dBA CNEL (exterior) and 45 dBA CNEL (interior). For commercial uses, the City maintains a noise standard of 70 dBA CNEL (exterior) and 45 dBA (interior).[1] Future noise levels were calculated at the first-, second-, and third-floor building façades (refer to Table 4.12.O).

[1] The transportation noise standards (mobile noise source criteria) are derived from standards contained in the *General Plan Guidelines*, a publication of the California Office of Planning and Research. For noise sensitive residential uses the exterior noise levels shall not exceed 65 dBA CNEL. In addition, the City requires that residential developments achieve an indoor noise standard of 45 dBA CNEL with windows closed, based on the California Building Code requirements. Consistent with the residential land use noise criteria and the transportation noise standards of the Noise Element, this noise study and EIR analysis has been prepared to satisfy an exterior noise level of less than 65 dBA CNEL for residential land uses and 70 dBA CNEL for office and commercial land uses, and an interior noise level of less than 45 dBA CNEL.

Table 4.12.I: Noise Contours – Existing With and Without Project

ID	Road	Segment	CNEL at 100 Feet (dBA)		Distance to Contour (Feet)							
					70 dBA CNEL		65 dBA CNEL		60 dBA CNEL		55 dBA CNEL	
			Without	With	Without	With	Without	With	Without	With	Without	with
1	I-15 Southbound Ramps	North of Clinton Keith Rd.	66.1	66.2	55	56	119	121	257	260	553	560
2	I-15 Southbound Ramps	South of Clinton Keith Rd.	64.9	65.0	46	47	98	101	212	217	456	467
3	I-15 Northbound Ramps	North of Clinton Keith Rd.	65.3	65.4	48	49	104	106	224	228	483	491
4	I-15 Northbound Ramps	South of Clinton Keith Rd.	65.7	65.8	52	53	112	114	242	245	520	528
5	George Av.	North of Clinton Keith Rd.	57.9	58.1	RW	RW	33	34	72	74	155	160
6	Yamas Dr.	South of Clinton Keith Rd.	40.7	53.0	RW	RW	RW	RW	RW	34	RW	73
7	Yamas Dr.	South of Driveway 2	40.7	50.7	RW	RW	RW	RW	RW	24	RW	52
8	Yamas Dr.	South of Driveway 3	40.7	50.7	RW	RW	RW	RW	RW	24	RW	52
9	Yamas Dr.	North of Prielipp Rd.	49.1	51.1	RW	RW	RW	RW	19	26	55	55
10	Clinton Keith Rd.	West of I-15 Southbound Ramps	66.7	66.7	60	60	129	130	278	280	598	604
11	Clinton Keith Rd.	East of I-15 Southbound Ramps	66.6	66.7	59	60	127	130	274	280	590	604
12	Clinton Keith Rd.	East of I-15 Northbound Ramps	66.6	66.8	59	61	128	132	275	285	593	615
13	Clinton Keith Rd.	West of Georgia Av.	65.6	65.9	51	53	109	115	236	247	507	532
14	Clinton Keith Rd.	East of George Av.	65.8	66.1	52	55	113	119	243	256	524	551
15	Clinton Keith Rd.	East of Inland Valley Dr.	64.1	64.6	40	44	87	94	188	203	404	437
16	Clinton Keith Rd.	West of Yamas Dr.	64.1	64.6	40	44	87	94	188	202	404	435
17	Clinton Keith Rd.	East of Yamas Dr.	64.2	64.3	41	42	89	90	191	194	412	417

Table 4.12.I: Noise Contours – Existing With and Without Project

ID	Road	Segment	CNEL at 100 Feet (dBA)		Distance to Contour (Feet)							
					70 dBA CNEL		65 dBA CNEL		60 dBA CNEL		55 dBA CNEL	
			Without	With	Without	With	Without	With	Without	With	Without	with
18	Prielipp Rd.	East of Yamas Dr.	59.6	59.9	20	21	44	46	94	99	203	212
19	Prielipp Rd.	West of Elizabeth Ln.	59.4	59.7	20	21	42	44	91	95	196	205
20	Prielipp Rd.	West of Elizabeth Ln.	59.3	59.6	19	20	42	44	90	94	193	203

Source: Tables 6-1 and 6-2, Clinton Keith Road (APN: 380-250-003) "Grove Park" Noise Impact Analysis, City of Wildomar, Urban Crossroads, March 11, 2015.
RW: The location of the respective noise contour falls within the right-of-way of the road.

Table 4.12.J: Noise Contours – Year 2018 With and Without Project

ID	Road	Segment	CNEL at 100 Feet (dBA)		Distance to Contour (Feet)							
					70 dBA CNEL		65 dBA CNEL		60 dBA CNEL		55 dBA CNEL	
			Without	With	Without	With	Without	With	Without	With	Without	With
1	I-15 Southbound Ramps	North of Clinton Keith Rd.	67.7	67.7	70	71	151	152	325	328	701	708
2	I-15 Southbound Ramps	South of Clinton Keith Rd.	66.8	66.8	61	62	131	133	283	286	609	616
3	I-15 Northbound Ramps	North of Clinton Keith Rd.	67.0	67.1	63	64	136	138	294	297	633	639
4	I-15 Northbound Ramps	South of Clinton Keith Rd.	67.4	67.4	67	68	144	146	311	314	669	676
5	George Av.	North of Clinton Keith Rd.	59.4	59.5	20	20	42	43	91	93	196	201
6	Yamas Dr.	South of Clinton Keith Rd.	40.7	53.0	RW	RW	RW	RW	RW	34	RW	73
7	Yamas Dr.	South of Driveway 2	40.7	50.7	RW	RW	RW	RW	RW	24	RW	52
8	Yamas Dr.	South of Driveway 3	40.7	50.7	RW	RW	RW	RW	RW	24	RW	52
9	Yamas Dr.	North of Prielipp Rd.	53.5	54.1	RW	RW	RW	19	37	41	79	87
10	Clinton Keith Rd.	West of I-15 Southbound Ramps	68.1	68.1	75	75	161	162	346	349	746	752

Table 4.12.J: Noise Contours – Year 2018 With and Without Project

ID	Road	Segment	CNEL at 100 Feet (dBA)		Distance to Contour (Feet)							
					70 dBA CNEL		65 dBA CNEL		60 dBA CNEL		55 dBA CNEL	
			Without	With	Without	With	Without	With	Without	With	Without	With
11	Clinton Keith Rd.	East of I-15 Southbound Ramps	68.4	68.5	78	79	168	170	361	366	778	788
12	Clinton Keith Rd.	East of I-15 Northbound Ramps	68.7	68.8	82	84	176	180	380	388	819	835
13	Clinton Keith Rd.	West of Georgia Av.	67.8	68.0	71	73	154	158	332	341	715	734
14	Clinton Keith Rd.	East of George Av.	67.9	68.1	72	74	155	160	334	345	720	744
15	Clinton Keith Rd.	East of Inland Valley Dr.	66.4	66.7	58	60	124	130	268	280	576	604
16	Clinton Keith Rd.	West of Yamas Dr.	66.4	66.7	58	60	124	129	268	279	576	601
17	Clinton Keith Rd.	East of Yamas Dr.	66.5	66.5	58	59	126	127	270	273	583	589
18	Prielipp Rd.	East of Yamas Dr.	61.8	62.0	28	29	61	63	132	135	283	291
19	Prielipp Rd.	West of Elizabeth Ln.	61.5	61.6	27	28	58	60	125	129	269	277
20	Prielipp Rd.	West of Elizabeth Ln.	61.7	61.9	28	29	61	62	131	133	281	287

Source: Tables 6-3 and 6-4, Clinton Keith Road (APN: 380-250-003) "Grove Park" Noise Impact Analysis, City of Wildomar, Urban Crossroads, March 11, 2015.
RW: The location of the respective noise contour falls within the right-of-way of the road.

Table 4.12.K: Noise Contours – Year 2035 With and Without Project

ID	Road	Segment	CNEL at 100 Feet (dBA)		Distance to Contour (Feet)							
					70 dBA CNEL		65 dBA CNEL		60 dBA CNEL		55 dBA CNEL	
			Without	With	Without	With	Without	With	Without	With	Without	with
1	I-15 Southbound Ramps	North of Clinton Keith Rd.	70.1	70.1	102	102	219	220	472	475	1,018	1,023
2	I-15 Southbound Ramps	South of Clinton Keith Rd.	64.9	65.0	46	46	98	100	212	215	456	464
3	I-15 Northbound Ramps	North of Clinton Keith Rd.	70.3	70.3	104	105	225	226	485	487	1,044	1,049

Table 4.12.K: Noise Contours – Year 2035 With and Without Project

ID	Road	Segment	CNEL at 100 Feet (dBA)		Distance to Contour (Feet)							
					70 dBA CNEL		65 dBA CNEL		60 dBA CNEL		55 dBA CNEL	
			Without	With	Without	With	Without	With	Without	With	Without	with
4	I-15 Northbound Ramps	South of Clinton Keith Rd.	67.1	67.1	64	64	137	138	295	298	636	643
5	George Av.	North of Clinton Keith Rd.	61.5	61.5	27	27	58	59	125	127	269	273
6	Yamas Dr.	South of Clinton Keith Rd.	60.5	61.1	23	25	50	55	108	118	233	254
7	Yamas Dr.	South of Driveway 2	40.7	60.8	RW	24	RW	52	RW	113	RW	243
8	Yamas Dr.	South of Driveway 3	40.7	60.8	RW	24	RW	52	RW	113	RW	243
9	Yamas Dr.	North of Prielipp Rd.	58.2	58.5	RW	RW	35	37	76	79	163	170
10	Clinton Keith Rd.	West of I-15 Southbound Ramps	70.3	70.3	105	105	226	227	487	489	1,049	1,053
11	Clinton Keith Rd.	East of I-15 Southbound Ramps	70.4	70.5	106	108	229	232	494	499	1,065	1,076
12	Clinton Keith Rd.	East of I-15 Northbound Ramps	69.7	69.8	95	97	205	208	442	449	952	967
13	Clinton Keith Rd.	West of Georgia Av.	69.7	69.8	95	97	205	208	442	346	952	967
14	Clinton Keith Rd.	East of George Av.	67.9	68.1	73	75	156	161	337	360	726	746
15	Clinton Keith Rd.	East of Inland Valley Dr.	68.2	68.4	75	78	162	167	350	360	753	776
16	Clinton Keith Rd.	West of Yamas Dr.	68.2	68.3	75	77	162	185	350	399	753	775
17	Clinton Keith Rd.	East of Yamas Dr.	69.0	69.0	85	86	184	98	397	210	855	860
18	Prielipp Rd.	East of Yamas Dr.	64.8	64.8	45	45	96	98	207	210	447	453
19	Prielipp Rd.	West of Elizabeth Ln.	64.8	64.8	45	45	96	117	207	210	447	453
20	Prielipp Rd.	West of Elizabeth Ln.	66.0	66.0	54	54	116		250	253	538	544

Source: Tables 6-5 and 6-6, Clinton Keith Road (APN: 380-250-003) “Grove Park” Noise Impact Analysis, City of Wildomar, Urban Crossroads, March 11, 2015.
RW: The location of the respective noise contour falls within the right-of-way of the road.

Table 4.12.L: Existing Off-site Traffic Noise Impacts

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact
			Without Project	With Project	Project Addition	
1	I-15 Southbound Ramps	North of Clinton Keith Rd.	66.1	66.2	0.1	No
2	I-15 Southbound Ramps	South of Clinton Keith Rd.	64.9	65.0	0.1	No
3	I-15 Northbound Ramps	North of Clinton Keith Rd.	65.3	65.4	0.1	No
4	I-15 Northbound Ramps	South of Clinton Keith Rd.	65.7	65.8	0.1	No
5	George Av.	North of Clinton Keith Rd.	57.9	58.1	0.2	No
6	Yamas Dr.	South of Clinton Keith Rd.	40.7	53.0	12.3	Yes
7	Yamas Dr.	South of Driveway 2	40.7	50.7	10.0	Yes
8	Yamas Dr.	South of Driveway 3	40.7	50.7	10.0	Yes
9	Yamas Dr.	North of Prielipp Rd.	49.1	51.1	2.0	No
10	Clinton Keith Rd.	West of I-15 Southbound Ramps	66.7	66.7	0.0	No
11	Clinton Keith Rd.	East of I-15 Southbound Ramps	66.6	66.7	0.1	No
12	Clinton Keith Rd.	East of I-15 Northbound Ramps	66.6	66.8	0.2	No
13	Clinton Keith Rd.	West of Georgia Av.	65.6	65.9	0.3	No
14	Clinton Keith Rd.	East of George Av.	65.8	66.1	0.3	No
15	Clinton Keith Rd.	East of Inland Valley Dr.	64.1	64.6	0.5	No
16	Clinton Keith Rd.	West of Yamas Dr.	64.1	64.6	0.5	No
17	Clinton Keith Rd.	East of Yamas Dr.	64.2	64.3	0.1	No
18	Prielipp Rd.	East of Yamas Dr.	59.6	59.9	0.3	No
19	Prielipp Rd.	West of Elizabeth Ln.	59.4	59.7	0.3	No
20	Prielipp Rd.	West of Elizabeth Ln.	59.3	59.6	0.3	No

Source: Table 6-7, Clinton Keith Road (APN: 380-250-003) “Grove Park” Noise Impact Analysis, City of Wildomar, Urban Crossroads, March 11, 2015.

Table 4.12.M: Year 2018 Project-Related Traffic Noise

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact
			No Project	With Project	Project Addition	
1	I-15 Southbound Ramps	North of Clinton Keith Rd.	67.7	67.7	0.0	No
2	I-15 Southbound Ramps	South of Clinton Keith Rd.	66.8	66.8	0.0	No
3	I-15 Northbound Ramps	North of Clinton Keith Rd.	67.0	67.1	0.1	No
4	I-15 Northbound Ramps	South of Clinton Keith Rd.	67.4	67.4	0.0	No
5	George Av.	North of Clinton Keith Rd.	59.4	59.5	0.1	No
6	Yamas Dr.	South of Clinton Keith Rd.	40.7	53.0	12.3	Yes
7	Yamas Dr.	South of Driveway 2	40.7	50.7	10.0	Yes
8	Yamas Dr.	South of Driveway 3	40.7	50.7	10.0	Yes
9	Yamas Dr.	North of Prielipp Rd.	53.5	54.1	0.6	No
10	Clinton Keith Rd.	West of I-15 Southbound Ramps	68.1	68.1	0.0	No
11	Clinton Keith Rd.	East of I-15 Southbound Ramps	68.4	68.5	0.1	No
12	Clinton Keith Rd.	East of I-15 Northbound Ramps	68.7	68.8	0.1	No
13	Clinton Keith Rd.	West of Georgia Av.	67.8	68.0	0.2	No
14	Clinton Keith Rd.	East of George Av.	67.9	68.1	0.2	No
15	Clinton Keith Rd.	East of Inland Valley Dr.	66.4	66.7	0.3	No
16	Clinton Keith Rd.	West of Yamas Dr.	66.4	66.7	0.3	No
17	Clinton Keith Rd.	East of Yamas Dr.	66.5	66.5	0.0	No
18	Prielipp Rd.	East of Yamas Dr.	61.8	62.0	0.2	No
19	Prielipp Rd.	West of Elizabeth Ln.	61.5	61.6	0.1	No
20	Prielipp Rd.	West of Elizabeth Ln.	61.7	61.9	0.2	No

Source: Table 6-8, Clinton Keith Road (APN: 380-250-003) “Grove Park” Noise Impact Analysis, City of Wildomar, Urban Crossroads, March 11, 2015.

Table 4.12.N: Year 2035 Project-Related Traffic Noise

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact
			No Project	With Project	Project Addition	
1	I-15 Southbound Ramps	North of Clinton Keith Rd.	70.1	70.1	0.0	No
2	I-15 Southbound Ramps	South of Clinton Keith Rd.	64.9	65.0	0.1	No
3	I-15 Northbound Ramps	North of Clinton Keith Rd.	70.3	70.3	0.0	No
4	I-15 Northbound Ramps	South of Clinton Keith Rd.	67.1	67.1	0.0	No
5	George Av.	North of Clinton Keith Rd.	61.5	61.5	0.0	No
6	Yamas Dr.	South of Clinton Keith Rd.	60.5	61.1	0.6	No
7	Yamas Dr.	South of Driveway 2	40.7	60.8	20.1	Yes
8	Yamas Dr.	South of Driveway 3	40.7	60.8	20.1	Yes
9	Yamas Dr.	North of Prielipp Rd.	58.2	58.5	0.3	No
10	Clinton Keith Rd.	West of I-15 Southbound Ramps	70.3	70.3	0.0	No
11	Clinton Keith Rd.	East of I-15 Southbound Ramps	70.4	70.5	0.1	No
12	Clinton Keith Rd.	East of I-15 Northbound Ramps	69.7	69.8	0.1	No
13	Clinton Keith Rd.	West of Georgia Av.	69.7	69.8	0.1	No
14	Clinton Keith Rd.	East of George Av.	67.9	68.1	0.2	No
15	Clinton Keith Rd.	East of Inland Valley Dr.	68.2	68.4	0.2	No
16	Clinton Keith Rd.	West of Yamas Dr.	68.2	68.3	0.1	No
17	Clinton Keith Rd.	East of Yamas Dr.	69.0	69.0	0.0	No
18	Prielipp Rd.	East of Yamas Dr.	64.8	64.8	0.0	No
19	Prielipp Rd.	West of Elizabeth Ln.	64.8	64.8	0.0	No
20	Prielipp Rd.	West of Elizabeth Ln.	66.0	66.0	0.0	No

Source: Table 6-9, Clinton Keith Road (APN: 380-250-003) “Grove Park” Noise Impact Analysis, City of Wildomar, Urban Crossroads, March 11, 2015.

Table 4.12.O: On-site Related Noise Levels

Building	Noise Standard (dBA CNEL)	First Floor		Second Floor		Third Floor	
		Noise Level at Façade	Interior Noise Level[1]	Noise Level at Façade	Interior Noise Level[1]	Noise Level at Façade	Interior Noise Level[1]
Building 1	70 (exterior) 45 (interior)	**69.3**	44.3	**69.2**	—[3]	69.1	—[3]
Building 4		61.9	36.9	61.9	36.9	61.9	—[3]
Building 3		62.0	37.0	62.0	—[3]	62.0	—[3]
Building 2		68.9	43.9	68.8	—[3]	68.8	—[3]
Building 2		64.4	39.4	64.2	—[3]	63.8	—[3]
Building 3		56.9	31.9	56.9	—[3]	56.8	—[3]
Building 4		52.1	27.1	52.1	27.1	52.1	—[3]
Residential Building 6	65 (exterior) 45 (interior)	41.3	41.3[2]	52.3	27.3	52.3	—[3]
Residential Building 10		43.9	43.9[2]	55.0	30.0	55.0	—[3]
Residential Building 11		51.7	26.7	**64.6**	39.6	**64.4**	—[3]
Residential Building 12		43.8	43.8	54.9	29.9	54.9	29.9
Residential Building 13		50.8	25.8	50.8	25.8	50.8	—[3]

Source: Tables 7-2 through 7-4, Clinton Keith Road (APN: 380-250-003) "Grove Park" Noise Impact Analysis, City of Wildomar, Urban Crossroads, March 11, 2015.

[1] A reduction of 25 dBA is achieved through use of standard building construction, including minimum STC rating greater than 27.

[2] Reduction was not applied where interior noise level met 45 dBA CNEL standard.

[3] Lot does not have this level floor.

No exceedance of exterior noise level standards would occur. Future exterior noise levels at the first-floor building façades are expected to range from 41.3 to 69.3 dBA CNEL. The second-floor façades are estimated to range from 50.8 to 69.2 dBA CNEL while exterior noise levels at the third-floor facades are estimated to range from 50.8 to 69.1 dBA CNEL. The interior noise level is the difference between the predicted exterior noise level at the building façade and the noise reduction attributable to the structure. Since exterior noise levels approach the established standard (Commercial Building 1 and Residential Building 11, second- and third-floor façades), the noise study analyzed "windows closed" conditions to ensure interior noise is below the 45 dBA CNEL interior standard.

With "windows open," typical building construction will reduce noise by approximately 12 dBA. A noise reduction of at least 25 dBA is typically achieved under a "windows open" condition. However, sound leaks, cracks, and openings within the window assembly can greatly diminish its effectiveness in reducing noise. Several methods are used to improve interior noise reduction, including (1) weather-stripped solid core exterior doors; (2) upgraded dual-glazed windows; (3) mechanical ventilation/air conditioning; and (4) exterior wall/roof assemblies free of cut outs or openings. Therefore, the project's traffic-related noise impact is potentially significant and mitigation is required.

Mitigation Measures. The following measure has been identified to reduce traffic-related noise impacts to on-site uses:

4.12.6.2A Buildings adjacent to Clinton Keith Road and Yamas Drive will require a Noise Level Reduction (NLR) of up to 24.3 dBA and a windows closed condition requiring a means of mechanical ventilation (e.g., air conditioning). In order to meet the City of Wildomar 45 dBA CNEL interior noise standards, the project plans shall include measures to achieve the following:

- *Windows:* All windows and sliding glass doors shall be well fitted, with well weather-stripped assemblies and shall have a minimum sound transmission class (STC) rating of 27. Air gaps and rattling shall not be permitted.
- *Doors:* All exterior doors shall be well weather-stripped solid core assemblies at least 1.25 inches thick.
- *Roof: Roof sheathing of wood construction shall be well fitted or caulked* plywood of at least 0.5 inch thick. Ceilings shall be well fitted, well-sealed gypsum board of at least 0.5 inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- *Ventilation:* Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use. A forced air circulation system (e.g., air conditioning) shall be

provided which satisfy the requirements of the Uniform Mechanical Code.

Level of Significance after Mitigation. The incorporation of building standards detailed in **Mitigation Measure 4.12.6.2A** will ensure interior noise levels at on-site structures do not exceed established City standards; therefore, noise impacts to on-site uses are reduced to a less than significant level.

4.12.7 Cumulative Impacts

The cumulative area for noise impacts is the City. Implementation of the project would result in the introduction of new noise sources and levels from on-site activities and from increased traffic volumes on local roadways.

Construction crew commutes and the transport of construction equipment, and materials to the project area would incrementally increase noise levels on access roads leading to the site. Secondary sources of noise would include noise generated during excavation, grading, and building erection on the project site. The net increase in project site noise levels generated by these activities and other sources has been quantitatively estimated and compared to the applicable noise standards and thresholds of significance. Although it is not possible to predict if contiguous properties may be constructed at the same time, each project's adherence to applicable provisions of the City's Municipal Code regulating construction activities would render cumulative construction-related noise impacts less than significant.

The project's anticipated traffic volumes were utilized to determine existing, Year 2018, and Year 2035 traffic noise. The cumulative traffic noise analysis indicates that the project's contributions to roadway noise levels may cause a potentially significant impact to future sensitive noise receptors. Currently, the area surrounding the project site is largely undeveloped with noise-sensitive receptors only located north of Clinton Keith Road and south of the project site on Yamas Drive. These roadway segments are not expected to experience significant exterior noise level impacts under "With Project" conditions. Given that the exterior noise level increases will largely be at the driveways to the project site on Yamas Drive and remain below exterior noise level criteria, the project will not create a substantial permanent increase in traffic-related noise levels or expose persons to noise levels in excess of the exterior noise level standards.

On-site operational noises are individual occurrences and are not typically additive in nature. Noise sources would have to be adjacent to or in close proximity to one another in order for individual noise sources to intermingle. Similarly, noise receivers would also have to be adjacent to or in close proximity to the noise generators. It is reasonable to conclude the owner/operator/occupant of adjacent properties would adhere to applicable provisions of the City's Municipal Code related to operational and nuisance noise from their respective properties; therefore, the cumulative nature

of operational noise from the project and other development would be less than significant. In the absence of a cumulatively significant noise impact, no mitigation is required.

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4.13 POPULATION, HOUSING, AND EMPLOYMENT

This section identifies population and housing conditions within the City and addresses potential impacts that may result from the construction and operation of the project. The analysis is based on population and housing projections identified by the California Department of Finance (DOF), the City's General Plan and Housing Element, Southern California Association of Governments (SCAG), and data from the Riverside County Traffic and Land Agency (RCTLA) Wildomar 2013 Progress Report. Population estimates for the project are based on the City of Wildomar Impact Fee Study Report and the City of Wildomar General Plan Draft EIR.

4.13.1 Existing Setting

4.13.1.1 Population

The DOF estimates the City's current (2014) population to be 33,718 persons.[1] The SCAG projects City population will continue to grow, reaching 42,474 persons by the year 2020 and 54,643 persons by the year 2035.[2]

4.13.1.2 Housing

The number of housing units in the City has increased to accommodate its growing population (Table 4.13.A). Currently, the DOF identifies that approximately 68.7 percent of the existing housing units in the City are single-family detached units. Multiple-unit dwellings comprise approximately 5 percent of the City's current housing stock, mobile homes represent 26.2 percent, and 7.5 percent of the housing units remain unoccupied.

Table 4.13.A: Population and Housing Forecasts

	Existing 2011	Projected 2020	Projected 2035
Population			
City of Wildomar[1]	32,414	42,474	54,643
Riverside County[2]	2,205,731	2,595,259	3,354,958
SCAG[3]	—	19,663,000	22,091,000
Households			
City of Wildomar[1]	10,840	14,537	18,573
Riverside County[2]	804,913	955,853	1,228,188
SCAG[3]	—	6,458,000	7,325,000

1 E-5 Population and Housing Estimates, for Cities, Counties, and the State, 2010–2013, with 2010 Benchmark, State of California Department of Finance, http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php, website accessed March 17, 2014.

2 Regional Transportation Plan, Growth Forecast Appendix, SCAG, http://rtpscs.scag.ca.gov/Documents/2012/pfinal/SR/2012pfRTP_GrowthForecast.pdf (accessed November 13. 2014).

Table 4.13.A: Population and Housing Forecasts

	Existing 2011	Projected 2020	Projected 2035
Employment			
City of Wildomar[1]	3,500	5,837	9,807
Riverside County[2]	581,470	927,300	1,285,284
SCAG[3]	—	8,414,000	9,441,000

Sources:
1. Wildomar Progress Report 2013, RCTLA, http://rctlma.org/Departments/Administrative-Services/Riverside-County-Center-for-Demographic-Research/Progress-Reports/Current-Progress-Report. Accessed November 13, 2014.
2. Riverside County Progress Report 2013, RCTLA, http://rctlma.org/Departments/Administrative-Services/Riverside-County-Center-for-Demographic-Research/Progress-Reports/Current-Progress-Report. Accessed November 13, 2014.
3. Regional Transportation Plan, Growth Forecast Appendix, SCAG, http://rtpscs.scag.ca.gov/Documents/2012/pfinal/SR/2012pfRTP_GrowthForecast.pdf. Accessed November 13, 2014.

4.13.1.3 Jobs/Housing Ratio

The jobs-to-housing ratio measures the extent to which job opportunities in a given geographic area are sufficient to meet the employment needs of area residents. This ratio identifies the number of jobs available in a given region compared to the number of housing units in the same region. For example, a region with a jobs-to-housing factor of 1.5 would indicate that 1.5 jobs exist for every housing unit within that region. The standard used for comparison in the City is the jobs-to-housing ratio of the SCAG region, which is currently 1.14 jobs for every household. This standard is used because most residents of the City are employed somewhere in the SCAG region. A City or sub-region with a jobs-to-housing ratio lower than the overall standard of 1.14 jobs per household would be considered a "jobs poor" area, indicating that many of the residents must commute to places of employment outside the City or sub-area. Table 4.13.B details the current and estimated future potential jobs/housing ratios for the City, Riverside County, and SCAG.

Table 4.13.B: Existing and Future Jobs/Housing Ratios

	2011 Jobs/Housing Ratio	2035 Jobs/Housing Ratio
City of Wildomar[1]	0.32	0.53
Riverside County[2]	0.72	1.05
SCAG[3]	1.14	1.29

Source:
1. Wildomar Progress Report 2013, RCTLA, http://rctlma.org/Departments/Administrative-Services/Riverside-County-Center-for-Demographic-Research/Progress-Reports/Current-Progress-Report. Accessed November 13, 2014. Note: 2011 values are used because the most recent estimate of total jobs in the City was calculated for 2011.
2. Riverside County Progress Report 2013, RCTLA, http://rctlma.org/Departments/Administrative-Services/Riverside-County-Center-for-Demographic-Research/Progress-Reports/Current-Progress-Report. Accessed November 13, 2014.
3. Regional Transportation Plan, Growth Forecast Appendix, SCAG, http://rtpscs.scag.ca.gov/Documents/2012/pfinal/SR/2012pfRTP_GrowthForecast.pdf. Accessed November 13, 2014.

The City has a lower jobs/housing ratio than both the County and SCAG. These jobs/housing ratios indicate that both the City and Riverside County are currently "job poor" because their jobs-to-housing ratios are below the Southern California regional values as defined by SCAG. A low jobs/housing ratio results in longer distances that City residents must commute to and from work. Based on existing projections, the City's projected 2035 jobs/housing ratio will continue to be less than that for County and region.

4.13.1.4 NOP/Scoping Comments

One City resident made a comment during the Public Scoping Meeting regarding the affordability of the proposed apartments. No other comments on housing and population were received during the NOP comment periods.

4.13.2 Existing Policies and Regulations

4.13.2.1 Federal Regulations

There are no Federal regulations that apply to the project with regard to population and housing.

4.13.2.2 State Regulations

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law (Government Code Section 65584) as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The RHNA for Riverside County is developed by SCAG and allocates to cities and the unincorporated county their "fair share" of the region's projected housing needs. The most recently completed RHNA planning period is January 1, 2006, to June 30, 2014.

The projected housing needs in the RHNA are categorized by income levels (very low, low, moderate, and above moderate income) established by the U.S. Department of Housing and Urban Development (HUD). According to the 2014–2021 RHNA, Wildomar will need to accommodate a total of 2,535 units including 310 extremely low-income, 311 very low-income, 415 low-income, 461 moderate-income, and 1,038 above moderate-income housing units.

4.13.2.3 Local Regulations

The specific policies outlined in the City's General Plan Land Use, Air Quality, and Housing Elements related to population and housing include the following:

Land Use

LU 10.1 Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting.

LU 22.1 Accommodate the development of single- and multi-family residential units in areas appropriately designated by the General Plan and area plan land use maps.

Jobs-to-Housing Ratio

AQ 8.2 Emphasize job creation and reductions in vehicle miles traveled in job-poor areas to improve air quality over other less efficient methods.

Housing

GOAL H-1 Assist in the development of adequate housing to meet the city's fair share of the region's housing needs for all economic segments of the population.

GOAL H-3 Address the housing needs of special needs population groups.

GOAL H-4 Conserve and improve the condition of the housing stock, particularly affordable housing.

GOAL H-5 Promote equal housing opportunities of all persons regardless of race, age, sexual orientation, religion, or gender.

4.13.3 Methodology

To determine the project's potential population- and housing-related impacts, the site's current use and condition and existing and estimated population and housing information was identified and compared against estimates for the County and the SCAG region.

4.13.4 Thresholds of Significance

The following thresholds of significance regarding potential impacts related to population and housing are based on Appendix G of the State CEQA Guidelines. A project would have a significant impact on population and housing if it would:

- Induce substantial 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);
- Induce substantial 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) that may lead to fiscal or economic impacts;

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and/or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

In addition, this section will evaluate the project's consistency with applicable General Plan policies and goals regarding population, housing, and growth.

4.13.5 Less than Significant Impacts

4.13.5.1 Population Growth

Threshold	Would the proposed project induce substantial population growth in an area, either directly (e.g., new homes and businesses) or indirectly (e.g., extension of roads and infrastructure)?

CEQA requires a discussion of ways in which the proposed project could be growth inducing (see also Section 5.0, *Other CEQA Topics*). The *CEQA Guidelines* identify a project as growth inducing if it fosters economic or population growth, or the construction of additional housing either directly or indirectly in the surrounding environment (*CEQA Guidelines* Section 15126.2[d]). New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

A project could indirectly induce growth by reducing or removing barriers to growth, or by creating a condition that attracts additional population or new economic activity. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, the growth-inducing potential of a project would be considered substantial if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies (e.g., SCAG). Substantial growth impacts could also occur if a project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it can be demonstrated that the potential growth significantly affects the environment in some way.

A project could indirectly induce growth at the local level by increasing the demand for additional goods and services associated with the increase in project population and thus reducing or removing the barriers to growth. This occurs in suburban or rural areas where population growth results in increased demand for service and commodity markets responding to the new population such as a shopping center or

grocery store. This type of growth is, however, a regional phenomenon resulting from introduction of a major employment center or regionally significant housing project. Additional commercial uses may be drawn to the area by the increased number of residents in the area as a result of a project; however, it is expected that any such development would occur consistent with planned growth identified in the General Plan or applicable specific plans.

The City's population has grown steadily over the past decades. Population projections developed by the DOF estimate the City's population will reach approximately 42,474 persons by the year 2020 and approximately 54,643 persons by the year 2035. The City and the SCAG region are expected to continue to grow in population, albeit at a slower rate than in previous decades. Between 2010 and 2035, the SCAG predicts a 0.9 percent annual rate of population growth for the region. Based on the projected population for the City between 2020 and 2035, the City will experience a 28.7 percent increase in population over these years, or approximately 1.9 percent annually. Therefore, the City is expected to grow at a higher rate relative to the rest of SCAG.[1]

Table 4.13.C analyzes the project's consistency with Wildomar General Plan.

Table 4.13.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Land Use	
LU 10.1. Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting.	**Consistent.** The project includes 55,000 square feet of commercial/retail and offices uses, which will contribute approximately 157 jobs to the City.
LU 22.1. Accommodate the development of single- and multi-family residential units in areas appropriately designated by the General Plan and area plan land use maps.	**Consistent.** The project will result in the development of multifamily housing in an area with a General Plan Land Use of Highest Density Residential (HHDR) and would support the provision of adequate housing for all economic segments of the community.
Housing Element	
GOAL H-1. Assist in the development of adequate housing to meet the city's fair share of the region's housing needs for all economic segments of the population.	**Consistent.** The project is assisting in meeting the City's fair share by contributing 162 multifamily units in an area designated for high density residential housing.
GOAL H-3. Address the housing needs of special needs population groups.	**Consistent.** Development of the multifamily units would support the provision of housing for all segments of the community.
GOAL H-4. Conserve and improve the condition of the housing stock, particularly affordable housing.	**Consistent.** The project will improve the housing mix of the City by proving high density multifamily housing.

[1] (54,643-42,474) ÷ 42,474 × 100=28.65%; 28.65% ÷ 15 years = 1.91% per year

Table 4.13.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
GOAL H-5. Promote equal housing opportunities of all persons regardless of race, age, sexual orientation, religion, or gender.	**Consistent.** The project shall comply with fair housing laws.

Source: City of Wildomar General Plan, July 2008; City of Wildomar Housing Element, December 2013.

Although the project will require a General Plan amendment and a zone change, it is generally consistent with the General Plan. The project is placing multifamily units in an area designated for residential uses and is adjacent to other multifamily residential developments. Additionally, the on-site commercial and retail uses will provide employment opportunities. Therefore, less than significant impacts would occur in relation to General Plan policies regarding population growth.

The proposed project is horizontal mixed use development that will contribute both jobs and housing to the City. Based on the most recent site plan, commercial development will include an approximately 35,000-square foot office building, two single-story "pad" buildings of approximately 6,000 square feet each, and an approximately 8,000-square foot retail building. Based on employment density data calculated for the General Plan EIR, the commercial/retail and office portion could provide approximately 157 jobs.[1] The southern half of the site will contain 162 housing units, envisioned as follows: 48 one-bedroom, 90 two-bedroom, and 24 three-bedroom units. The housing portion of the project would increase the City's population by up to 356 people.[2]

The project will develop high density housing within the City, which will contribute to the "fair share" of housing required under the RHNA. Since this housing will be used to satisfy the requirements of the RHNA, and the placement of housing is consistent with the General Plan, population increase as a result of the project is not considered substantial. Therefore, the project will not induce a population increase above which has been planned for by the City or which would be expected to result in fiscal or economic impacts. Impacts related to this issue are less than significant and no mitigation is required.

4.13.5.2 Displace Substantial Housing/People

Threshold	Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

[1] Based on an employment factor of 1 employee per 500 square feet of Commercial Retail space and 1 employee per 300 square feet of Commercial Office space from the Riverside County General Plan Update EIR (2014).

[2] The City Development Impact Fee Study estimated that multifamily residential dwellings average 2.20 persons per unit.

	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The project site is currently undeveloped; therefore, there is no potential for the displacement of persons or housing. The project would increase the availability of multifamily residential dwellings in the City, which satisfies the goals and objectives detailed in the recent update of the City's Housing Element. No impact related to this issue would occur; therefore, no mitigation is required.

4.13.6 Significant Impacts

The project would not have any significant impacts related to population and housing.

4.13.7 Cumulative Impacts

The cumulative area for the discussion of population and housing impacts is the City of Wildomar. The proposed project would require a General Plan Amendment and Zone Change for the northern half of the site. While the project would generate approximately 157 jobs and 356 residents, this growth has been anticipated by the General Plan and therefore not considered substantial. The project would contribute to the City's "fair share" of housing required under the RHNA. Therefore, the project would not significantly contribute to a City or regional cumulative housing or population impact.

4.14 PUBLIC SERVICES AND FACILITIES

The following discussion includes an evaluation of the project's impacts on law enforcement, fire protection, school, and park services. Impacts to parks are analyzed in Section 4.15, Recreation and Parks, in this EIR. The analysis considers the existing public services provided in the project area and evaluates the impacts to service providers that would result from the construction and occupancy of the proposed project. The analysis contained in this section is based on the following reference documents:

- *City of Wildomar General Plan,* adopted July 2008; and
- *City of Wildomar General Plan Update Draft EIR,* City of Wildomar, January 2015.

4.14.1 Police Protection

4.14.1.1 Existing Setting

Law enforcement services for the City are provided by the Riverside County Sheriff's Department (RCSD).[1] The RCSD currently serves the project site from the Lake Elsinore Sheriff's Station (333 Limited Avenue, Lake Elsinore) approximately 7.4 miles northwest of the project site. The RCSD has mutual aid agreements with all surrounding cities, which allow for the services of nearby police departments to provide assistance to the RCSD. In addition to providing contract law enforcement services to the Cities of Wildomar and Lake Elsinore, staff at this station also serve the communities of Alberhill, El Cariso, Glen Ivy Hot Springs, Good Hope, La Cresta, Lakeland Village, Meadowbrook, Ortega Hills, Temescal Canyon, and Warm Springs.

NOP/Scoping Comments. Comments were made by residents during the scoping process about the potential significant impacts on existing and future public services like schools, police, and fire. No comment letters were received during the NOP periods regarding police services.

4.14.1.2 Existing Policies and Regulations

The General Plan identifies the following policies relative to police services:

Infrastructure, Public Facilities & Service Provision

LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries,

[1] Riverside County Sheriff Department website, http://www.riversidesheriff.org/ (accessed November 14, 2014).

recreational facilities, transportation systems, and fire/police/medical services.

Land Use

LU 9.1 Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.

4.14.1.3 Methodology

The evaluation of police services impacts takes into account information on current police service levels, and whether the project would require new or physically altered law enforcement facilities in order to main satisfactory service levels.

4.14.1.4 Thresholds of Significance

Based on Appendix G of the *CEQA Guidelines,* police protection impacts would be considered significant if the following condition resulted from the construction or operation of the proposed project:

- Substantial adverse physical impacts associated with the provision of 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.

4.14.1.5 Less than Significant Impacts

Threshold	Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police services?

The development and operation of the project would increase demand for police protection services. Initially, crimes of grand theft and malicious mischief during construction would be the potential major crime issue. Similar to other construction projects in the City, it is anticipated that private security would be utilized during the construction process. Law enforcement services required during this period may include responses to trespass, vandalism, or theft of construction materials.

The project proposes to construct 55,000 square feet of commercial/retail space and 162 multifamily residential units. The proposed residential uses would increase the City's population by approximately 356 persons. During occupation of the project, potential impacts would be an increased need for police protection services routinely associated with residential and commercial growth, including routine patrols, responding to calls for service such as graffiti or vandalism, robbery, domestic

violence, etc. The City collects fees from developers to offset police-related service impacts associated with new development, per City Municipal Code Chapter 3.44. These development impact fees (DIFs) are one-time charges applied to new development and are imposed to raise revenue for the construction or expansion of capital facilities. DIFs enable the City to collect fair-share fees from new development projects to fund new infrastructure and services. The project would be designed and operated per applicable standards required by the City for new development in regard to public safety. In addition, development fees would be used to fund capital costs associated with constructing new public safety structures and purchasing equipment for new public safety structures.

According to the City General Plan Update EIR, there were 12,881 calls for law enforcement service from the City in 2012.[1] The average response time in 2012 was 12 minutes for priority one calls, approximately 48 minutes for priority two calls, approximately 121 minutes for priority three calls, and approximately 248 minutes for priority four calls.

The project's incremental increase in the population of the service area would not require new or physically altered law enforcement facilities. Payment of DIFs would offset any increase in demand for police services. Therefore, impacts related to law enforcement facilities are less than significant.

General Plan Consistency. Table 4.14.A evaluates the project's consistency with General Plan policies relative to law enforcement services.

Table 4.14.A: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Land Use	
LU 5.1. Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/medical services.	**Consistent:** The project would only incrementally increase demand for infrastructure and services. Existing police services would adequately serve the project.
LU 9.1. Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.	**Consistent:** The project will contribute its fair share through payment of development impact fees (DIFs).

Source: City of Wildomar General Plan, July 2008.

[1] **Priority 1:** Emergency call that requires immediate response and there is reason to believe that an immediate threat to life exists. **Priority 2:** Emergency call that requires immediate response and there exists an immediate and substantial risk of major property loss or damage. **Priority 3:** Crimes in progress that require an immediate response but present no significant threat of serious physical injury or major property damage or any active incident or activity that could be classified as a possible crime or potential threat to life or property. **Priority 4:** Requests for police response that do not require an immediate response but there exists a likelihood that an officer's investigation will lead to the apprehension of a suspect based on suspect information or physical evidence.

Table 4.14.A demonstrates that the proposed project is consistent with the City's General Plan policies regarding law enforcement services. The project would not require the construction of a new police station or necessitate the need for additional police officers; therefore, impacts are less than significant and no mitigation is required.

4.14.1.6 Significant Impacts

The project will not have any significant impacts related to police protection services.

4.14.2 Fire Protection

4.14.2.1 Existing Setting

The Riverside County Fire Department (RCFD) in cooperation with the California Department of Forestry and Fire Protection (CAL Fire) is the City's source for fire protection, fire prevention, and emergency services. The CAL Fire/RCFD Fire Headquarters is located in Perris and averages over 360 incidents per day.[1] The Perris Emergency Command Center (ECC) processed 133,536 incidents in 2013[2] and serves 94 fire stations and 19 bureaus.

In the City, the RCFD Fire operates from the Wildomar Fire Station 61 (32637 Gruwell Street), located approximately 2.6 miles west of the project site.[3] Station 61 has one Type 1 engine with three full-time employees. During 2013, this station responded to responded to 2,794 calls (including paramedic calls) in the City. Fire stations that support Station 61 include Station 75 (38900 Clinton Keith Road) in Murrieta, Station 68 (located at 26020 Wickard Road in Menifee), and Station 95 (22770 Railroad Canyon Road in Lake Elsinore).[4]

NOP/Scoping Comments. No comments were made by residents during the scoping process about impacts to existing and future public services like schools, police, and fire. No comment letters were received during the NOP periods regarding fire services.

4.14.2.2 Existing Policies and Regulations

The General Plan includes the following policies and goals relative to fire protection services in the City:

1 Annual Report 2013, Riverside County Fire Department in Cooperation with CAL Fire. http://www.rvcfire.org/ourDepartment/Documents/2013%20Annual%20Report.pdf (accessed November 14, 2014).
2 Ibid.
3 Riverside County Fire Department website, http://www.rvcfire.org/Pages/default.aspx (accessed November 2014).
4 LAFCo (Local Agency Formation Commission for Riverside County). 2009. Wildomar Municipal Service Review.

Infrastructure, Public Facilities & Service Provision

LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/medical services.

Land Use

LU 9.1 Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.

4.14.2.3 Methodology

The evaluation of fire protection impacts takes into account information on current fire protection service levels, and whether the project would require new or physically altered firefighting facilities in order to main satisfactory service levels. Applicable fire codes and regulations and the City Municipal Code were also reviewed in determining impacts.

4.14.2.4 Threshold of Significance

Based on Appendix G of the *CEQA Guidelines*, impacts related to fire protection services would be considered significant if the following condition resulted from the construction or operation of the proposed project:

- Substantial adverse physical impacts associated with the provision of 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.

4.14.2.5 Less than Significant Impacts

Threshold	Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered fire-fighting facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire services?

The project site is currently undeveloped. The construction and occupation of the proposed uses would incrementally increase the demand for fire protection, prevention, and emergency medical services in the City. Efficient response times are critical in addressing fire and medical emergencies. Reductions in the emergency response time or the distance between fire/medical facilities and the site of an emergency would result in improved service and saved lives and property.

The RCFD has a response time goal of 5 minutes within 1.5 miles, 7 minutes within 3 miles, 11 minutes within 5 miles, and 17 minutes within 8 miles. In addition, RCFD standards hold that urban development, such as that anticipated under the proposed project, should be located no more than 3 miles from a County fire station. As discussed previously, RCFD Station 61 is located 2.6 miles from the project site. Based on an independent evaluation by the Insurance Services Office (ISO), the Station currently operates at an above average level of service. Current response times are therefore considered adequate.

The project's incremental increase in the amount of fire protection-requiring responses within the City would not cause the Station 61 to have unacceptable response times. As with all new development within the City, the project would be required to pay DIFs to the City. These fees are determined by the City Council, in consultation with the Fire Prevention Bureau, based on an assessment of the activity occurring within the City as well as the needs of the City. Such fees would be used to fund capital costs associated with land acquisition, construction, purchasing equipment, and providing for additional staff.

The project would be required to be designed, constructed, and operated per applicable fire prevention/protection standards established by the City. Such requirements include, but are not limited to, provisions for smoke alarms; sprinklers; building and emergency access; adequate emergency notification; and hydrant sizing, pressure, and siting. With these provisions, the proposed project will not require the construction of new firefighting facilities and will have a less than significant impact on fire services and no mitigation is required.

General Plan Consistency. Table 4.14.B evaluates whether the proposed project is consistent with the City's General Plan policies relative to fire service.

Table 4.14.B: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Land Use	
LU 5.1. Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/medical services.	**Consistent:** The project would not cause a deficiency in fire protection services.
LU 9.1. Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.	**Consistent:** The project will pay its fair share through the payment of development impact fees (DIFs) to the City.

Source: City of Wildomar General Plan, July 2008.

Table 4.14.B demonstrates that the proposed project is consistent with the City's General Plan policies relative to fire protection services.

4.14.2.6 Significant Impacts

Based on the analysis in Section 4.14.2.5, the project will have no significant impact relative to fire protection.

4.14.3 Schools

4.14.3.1 Existing Setting

The project area is served by the Lake Elsinore Unified School District (LEUSD), which operates 25 schools with a combined enrollment of 22,316 students during the 2013–14 school year.[1] According to the district's website, the LEUSD's facilities include 13 elementary schools, two K–8 schools, four middle schools, three high schools, two alternative schools, and a K–12 virtual school.[2] While attendance boundaries may change, currently schools in the project area that may accommodate project residents include Donald Graham Elementary School, David A. Brown Middle School, and Elsinore High School.[3] All three schools that would serve the project have adequate student capacity. Table 4.14.C details the enrollment characteristics for these schools.

Table 4.14.C: Project Area School Enrollment

School	Maximum Capacity	Project Enrollment (2015–2016)
Donald Graham Elementary School	850	627
David A. Brown Middle School	1,450	1,010
Elsinore High School	2,600	2,090

Source: Personal email with Tina Sayers (Director of Facilities and Operations for the LEUSD) November 14, 2014.

NOP/Scoping Process. No comments were made by residents during the scoping process about impacts to existing and future public services, including schools. No comment letters were received during the NOP periods regarding schools.

4.14.3.2 Existing Policies and Regulations

While the City's General Plan contains policies related to providing adequate community services and facilities, the provision of school services and maintenance of school facilities is the responsibility of the LEUSD, which is an entity independent from the City.

1 Dataquest. California Department of Education Data Reporting Office. Found online: http://dq.cde.ca.gov/dataquest/ (accessed November 14, 2014).
2 Lake Elsinore Unified School District website http://leusd.schoolfusion.us/modules/cms/pages.phtml?pageid=65550&sessionid=d6fe4ed7be1b27039a7d6b74987effe1 (accessed November 14, 2014).
3 Ibid.

4.14.3.3 Methodology

School service impacts are determined by calculating how many schoolchildren would be generated by the project, and then determining whether this increase would cause negative impacts to existing or future school facilities or programs.

4.14.3.4 Thresholds of Significance

According to Appendix G of the *CEQA Guidelines*, a project would have a significant impact to schools if it would result in:

- Substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives.

4.14.3.5 Less than Significant Impacts

Threshold	Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

As detailed in Table 4.14.D, based on the LEUSD's student generation factors, the proposed project may increase attendance at District schools by approximately 37 additional students.

Table 4.14.D: Project Student Generation

Grade Level	Students/Unit	Students (at buildout)
K-6	0.12	19
7-8	0.05	8
9-12	0.06	10
Project Total	**0.23**	37

Source: Lake Elsinore Unified School District Master Plan 2012, Table 2: Student Generation Factors for Multi-family Attached Units, accessed November 14, 2014.

Donald Graham Elementary School has a maximum capacity of 850 students and the LEUSD projects enrollment of 627 students for the upcoming (2015–2016) school year. The project, over time, would add a total of approximately 19 students making the projected enrollment at least 646 students. David A. Brown Middle School has a maximum capacity of 1,450 students and has a projected enrollment of 1,010 students for the upcoming year. The project, over time, would add a total of approximately 8 students, making the projected enrollment at least 1,018 students.

Elsinore High School has a maximum capacity of 2,600 students and has a projected enrollment of 2,090 students for the upcoming year. The project would add a total of approximately 10 students, bringing anticipated enrollment to up to 2,100. See Table 4.14.E.

Table 4.14.E: Project Area School Enrollment

School	Maximum Capacity	Projected Enrollment (2015-2016)	Project Enrollment (2015-2016) with Project
Donald Graham Elementary School	850	627	646
David A. Brown Middle School	1,450	1,010	1,018
Elsinore High School	2,600	2,090	2,100

Source: Personal email with Tina Sayers (Director of Facilities and Operations for the LEUSD) November 14, 2014.

As detailed in Table 4.14.E, the addition of 37 students would not cause project area schools to exceed capacity. Therefore, the construction of new or physically altered school facilities would not be required. In addition, the project would be required to pay development fees to the school district that would help fund school facilities and programs.

California Government Code (Section 65995[b]) establishes the base amount of allowable developer fees imposed by school districts. These base amounts are commonly referred to as “Level 1 fees” and are subject to inflation adjustment every two years. School districts are placed into a specific “level” based on school impact fee amounts that are imposed on the development. With the adoption of Senate Bill 50 and Proposition 1A in 1998, schools meeting certain criteria can now adopt Level 2 and 3 developer fees. The amount of fees that can be charged over the Level 1 amount is determined by the district's total facilities needs and the availability of State matching funds. If there is State facility funding available, districts are able to charge fees equal to 50 percent of their total facility costs, termed “Level 2” fees. If, however, there are no State funds available, “Level 3” fees may be imposed for the full cost of their facility needs.[1] The LEUSD currently collects Level 2 fees.

The LEUSD currently imposes development fees of $0.47 per square foot for commercial, industrial, and federally qualified senior housing and $3.10 for residential development.[2] Per California Government Code, “The payment or satisfaction of a fee, charge, or other requirement levied or imposed … are hereby deemed to be full and complete mitigation of the impacts … on the provision of adequate school facilities.” The project will be required to pay these development fees in accordance with Government Code 65995 and Education Code 17620.

1 An Evaluation of the School Facility Fee Affordable Housing Assistance Programs, Legislative Analyst’s Office, January 2001. http://www.lao.ca.gov/2001/011701_school_facility_fee.html (accessed November 14, 2014).

2 Facilities Services. LUESD website. http://leusd.schoolfusion.us/modules/cms/pages.phtml?pageid=86566 (accessed November 14, 2014).

General Plan Consistency. The City has no General Plan policies that are directly related to the provision of school services or facilities since those are the responsibility of the LEUSD. The proposed project will be required to pay applicable LEUSD fees as development occurs. As the project will not increase student populations beyond the capacity of schools currently serving the project area, and because the payment of required school fees provides sufficient mitigation to offset any impact to school services or facilities, no significant school impact would occur. No mitigation is required.

4.14.3.6 Significant Impacts

Based on the analysis in Section 4.14.3.5, the proposed project will not produce any significant school-related impacts.

4.14.4 Other Public Facilities

4.14.4.1 Existing Setting

Libraries. The Riverside County Library System comprises 35 branch libraries and two bookmobiles serving a population of more than two million residents. The County library system's collection includes over 1.5 million books and periodicals, 52,700 audio materials (CDs, audio books) and nearly 24,000 video items (DVD/VHS).[1] The Riverside County library serving the City is the Mission Trail Community library, located approximately 5.4 miles from the project site at 34303 Mission Trail. This library provides access to the County-wide library collection and internet access six days (Monday–Saturday) per week.

Hospitals. Medical services are provided throughout Riverside County by a complex network of public and private providers.[2] In some cases, both populations of patients are served by the same providers and facilities.

According to Riverside County's "Financial Highlights (Fiscal Year 2008–2009)" report, the Riverside County Community Health Agency provided nearly 125,800 patient visits and performed 466,800 patient services including family planning, primary health care, prenatal care, urgent care, child health and disability prevention. The Riverside County Regional Medical Center (RCRMC) also provided nearly 88,550 treatments and over 9,700 mental health services through its emergency department (emergency room), nearly 129,200 clinic visits, and 23,250 admissions with a total of over 118,450 patient-days of in-patient care provided. According to the 2008 Regional Medical Facility Profile report, in 2005, there were 80,932 licensed hospital beds in California, a rate of 2.2 beds per 1,000 residents. Riverside County had 2,880 licensed beds, a rate of 1.47 beds per 1,000 residents.

[1] https://en.wikipedia.org/wiki/Riverside_County_Library_System, site accessed July 22, 2015.
[2] Riverside County General Plan Environmental Impact Report (Environmental Impact Report No. 521), February 2015.

The nearest Riverside County Community Health Agency facility to the site is the Lake Elsinore Family Care Center at 2499 E. Lakeshore Drive in Lake Elsinore. However, the City is primarily served by two private hospitals: Inland Valley Medical Center at 36485 Inland Valley Drive in Wildomar, and Rancho Springs Medical Center at 25500 Medical Center Drive in Murrieta. Both of these are for-profit hospitals owned by Universal Health Services, Inc. Inland Valley Medical Center currently has 80 beds, while Ranch Springs Medical Center provides 51 beds.[1]

City Hall. Wildomar's City Hall is located at 23873 Clinton Keith Road, Suite 201. At present, the City leases this space for City offices. Ultimately, the City intends to construct its own City Hall building utilizing fees collected during development.[2]

NOP/Scoping Process. No comments were made by residents during the scoping process regarding impacts to existing and future public facilities including medical facilities, libraries, and other public facilities. No comment letter related to this issue was received during the NOP periods related to the provision of school services.

4.14.4.2 Existing Policies and Regulations

The General Plan includes the following policies and goals relative to other public facilities in the City:

Infrastructure, Public Facilities & Service Provision

LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/medical services.

Land Use

LU 9.1 Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.

4.14.4.3 Methodology

In the absence of specific demand factors for other public facilities, a general discussion of other public facilities and potential impact project-related increase on these facilities is provided.

1 U.S. Hospital Finder, http://www.ushospitalfinder.com/ (website accessed July 9, 2015).
2 Impact Fee Study Report, City of Wildomar, January 2014.

4.14.4.4 Thresholds of Significance

According to Appendix G of the *CEQA Guidelines*, a project would have a significant impact to schools if it would result in:

- Substantial adverse physical impacts associated with the provision of new or physically altered public facilities in order to maintain acceptable service ratios, which would cause significant environmental impacts.

4.14.4.5 Less than Significant Impacts

Threshold	Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The population increase associated with the proposed project is approximately 356 persons. This increase represents approximately 1.1 percent of the City of Wildomar's estimated 2014 population of 33,718. Within the City's Development Impact Fee program, $286.00 is collected per multifamily unit for library-related facilities/services. Medical services are demand responsive and it is not possible to accurately predict how or when said services would be required. Based on the County's existing licensed bed/1,000 resident ratio, 0.52 licensed hospital bed could potentially be required for the project. Given the current availability of medical facilities in the project area and the minor population increase anticipated, it is reasonable to anticipate that no significant impact to medical facilities would result from development of the project. The operation and maintenance of City-owned facilities such as City Hall is supported through the payment of applicable fees and taxes collected throughout the City. Even if every new resident utilized existing local library or City facilities, the relatively minor population increase associated with the proposed project is not expected to substantially affect the current level of service at these facilities.

It is reasonable to conclude the payment of required fees, taxes, and other payments by the owners/occupants of the proposed development would sufficiently offset any incremental increase in demand or use of these facilities. Due to the minor increase in population, use, or demand, the construction of new or expansion of existing library, medical, or governmental facilities is not required. No significant impact to these facilities would occur; therefore, no mitigation is required.

4.14.5 Cumulative Impacts

The cumulative areas for law enforcement police and fire protection services are the service areas within the City. The need for new and/or maintenance of existing public services and associated facilities is measured by service area population, or

the number of residents and workers within the City's service area, as well as the type and density of development.

As additional development occurs in the City, there may be an overall increase in the demand for law enforcement and fire protection services, including personnel, equipment, and/or facilities. Increases in demand are routinely assessed by these agencies as part of the annual monitoring and budgeting process. All development within the service areas of the Riverside County Sheriff's and Fire Departments would be required to adhere to conditions established by these agencies and would be subject to applicable fees that will contribute to the maintenance of their facilities. The project would result in the development of uses that are typical of those currently present in the service area for the Riverside County Sheriff's and Fire Departments, and does not include any use or structure anticipated to disproportionally increase service demand beyond that which currently exists. With adherence to standard conditions and payment of required fees, no significant cumulative impact on law enforcement and fire services in the City would occur.

The cumulative area for school-related services is the LEUSD. The LEUSD requires the payment of development fees to provide for maintenance of existing and the expansion or construction of new facilities. All new development is required to provide school impact fees at the level identified by the LEUSD, it is anticipated that no cumulatively significant impact to school services would occur with implementation of the proposed project.

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4.15 RECREATION AND PARKS

This chapter analyzes the impact of the proposed project on existing local and regional recreational services or the need to construct or expand additional recreational facilities due to the implementation of the proposed project. This section is based in part on the following reference documents:

- *City of Wildomar General Plan,* adopted July 2008.
- *City of Wildomar Parks Master Plan,* Public Draft, October 2014.

4.15.1 Existing Setting

The public parks and recreational areas with the City are maintained by the City of Wildomar. The City undertook park maintenance after the City incorporated and the parks were no longer overseen by the Riverside County. The City has established a Parks Subcommittee comprising two council members and is in the process organizing a Parks and Recreation Commission, which will serve as an advisory body to the City Council on issues related to parks, including the implementation of the City's Park Master Plan.

The City's park and recreation areas consist of open space, public parks, and local and regional trails. The City operates three public parks: Marna O'Brien Park, Regency Heritage Park, and Windsong Park. Currently, the City does not own any facility for organized sports and other recreational activities. School sites within the City may provide additional park and activity space outside of normal school operating hours.

4.15.1.1 Wildomar Local Parks and Open Spaces

There are three active parks operated by the City:

- **Marna O' Brien Park** is located at 20505 Palomar Street and covers approximately 9.66 acres. The park's amenities include a children's playground, restrooms, a basketball court, baseball fields, football-soccer fields, and picnic areas.
- **Regency Heritage Park** is located at 20171 Autumn Oaks Place and covers 3.26 acres. The park includes a children's play area, two basketball courts, picnic shelters, and a dog park.
- **Windsong Park** is a 2.12-acre neighborhood park located at 35459 Prairie Road. It features walkways around its perimeter, picnic areas, and a tot lot.

There are no recreational facilities on site or adjacent to the project area.

Open spaces in the City consist mostly of wildlife conservation areas scattered throughout the northeastern part of the City. Conservation lands in the City total approximately 1,122 acres, with about 65 acres accessible to the public. However, since the primary purpose of these areas to protect sensitive habitat, conservation areas do not contribute toward minimum open space and parkland requirements.

4.15.1.2 City and Regional Trails

As detailed in the City's Multi-Use Adopt-A-Trail Map, the City maintains approximately 90 miles of local community trails, regional trails, and historic trails. The City recognizes that a series of multi-use trails is a key component in providing recreational amenities and developing a linked park and open space system. A primary objective for the trail system is to provide connectivity between neighborhoods, open space and park areas, and regional trails beyond the city limits. Trails are also designed to incorporate the historic trails throughout the city while preserving sensitive open space and wildlife corridors. At present, only two existing trails link to city parks. The Palomar Street Trail is an unimproved trail corridor that runs along Palomar Street from the City's southern boundary to Corydon Road, passing by Marna O'Brien Park. Windsong Park is connected to a historic trail that runs from Palomar Street north to Walnut Street.

The regional trails running through Wildomar are outlined in the Murrieta Creek Regional Trail Project, which aims to create a multi-use, non-motorized trail system along the river that connects the Cities of Temecula, Murrieta, Wildomar, and Lake Elsinore, ultimately re-creating the trail that existed there in the late 19th century. The project planning team is made up of agencies from these participating cities. The goals of the project are to promote urban accessibility and connectivity, healthy lifestyles, community economics, sustainable development, community partnerships, and awareness and appreciation of the outdoors.

Based on the City's Multi-Use Adopt-A-Trail Map, two trails are located on site or adjacent to the project. As detailed in Figure 4.15.1, the Jon Rodarme Regional Trail crosses the southeast corner of the site, while the Daniel Ray Parker Regional Memorial Trail runs along the project's eastern boundary.

4.15.1.3 NOP/Scoping Comments

One resident raised concerns regarding the proposed passive park and trail during the first Public Scoping Meeting. Concerns were related to park access, trail connectivity, and locations of active parks in the project area. No additional comment related to park or recreation issues was received during either NOP comment period.



LSA

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FEET

Project Site

Trails

Historic and Patron Trail

Regional Roadside\Countryside\Creekside Multi-Use Trail

Proposed Trail (Approximate Location)

FIGURE 4.15.1

Grove Park Mixed-Use Development
Environmental Impact Report

Trails in the Project Area

SOURCE: Google Earth, 2013; Riverside County, 2015; City of Wildomar, 2013.

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4.15.2 Policies and Regulations

4.15.2.1 State Regulations

Quimby Act (California Government Code 66477). This State policy requires the dedication of land and/or imposes a requirement of fees for park and recreational purposes as a condition of approval of certain tentative maps or parcel maps. The Quimby Act provides that park land dedication requirements may be based on a ratio of at least 3.0 acres per thousand residents, and may increase to a maximum of 5.0 acres per thousand to match the existing ratio if the existing ratio (as of the last Census) exceeds 3.0 acres per thousand.

4.15.2.2 Local Policies

Ordinance 71 (Measure Z). Ordinance 71 of the City of Wildomar Municipal Code, became effective July 1, 2013, after the passage adoption of Measure Z by the voters. Ordinance 71, authorizes a special tax to provide funding for community parks and park-related facilities, programs, and services. The tax is set at $28 per parcel per year and applies to all parcels in Wildomar. This revenue, designated the "Wildomar Community Parks Special Tax Fund," may only be used for funding, repair, operation, and maintenance of community parks and community park-related facilities, programs, and services within the City.

City of Wildomar Subdivision Ordinance. Section 16.20.020 of the Zoning Ordinance, titled "Park and recreation fees and dedications," outlines the process for the dedication of land or the payment of in-lieu fees for park and recreational facilities in Wildomar pursuant to the Quimby Act. According to the code, these regulations apply in cases where land is to be subdivided for residential use. The amount of land to be dedicated or fees paid is determined by multiplying the number of dwelling units in the subdivision by the average number of persons per unit by the number of acres of parkland required per person. Fees are based either on the fair market value of the land or on a fixed in-lieu fee rate, as adopted by the City Council. Fees paid are to be deposited into a Subdivision Park Trust Fund and may only be used to develop new parks or rehabilitate existing parks and recreational facilities.

City of Wildomar Park Impact Fee. Park impact fees are calculated using the same standards prescribed by the Quimby Act. The basic standard for determining the dedication or in-lieu fee requirement is 3.0 acres of park land per thousand new residents. That standard applies, even if, as is the case in Wildomar, the existing ratio of park land to population is less than 3.0 acres per thousand.

City of Wildomar General Plan Policies. The City of Wildomar General Plan includes policies that aim to provide for and maintain recreational facilities. Table 4.15.A identifies applicable goals and policies that apply to the proposed project.

Table 4.15.A: General Plan Consistency Analysis

General Plan Policies	General Plan Consistency Analysis
Land Use	
LU 8.3. Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas in order to enhance recreational opportunities and community aesthetics, and improve the quality of life.	**Consistent:** The project includes 3.2 acres of open space, including a passive park and preserved oak grove.
LU 19.5. Require that new development meet the parkland requirements as established in the Quimby Act and County enabling ordinances.	**Consistent:** The project would establish parkland at a ratio that satisfies Quimby Act provisions.
LU 22.8. Establish activity centers within or near residential neighborhoods that contain services such as child or adult-care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.	**Consistent:** The project includes commercial/retail uses**.**
Circulation	
C 15.3. Develop a trail system which connects County parks and recreation areas while providing links to open space areas, equestrian communities, local municipalities, and regional recreational facilities (including other regional trail systems).	**Consistent:** The project will develop a regional multi-use trail on site consistent with and implementing the Jon Rodarme Regional Trail that will connect to Yamas Drive and the Daniel Ray Parker Memorial Regional Trail.
C 15.5. Compliance with the Americans with Disabilities Act (ADA) standards will be assured so as to make the entire trails system user-friendly.	**Consistent:** The City will require all public improvements, such as trails, be ADA compliant.
C 16.1. Implement the County trail system as depicted in the Bikeways and Trails Plan, Figure C-7.	**Consistent:** The project will develop a regional multi-use trail on site consistent with and implementing the Jon Rodarme Regional Trail that will connect to Yamas Drive and the Daniel Ray Parker Memorial Regional Trail.
C 16.2. Develop a multi-purpose recreational trail network with support facilities which provide a linkage with regional facilities.	**Consistent:** The project will develop a regional multi-use trail on-site consistent with and implementing the Jon Rodarme Regional Trail that will connect to Yamas Drive and the Daniel Ray Parker Memorial Regional Trail.
C 16.3. Require that trail alignments either provide access to or link scenic corridors, schools, parks, and other natural areas. a. Require that all development proposals located along a planned trail or trails provide access to the trails system. i) Ensure that existing and new gated communities do not preclude trails from traversing through their boundaries. b. Require that existing and proposed trails within Riverside County connect with those in other neighboring jurisdictions.	**Consistent:** The project will develop a regional multi-use trail that passes through the on-site preserved coast live oak grove and native and California-friendly plant corridor.

Table 4.15.A: General Plan Consistency Analysis

General Plan Policies	General Plan Consistency Analysis
C 16.6. Adhere to the following trail-development guidelines when siting a trail:	**Consistent:** The project will comply with trail-development guidelines.
a. Permit urban trails to be located in or along transportation rights-of-way in fee, utility corridors, and irrigation and flood control waterways so as to mix uses, separate traffic and noise, and provide more services at less cost in one corridor.	
b. Secure separate rights-of-way for non-motorized trails when physically, financially and legally feasible.	
i) Where a separate right-of-way is not feasible, maintain recreation trails within the County right-of-way	
c. Use trail design standards which will minimize maintenance due to erosion or vandalism.	
d. When a trail is to be reserved through the development approval process, base the precise trail alignments on the physical characteristics of the property, assuring connectivity through adjoining properties.	
e. Consider the use of abandoned rail lines as multipurpose "rail-trails" for multi-purpose trails.	
f. Place all recreation trails a safe distance from the edge of active aggregate mining operations and separate them by physical barriers.	
i) Avoid placing a trail where it will cross an active haul route.	
g. Install warning signs indicating the presence of a trail at locations where regional or community trails cross public roads with high amounts of traffic.	
h. Take into consideration such issues as sensitive habitat areas, flood potentials, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and recreation when designing and constructing trails.	
i. Coordinate with other agencies and/or organizations (such as the U.S. Fish and Wildlife Service and the Department of Transportation) to encourage the development of multi-purpose trails. Potential joint uses may include historic and environmental interpretation, access to fishing areas and other recreational uses, opportunities for education, and access for the disabled.	
j. Work with landowners to address concerns about privacy, liability, security, and trail maintenance.	

Table 4.15.A: General Plan Consistency Analysis

General Plan Policies	General Plan Consistency Analysis
Environmental Justice	
EJ 3.14. Increase access to urban parks, green space and natural environments for traditionally underserved communities.	**Consistent:** The project includes a regional multi-use trail, 1.9 acres of passive recreation space, and 1.3 acres of natural open space that is publicly accessible.

4.15.3 Methodology

The assessment of potential impacts to recreation and park resources included an evaluation of whether the project would result in increased use of existing recreation and park resources or necessitate the construction or expansion of recreation and park facilities.

4.15.4 Thresholds of Significance

The following thresholds of significance regarding potential impacts to recreational facilities and resources are based on questions contained in Appendix G of the *CEQA Guidelines.* The proposed project would result in a significant impact on recreation resources if either of the following occurs:

- The project increases 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; and/or
- The project includes recreational facilities or requires the construction or expansion of recreational facilities that have an adverse physical effect on the environment.

4.15.5 Less than Significant Impacts

The following impacts were determined to be less than significant. In each of the following issues, either no impact would occur (therefore, no mitigation would be required) or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level.

4.15.5.1 Existing Recreational Facilities

Threshold	Would the project result in increased use of existing neighborhood and regional parks or other recreational facilities where substantial physical deterioration would occur or be accelerated?

The current park standard established by the City is to provide 3.0 acres of parkland for every 1,000 residents. The implementation of the proposed project would result

in the development of 162 residential units and 55,000 square feet of commercial/retail space. The project would result in an increase in population within the City of approximately 356 people.[1] Based on this increase, the project would be required to provide approximately 1.07 acres of parkland. The project includes 3.2 total acres of open space: 1.9 acres of passive park and 1.3 acres of conserved oak grove area, both of which would accessible for public use. Additionally, the residential component of the project includes a pool, trail, and clubhouse amenity for the use of residents. While the passive park, oak grove and trail would be accessible to the public, these areas will be not be dedicated to the City.

The project proponent would be required to pay the Quimby Act fee and the City's park Development Impact Fee (DIF). Payment of these fees and taxes will result in project impacts associated with this issue being less than significant. No mitigation is required. As the project will pay the required Quimby Act fee and park DIF, no significant impact would occur. No mitigation is required.

4.15.5.2 New or Physically Altered Recreation and Park Facilities

Threshold	Would the project result in construction or expansion of recreational facilities that would have an adverse physical effect on the environment?

Approximately 3.2 acres of passive park/preserved oak grove areas would be provided during development of the project. As previously identified, the development of the project site could potentially result in a population increase of approximately 356 people. The increase in population associated with the proposed project would require approximately 1.07 acres of parkland to meet the City requirement of 3.0 acres per 1,000 residents.

The proposed project would include the construction and provision of a 1.9-acre passive park directly south of the commercial development; no play structures or active recreation features are planned for this area. South of this park, the existing on-site coast live oak grove will be preserved on approximately 1.3 acres. A decomposed granite trail will lead from the southwest corner of the oak grove and will continue through the southern multifamily portion of the development to the southwest corner of the site. This on-site trail generally follows the portion of the Rodarme Regional Trail within the project site. The residential area of the project will include a pool and clubhouse facilities for the exclusive use of its residents.

The project's recreation facilities are included as part of proposed development. The environmental effects associated with the development of on-site recreation features have been considered through the analysis of the project as a whole. The construction of these features would not result in an adverse physical effect on the

[1] City of Wildomar Impact Fee Study, 2013. http://cityofwildomar.org/uploads/files/notices/Wildomar%20DIF%20Final%20Draft%204_30_13.pdf, accessed November 19, 2014.

environment beyond those analyzed for the overall development of the project. It is not possible at this time to determine if or how frequently future project residents would utilize existing City parks or recreation facilities. As the project provides sufficient park/open space for the projected number of residents, and because the project will be required to pay applicable park and recreation fees that will be used in part to maintain existing park facilities, the project would not reasonably result in the construction of new or expansion of existing recreation facilities in the City; therefore, no significant impact would occur. No mitigation is warranted.

4.15.6 Significant Impacts

No significant park and recreation impacts would result from development of the project.

4.15.7 Cumulative Impacts

The cumulative area for recreation and parks for the proposed project is the City of Wildomar. Increases in the City's population would result in an increased demand for parks and recreational facilities. Table 4.15.B compares the existing parkland available with and without development of the project.

Table 4.15.B: Park Requirements

	Without Project (Existing)	With Project
Population[1]	33,718 people	34,074 people
Parkland Required[2]	101.15 acres	102.23 acres
Existing Parkland[3]	14.27 acres	17.38 acres
Parkland Deficit	Deficit (86.88 acres)	Deficit (84.84 acres)

Sources
1. Wildomar Progress Report 2013, RCTLA, http://rctlma.org/Departments/Administrative-Services/Riverside-County-Center-for-Demographic-Research/Progress-Reports/Current-Progress-Report, accessed November 19, 2014.
2. City Parkland Requirement of 3.0 acres of parkland per 1,000 residents.
3. Only includes City parks.

As identified in Table 4.15.B, the City currently has a deficit of approximately 86.88 acres of parkland. The potential increase in population resulting from development of the project, would contribute to this deficit of parkland. The City does not have adequate recreation facilities for existing and anticipated residents. However, as the project's anticipated population increase (356 persons) is minor compared to the City as a whole, the increased impact would not be significant. The City requires 0.0066 acres per dwelling unit of parkland be set aside if the developer chooses dedication of land to comply with the Quimby Act.[1] For the proposed project, the required amount of park land, would be approximately 1.07 acres. While public

[1] City of Wildomar Impact Fee Study, 2013. http://cityofwildomar.org/uploads/files/notices/Wildomar%20DIF%20Final%20Draft%204_30_13.pdf (Accessed November 19, 2014)

access to the project's open space areas is possible, these areas are not planned to be dedicated to the City.

Implementation of the proposed project in combination with cumulative projects in the City would increase use of existing parks and recreation facilities. However, as future residential development is proposed, the City will require developers to provide the appropriate amount of parkland or pay the in-lieu fees, which will contribute to future recreational facilities. Payment of these fees and/or implementation of facilities on a project-by-project basis would offset cumulative parkland impacts by providing funding for new and/or renovated parks equipment and facilities. When considered with other projects in the City, the cumulative park impact of the proposed project is less than significant and no mitigation is required.

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4.16 TRANSPORTATION AND TRAFFIC

This section analyzes the potential traffic and circulation impacts of the project based on the following project-specific study:

- *Clinton Keith Road (APN: 380-250-003) "Grove Park," Traffic Impact Analysis, City of Wildomar, California*, Urban Crossroads, (revised) March 5, 2015 (Appendix J-1).
- *Grove Park Supplemental Freeway Segment and Ramp Section Operations Analysis*, Urban Crossroads, March 6, 2015 (Appendix J-2).

As discussed in this section, the purpose of this analysis is to evaluate the potential traffic and circulation impacts associated with development of the project. For the purpose of this analysis, the project is anticipated to be developed in a single phase with the Opening Year of 2018. This analysis examines baseline and with-project traffic conditions for the existing (2013) condition. The cumulative assessment considers current and future projects and City General Plan Buildout (post-2035) conditions with the circulation system proposed in the City's General Plan Circulation Element.

4.16.1 Existing Setting

4.16.1.1 Existing Intersection Conditions

An inventory of the project's study area street system identified a number of street network segments and intersections for further study (Table 4.16.A and Figure 4.16.1). This study area was defined in coordination with City staff. The study area includes any intersection of "Collector" or higher classification streets at which the proposed project will add 50 or more peak hour trips. Additional intersections were included at the direction of City staff. The study area includes 11 intersections in the project area. Of these, seven intersections currently exist, while four are planned with development of the project. Driveway 1 on Clinton Keith Road would provide primary access to the proposed commercial/retail uses; secondary access would be provided at Driveway 2 on the future extension of Yamas Drive. Driveways 3 and 4 on Yamas Drive would provide access to the park and residential component of the project. The existing lane configuration and intersection control within the study area is provided in Figure 4.16.2.

The existing Level of Service at study area intersections is identified in Table 4.16.B. With the exception of the Salida del Sol/Clinton Keith Road intersection (in the p.m. peak hour), all study area intersections currently operate at an acceptable level of service (LOS).

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Project Boundary

Study Area Intersections

Existing Intersection Analysis Location

Future Intersection Analysis Location

SOURCE: Google Earth, 2013; Urban Crossroads, Traffic Impact Analysis, 2015.

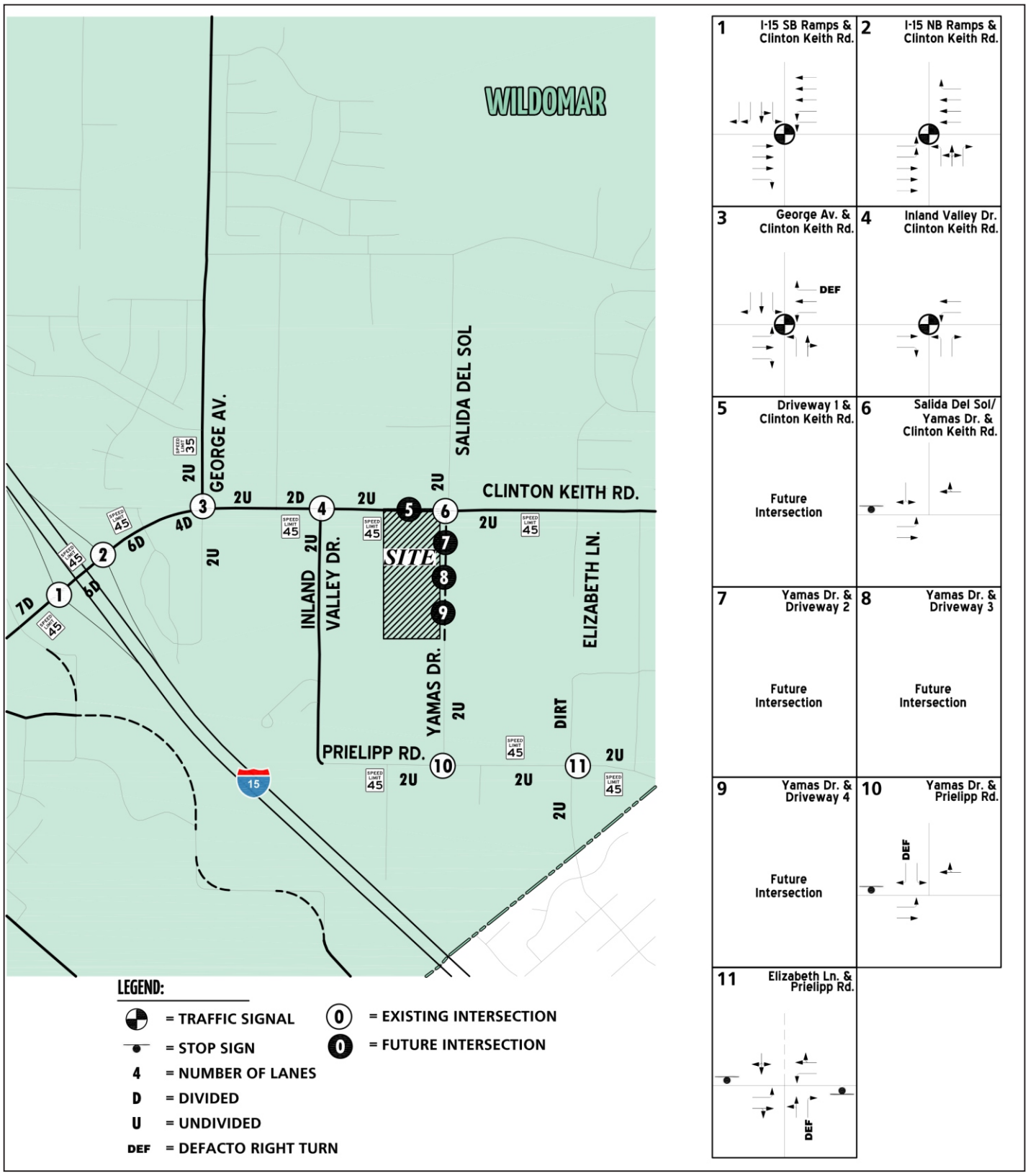
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FIGURE 4.16.1

Grove Park Mixed-Use Development
Environmental Impact Report

Study Area Intersections

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FIGURE 4.16.2

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Grove Park Mixed-Use Development
Environmental Impact Report

Existing Lane Configuration and Traffic Control

SOURCE: Urban Crossroads, Traffic Impact Analysis, 2015.

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Table 4.16.A: Intersection Analysis Locations

Intersection ID[1]	Traffic Control	Intersection Location	Jurisdiction
1	Signal	I-15 Southbound Ramps/Clinton Keith Road	Caltrans
2	Signal	I-15 Northbound Ramps/Clinton Keith Road	Caltrans
3	Signal	George Avenue/Clinton Keith Road	Wildomar
4	Signal	Inland Valley Drive/Clinton Keith Road	Wildomar
5	—	Driveway 1/Clinton Keith Road	Wildomar
6	Cross-Street Stop	Salida Del Sol/Yamas Drive/Clinton Keith Road	Wildomar
7	—	Yamas Drive/Driveway 2	Wildomar
8	—	Yamas Drive/Driveway 3	Wildomar
9	—	Yamas Drive/Driveway 4	Wildomar
10	Cross-Street Stop	Yamas Drive/Prielipp Road	Wildomar
11	Cross-Street Stop	Elizabeth Lane/Prielipp Road	Wildomar

Source: Tables 1-1 and 3-1, Clinton Keith Road (APN: 380-250-003) "Grove Park," Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 5, 2015.
1. The locations of the intersections are identified in Figure 4.16.1.

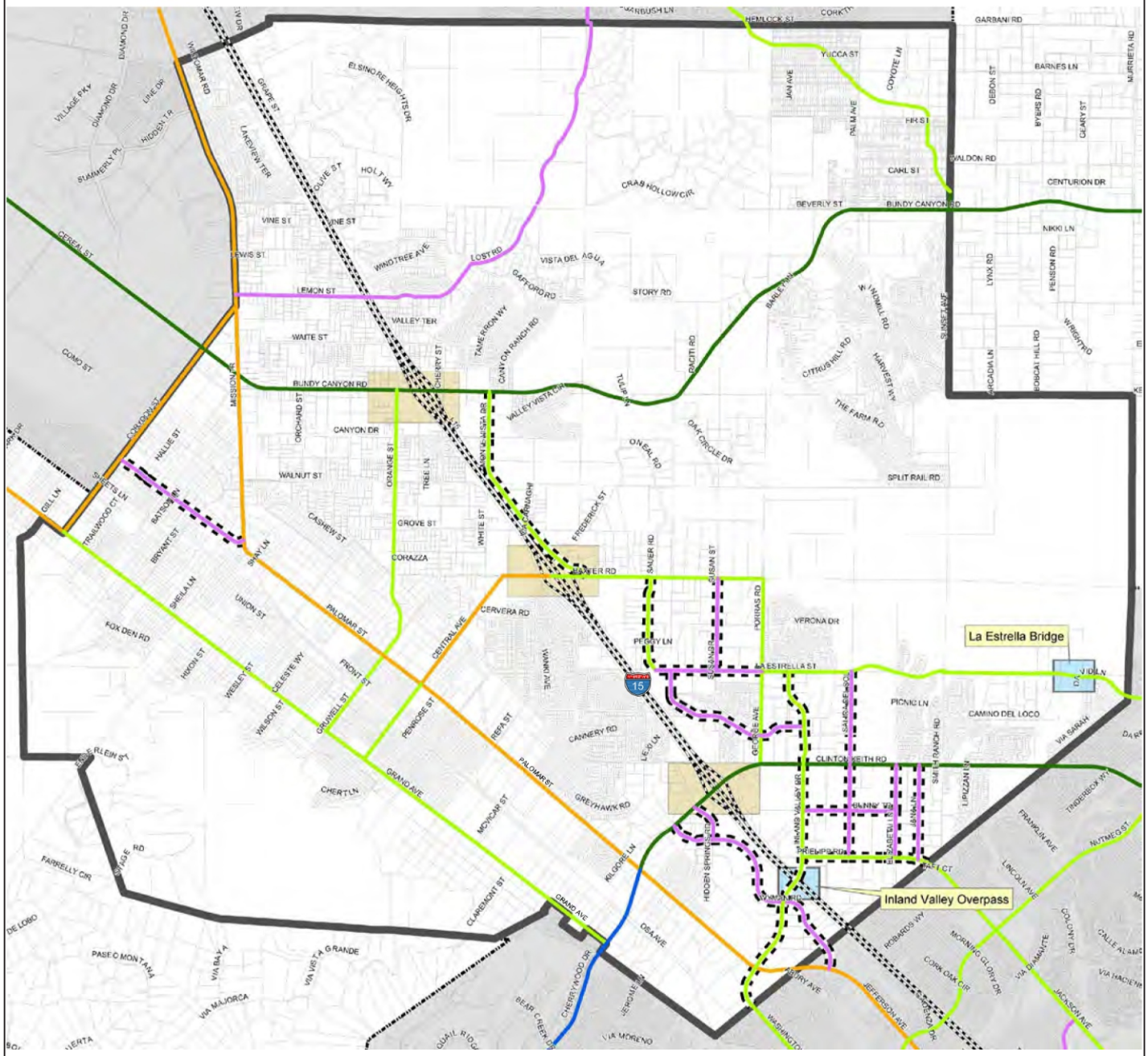
Table 4.16.B: Existing Levels of Service

Intersection ID[1]	Traffic Control	Intersection Location	Level of Service	
			A.M.	P.M.
1	Signal	I-15 Southbound Ramps/Clinton Keith Road	B	B
2	Signal	I-15 Northbound Ramps/Clinton Keith Road	B	B
3	Signal	George Avenue/Clinton Keith Road	C	C
4	Signal	Inland Valley Drive/Clinton Keith Road	B	C
5	—	Driveway 1/Clinton Keith Road	—	—
6	Cross-Street Stop	Salida Del Sol/Yamas Drive/Clinton Keith Road	C	D
7	—	Yamas Drive/Driveway 2	—	—
8	—	Yamas Drive/Driveway 3	—	—
9	—	Yamas Drive/Driveway 4	—	—
10	Cross-Street Stop	Yamas Drive/Prielipp Road	B	B
11	Cross-Street Stop	Elizabeth Lane/Prielipp Road	B	B

Source: Table 3-1, Clinton Keith Road (APN: 380-250-003) "Grove Park," Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 5, 2015.
1. The locations of the intersections are identified in Figure 4.16.1.

As detailed in Figure 4.16.3, Clinton Keith Road is classified as an "Urban Arterial," while Inland Valley Drive and Prielipp Road are designated as "Secondary Arterials." Salida del Sol is identified as a "Collector" in the City General Plan Circulation Element.

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FIGURE 4.16.3

Grove Park Mixed-Use Development
Environmental Impact Report

City of Wildomar General Plan Circulation Element

SOURCE: Urban Crossroads, Traffic Impact Analysis, 2015.

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4.16.1.2 Interstate 15

Located less than one mile west of the project site, Interstate 15 (I-15) is a north-south oriented interstate highway that connects Southern California to Nevada. There are currently three lanes in each direction of travel along I-15 near Clinton Keith Road. Study area freeway segments and freeway ramp merge/diverge junctions for Existing (2013) conditions were all found operate at a satisfactory LOS.

4.16.1.3 Bicycle and Pedestrian Facilities

Field observations of the project area showed minimal pedestrian and bicycle activity within the study area. The Daniel Ray Parker Memorial Trail extends along the project's eastern boundary while the Jon Rodarme Trail crosses the southern portion of the site. Neither sidewalks nor marked bike lanes are located along project frontages.

4.16.1.4 Transit Service

The study area is currently served by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated region of Riverside County near the City of Wildomar. Based on a review of the existing transit routes in the vicinity of the proposed project, there appear to be two existing lines that could feasibly serve the project, RTA Route 23 and Route 7, both of which run along Inland Valley Drive. Transit service is reviewed and updated by RTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate.

4.16.1.5 NOP and Scoping Comments

In its response to the NOPs, the California Department of Transportation (Caltrans) identified several issues related to operation of the State Highway System (SHS) that required assessment in the EIR. Caltrans stated the project-specific traffic study should address the near-term and long-term impacts to State facilities and the identification of mitigation to offset these impacts. Caltrans further provided guidance on the format, extent, and methodology utilized in traffic studies, information on SHS level of service standards, and suggested how impacts to SHS facilities should be represented. In response to Caltrans comments, a supplemental traffic analysis focusing on freeway facilities has been prepared for the project. The discussion of the project's effects on SHS facilities is provided in Section 4.16.6.5.

4.16.2 Existing Policies and Regulations

The following specific policies and recommendations for implementation of the General Plan are applicable to the project:

Planned Circulation System

C 1.7 Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.

Functional Classifications and Standards

C 3.9 Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.

C 3.13 Design street intersections, where appropriate, to assure the safe, efficient passage of through-traffic and the negotiation of turning movements.

C 3.14 Design curves and grades to permit safe movement of vehicular traffic at the road's design speed. Design speed should be consistent with and complement the character of the adjacent area.

C 3.15 Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections.

C 3.23 Consider the utilization of traffic-calming techniques in the design of new community local street and road systems and within existing communities where such techniques will improve safety and manage traffic flow through sensitive neighborhoods.

C 3.24 Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency service providers.

C 3.26 Plan off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities.

Level of Service (LOS)

C 2.1 Maintain the following Levels of Service: LOS "C" along all County maintained roads and conventional state highways. As an exception, LOS "D" may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections. LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.

C 2.2 Apply level of service standards to new development via a program establishing traffic study guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development.

C 2.3 Traffic studies prepared for development entitlements (tracts, plot plans, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the "significance" of such impacts in compliance with CEQA.

C 2.4 The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service standards.

C 2.5 The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.

Circulation

C 4.1 Provide facilities for the safe movement of pedestrians within developments, as specified in the County Ordinances Regulating the Division of Land of the County of Riverside.

C 4.2 Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.

C 4.3 Assure pedestrian access from developments to existing and future transit routes and terminal facilities through project design.

C 4.4 Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.

C 6.2 Require all-weather access to all new development.

C 21.5 Construct and improve traffic signals at appropriate intersections. Whenever possible, traffic signals should be spaced and operated as part of coordinated systems to optimize traffic operation.

LU 12.1 Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, and transit use in order to minimize congestion and air pollution.

LU 12.4 Incorporate safe and direct multi-modal linkages in the design and development of projects, as appropriate.

Pedestrian Facilities

C 4.5 Collaborate with local communities to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike path, or local bus service.

C 4.6 Consult the County Transportation Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. The County may require both the dedication and improvement of the pedestrian facilities as a condition of development approval.

C 4.7 Encourage safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.

C 4.9 Coordinate with all transit operators to ensure that pedestrian facilities are provided along and/or near all transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for pedestrian facility is not otherwise warranted.

C 4.10 Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities.

System Access

C 6.7 Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts.

General Plan Consistency. Table 4.16.C analyzes the consistency of the proposed Project with City's General Plan goals and policies.

Table 4.16.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Planned Circulation System	
C 1.7. Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.	**Consistent.** The project provides commercial and office uses in proximity to residential development, will install sidewalks along the project frontage, and includes connection to the local trail system.

Table 4.16.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Functional Classifications and Standards	
C 3.9. Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.	**Consistent.** The commercial and office component of the project has been sited to provide area(s) adequate for on-site loading and vehicle maneuvering that do not face adjacent roadways or residential areas.
C 3.13. Design street intersections, where appropriate, to assure the safe, efficient passage of through-traffic and the negotiation of turning movements.	**Consistent.** All roadway improvements, intersections, and site access features will be designed to address the applicable safety and emergency access requirements of the City. The design of all such improvements will be reviewed and approved by the City prior to the issuance of applicable permits.
C 3.14. Design curves and grades to permit safe movement of vehicular traffic at the road's design speed. Design speed should be consistent with and complement the character of the adjacent area.	
C 3.15. Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections.	
C 3.24. Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency service providers.	
Level of Service (LOS)	
C 2.1. Maintain the following Levels of Service: LOS "C" along all County maintained roads and conventional state highways. As an exception, LOS "D" may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections. LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.	**Consistent.** The TIA prepared for the project addressed potential traffic impacts resulting from site development under the Existing plus Project, Opening Year (2018) and General Plan Buildout (2035) condition. The project includes roadway and intersection improvements that will be installed as part of the project. Additionally, for affected intersections, mitigation has been identified that will reduce LOS impact to acceptable levels.
C 2.2 Apply level of service standards to new development via a program establishing traffic study guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development.	

Table 4.16.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
C 2.3. Traffic studies prepared for development entitlements (tracts, plot plans, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the "significance" of such impacts in compliance with CEQA.	
C 2.4. The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service standards.	
C 2.5. The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.	
Circulation	
C 4.1. Provide facilities for the safe movement of pedestrians within developments, as specified in the County Ordinances Regulating the Division of Land of the County of Riverside.	**Consistent.** The provision and design of pedestrian access features will meet applicable City and ADA requirements. The design of all such improvements will be reviewed and approved by the City prior to the issuance of applicable permits.
C 4.2. Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.	
C 4.3. Assure pedestrian access from developments to existing and future transit routes and terminal facilities through project design.	
C 4.4. Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.	
C 21.5. Construct and improve traffic signals at appropriate intersections. Whenever possible, traffic signals should be spaced and operated as part of coordinated systems to optimize traffic operation.	**Consistent.** All street, intersection, and access improvements will be designed and constructed per the applicable standard of the City or other relevant agency, be reviewed, and approved by the City prior to the issuance of applicable permits.

Table 4.16.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
LU 12.1. Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, and transit use in order to minimize congestion and air pollution.	**Consistent.** The project will install sidewalks along street frontages and include a connection to the local trail system. The provision and design of pedestrian access features will meet applicable City and ADA requirements. The design of all such improvements will be reviewed and approved by the City prior to the issuance of applicable permits.
LU 12.4. Incorporate safe and direct multi-modal linkages in the design and development of projects, as appropriate.	
Pedestrian Facilities	
C 4.5. Collaborate with local communities to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike path, or local bus service.	**Consistent.** The project will install sidewalks along street frontages and will include a connection to the local trail system. The provision and design of pedestrian access features will meet applicable City and ADA requirements. The design of all such improvements will be reviewed and approved by the City prior to the issuance of applicable permits.
C 4.6. Consult the County Transportation Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. The County may require both the dedication and improvement of the pedestrian facilities as a condition of development approval.	
C 4.7. Encourage safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.	
C 4.9. Coordinate with all transit operators to ensure that pedestrian facilities are provided along and/or near all transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for pedestrian facility is not otherwise warranted.	
C 4.10. Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities.	
System Access	
C 6.7. Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts	**Consistent.** The noise impact analysis prepared for the project concluded that no noise impact would be generated by on-site stationary noise sources during project operation. Off-site mobile noise impacts were determined to not exceed City standards, while on-site mobile noise impacts where reduced to below the City interior standard with the application of appropriate mitigation.

4.16.3 Methodology

4.16.3.1 Level of Service

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of LOS, which is defined using the letter grades A through F (Table 4.16.D) and reflect the reality that conditions rapidly deteriorate as traffic approaches the absolute capacity of the roadway facility. Under such conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it.

Table 4.16.D: Traffic Level of Service (LOS) Definitions

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. The approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number approach full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: *Highway Capacity Manual, Special Report 209,* Transportation Research Board, Washington, DC, 1985.

The LOS analysis was conducted to determine whether there is adequate traffic operation at each of the study intersections. These intersections were selected based on the City's Public Works Department staff recommendations. The distribution of project trips was developed in consultation with City staff by examining the location of the proposed project trips in relation to the surrounding residential areas, as well as the regional roadway network, which follows current practice. Table 4.16.E identifies the level of service criteria for unsignalized and signalized intersections.

Table 4.16.E: Level of Service Criteria for Unsignalized and Signalized Intersections

Level of Service	Unsignalized Intersection Average Delay per Vehicle (seconds)	Signalized Intersection Average Delay per Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: Transportation Research Board, *2010 Highway Capacity Manual, Intersection Level of Service Criteria,* December 2010.

The majority of study area intersections fall under the jurisdiction of the City. However, the Intersections 1 and 2 (I-15 Southbound Ramps/Clinton Keith Road and I-15 Northbound Ramps/Clinton Keith Road) are under the jurisdiction of Caltrans. The target LOS for intersections under the jurisdiction of the City is LOS C. For intersections under the jurisdiction of Caltrans, the minimum acceptable standard is LOS D.

The analysis of freeway operations also used LOS thresholds. The freeway segment analysis was based on the methodology described in the *Highway Capacity Manual* (*HCM* 2010) and performed using HCS2010 software. The merge/diverge analysis was based on the *HCM* 2010 Ramps and Ramp Junctions analysis method and performed using HCS2010 software. Density was calculated in terms of passenger cars per mile per lane. Freeway LOS criteria are defined in Table 4.16.F.

Table 4.16.F: Level of Service Criteria for Freeway Operations

Level of Service	Density Range (passenger cars/mile/lane)
A	0.0–11.0
B	11.1–18.0
C	18.1–26.0
D	26.1–35.0
E	35.1–45.0
F	>45.0

Source: Tables 1 and 2, Grove Park Supplemental Freeway Segment and Ramp Section Operations Analysis, Urban Crossroads, March 6, 2015.

Based on Caltrans traffic study guidelines, LOS D is considered to be the limit of acceptable traffic operations during the peak hour at freeway segments and future merge/diverge ramp junctions.

4.16.3.2 Traffic Impact Analysis Scope

The Traffic Impact Analysis (TIA) examines traffic operations in the vicinity of the project under the following six scenarios:

- Existing (2013) Conditions;
- Existing with Project (2013) Conditions;
- Opening Year (2018) without Project;
- Opening Year (2018) with Project;
- General Plan Buildout (Post-2035) Cumulative without Project; and
- General Plan Buildout (Post-2035) Cumulative with Project Conditions.

Traffic conditions were examined for the weekday a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

4.16.3.3 Project Trip Generation and Assignment

Trip generation for the project was based on its proposed uses: apartments, offices, commercial retail, and proposed park.[1] Internal capture, or trips reduced by the placement of housing, commercial, and office uses adjacent to each other, was subtracted from gross trip generation. As Table 4.16.G depicts, the project is expected to generate 2,691 daily total trips, with 181 trips occurring the a.m. peak hour and 256 trips occurring during the p.m. peak hour.

Table 4.16.G: Project Trip Generation

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily Trips
	In	Out	Total	In	Out	Total	
Apartments	15	65	81	59	33	91	979
Medical Office	66	18	84	34	88	122	1,222
Commercial Retail	11	6	17	21	22	43	488
Neighborhood Park	0	0	0	0	0	0	3
Total Trips	92	89	181	114	142	256	2,691

Source: Table 4-2, Clinton Keith Road (APN: 380-250-003) "Grove Park," Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 5, 2015.

Generalized trip distribution patterns were developed based on the location of the project in relation to surrounding land uses and the regional roadway network. The

[1] Trip generation rates were obtained from the Institute of Transportation Engineers (ITE) *Trip Generation* manual (9th Ed.) 2012 for the apartments, office, and commercial retail uses. Trip generation for the park component was found in the *(Not So) Brief Guide to Vehicular Traffic Generation Rates for the San Diego Region* (2002), published by the San Diego Association of Governments (SANDAG).

trip distribution was developed based on consultation with City staff and reflects the locations of surrounding residential, commercial and employment uses. The average daily traffic and peak hour volumes at the study area intersections were determined based on project traffic generation and trip distribution patterns.[1] Existing, future year, and future year cumulative with project traffic volumes were developed by adding project traffic to the corresponding background traffic volumes. Figure 4.16.4 illustrates project average daily traffic (ADT) and weekday a.m. and p.m. peak hour volumes (morning peak hour, 7:00–9:00 a.m., evening peak hour, 4:00–6:00 p.m.).

4.16.3.4 Construction Traffic

Traffic operations during the proposed construction phase of the project may potentially result in traffic impacts related to the following construction-related activities:

- Employee trips;
- Import of materials;
- Import of construction materials; and
- Use of heavy equipment.

Construction activity typically occurs during the hours of 7:00 a.m. and 4:00 p.m. More specifically, to minimize the effect of truck traffic, soil import hauling activities would generally occur between the hours of 9:00 a.m. and 4:00 p.m., which would be outside the typical "commuter traffic" peak hours in the project vicinity (see Section 4.16.2.2).

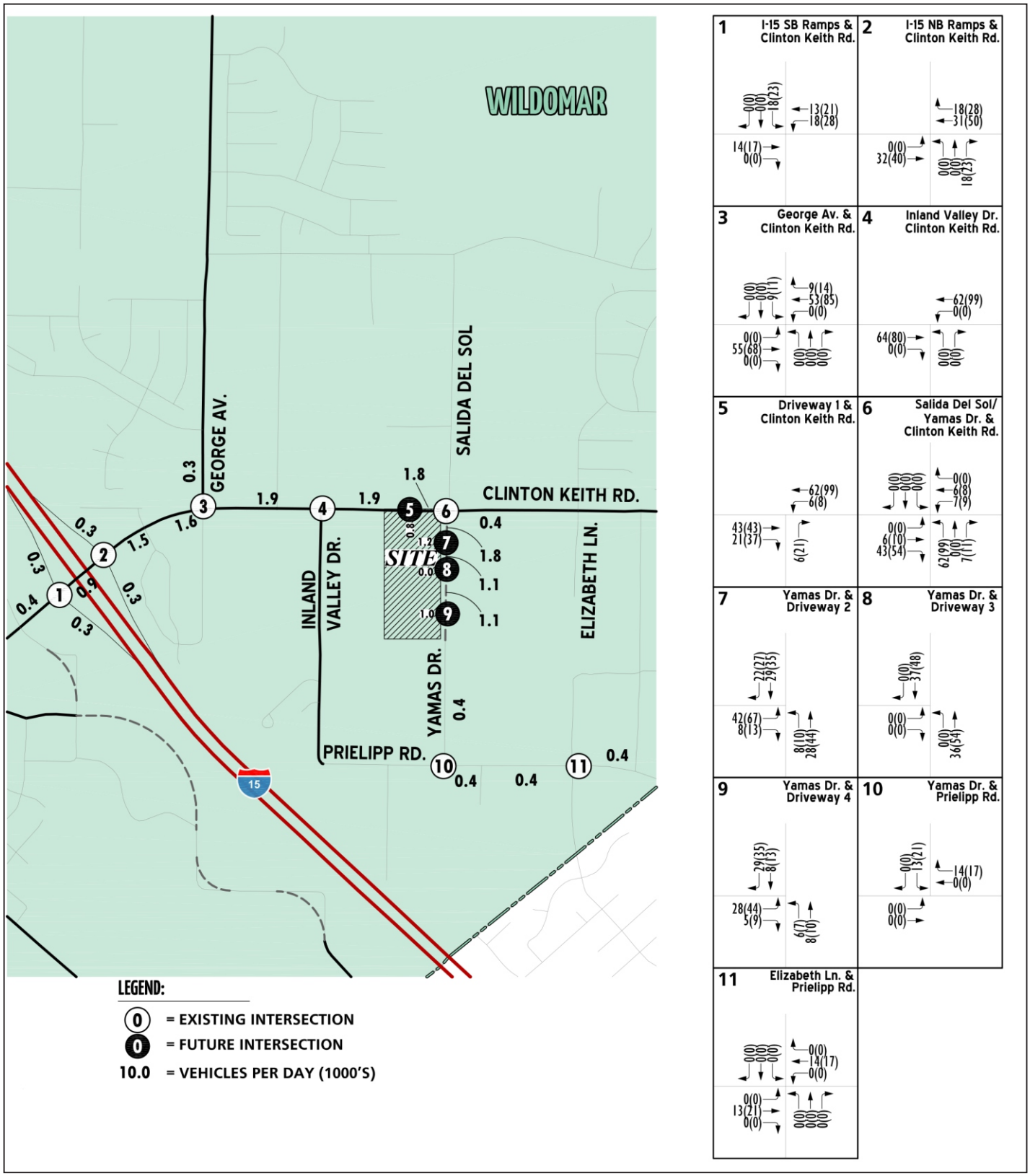
Construction of the project will require the import of construction materials to and from the site. The imported materials will be transported via dump trucks. Each truck will generate one inbound and one outbound trip, accounting for a total of two truck trips per load of material imported. Import of construction materials is anticipated to consist of the import of "fill" soil to the site (approximately 78,300 cubic yards) and the importation of raw building materials, concrete, asphalt, etc.

Heavy equipment to be utilized on site during construction includes, but is not limited to, flatbeds, dozers, scrapers, graders, track hoes, dump trucks, forklifts, cranes, cement trucks, pavers, rollers, water trucks, rolling container trucks, and bobcats. Heavy equipment will be delivered and removed from the site throughout the construction phase.

A detailed accounting of construction traffic is provided in Section 4.16.6.2.

[1] The Project Trip Distribution and Assignment are discussed in further detail in Sections 4.2 and 4.3, respectively, of the TIA (EIR Appendix J-1).

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FIGURE 4.16.4

N

Grove Park Mixed-Use Development
Environmental Impact Report

Project Only Conditions:
Average Daily Traffic (ADT) Peak Hour Volumes

SOURCE: Urban Crossroads, Traffic Impact Analysis, 2015.

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4.16.3.5 Freeway Mainline Analysis

Caltrans traffic study guidelines require a focused analysis of State highways where a project is anticipated to contribute 50 or more two-way peak hour trips when the affected State highway facilities are experiencing noticeable delay; that is, approaching unstable traffic flow conditions (LOS C or D). Based on recent analysis of the I-15 mainline conducted for other developments in the area, I-15 segments in the vicinity of Clinton Keith Road were found to operate at LOS C and D in the weekday a.m. and weekday p.m. peak hours.

An assessment of I-15 mainline operations was consistent with those evaluated in the TIA. The analysis of the freeway operations consists of two parts. The first part is the freeway mainline segment analysis, which assesses the performance of the basic freeway segments on either side of the ramp-to-arterial intersections. The second is the merge/diverge ramp junction analysis, which assesses the performance of the on- and off-ramp junction at I-15/Clinton Keith Road.

The freeway system in the study area has been broken into segments defined by freeway-to-arterial interchange locations resulting in four existing on- and off-ramp locations. The merge/diverge analysis is based on the *HCM* 2010 Ramps and Ramp Junctions analysis method and performed using HCS2010 software.

4.16.3.6 Cumulative Traffic

CEQA guidelines require that other reasonably foreseeable development projects that are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City and is summarized in previously referenced Table 2.A and Figure 2.1.

4.16.3.7 Traffic Forecasts

The assessment of potential project-related traffic impacts addresses two types of analyses, “buildup” and “buildout.” The “buildup” method was used to approximate traffic forecasts for both the “Existing plus Project” and “Opening Year (2018)” traffic conditions. The “Existing plus Project” scenario is intended to identify the significant project impacts associated with the proposed project while the Opening Year (2018) scenario is intended to identify near-term cumulative impacts on both the existing and planned near-term circulation system.

The “Existing plus Project” traffic conditions include existing traffic in addition to the traffic generated by the proposed project. The Opening Year (2018) traffic conditions include background traffic, traffic generated by other cumulative development projects within the study area and the traffic generated by the proposed project.

The "buildout" approach is used to forecast the General Plan Buildout (Post-2035) without and with project conditions of the study area.

4.16.4 Thresholds of Significance

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

For intersections under the jurisdiction of the City:

- A significant project-related impact occurs at a study intersection if the addition of project-generated trips reduces the peak hour level of service of the study intersection to change from acceptable "pre-project" operation (LOS A, B, C or D) to deficient operation (LOS E or F); or
- At intersections with a pre-project LOS of E or F, a significant project-related impact occurs at a study intersection if the addition of project-generated trips changes the pre-project delay by more than 5.0 seconds.

Impacts to SHS facilities will be considered significant if:

- The traffic study finds that the LOS of a facility will degrade from D or better to E or F.
- The traffic study finds that the project will exacerbate an already deficient condition.

As detailed in the State CEQA Guidelines (Appendix G), the project could have a significant impact if any of the following conditions occurs:

- A change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- Substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Inadequate emergency access.
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise cause a decrease in the performance or safety of such facilities

4.16.5 Less than Significant Impacts

The following potential impacts were determined to be less than significant. In each of the following issues, either no impact would occur (therefore, no mitigation would

be required) or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level.

4.16.5.1 Air Traffic Patterns

Threshold	Would the proposed project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The nearest air facility to the project site is Skylark Field airport in the City of Lake Elsinore, located approximately located 4.5 miles northwest of the site. The project does not include any use that would interfere with or alter air traffic volumes or otherwise affect air traffic patterns, nor does the project include any visual, electronic, or physical feature that would present a flight hazard to aircraft using Skylark Field or any other air facility. As such, no impacts associated with this issue would occur and no mitigation is required.

4.16.5.2 Design Features or Incompatible Uses

Threshold	Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The project would be accessed from new driveways on Clinton Keith Road and the future extension of Yamas Drive. The project proposes improvements to both of these roadways including widening Clinton Keith Road between the project's western boundary and Salida del Sol Drive and the extension of Yamas Drive to meet Salida del Sol.

Improvements along the project's frontage on both of these roadways would be those identified in the final conditions of approval for the proposed Project and applicable City standards.

The design of project's circulation system does not include any sharp curves or dangerous intersections. Roadway improvements in and around the project site would be designed and constructed to satisfy all City requirements for street widths, corner radii, intersection control, site access requirements and internal circulation. As part of the City's standard plan check process, the final design of all roadways, intersections, and circulation within and adjacent to the project site would be reviewed by and subject to approval by City staff prior to issuance (as relevant) of any grading, construction, or occupancy permit. The review and approval by City staff sufficiently ensures the project will incorporate the necessary design features to ensure safe travel to, from, and within the project site.

Construction-traffic impacts are addressed in Section 4.16.6.1. The project does not include uses that are incompatible with existing on-site or adjacent development.

Adherence to applicable existing requirements of the City would reduce impacts associated with this issue to a less than significant level and no mitigation is required.

4.16.5.3 Inadequate Emergency Access

Threshold	Would the proposed project result in inadequate emergency access?

The project would be designed, constructed, and maintained to provide required emergency/evacuation access. As part of the development process, project plans will be submitted to law enforcement, fire protection, and/or other emergency service providers (as appropriate) for review. Adherence to applicable existing requirements of the City of Wildomar, emergency service providers, and other agencies would reduce impacts associated with this issue to a less than significant level and no further discussion is required.

The project is not expected to cause any significant impacts at study area intersections that may be used by emergency vehicles. With the installation of project improvements and full participation in the applicable fee programs, it is reasonable to conclude that the long-term emergency access features required for the project site and the City in general will be installed and appropriately maintained. Therefore, potential impacts are less than significant and no mitigation is required.

4.16.5.4 Alternative Transportation

Threshold	Would the proposed project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The RTA, a public transit agency serving Riverside County, provides the project area bus service. There are two bus routes that could potentially serve the project, RTA Routes 23 and 7. Route 7 runs along Clinton Keith Road and turns onto Inland Valley Drive, which runs parallel to the future extension of Yamas Drive; the Route 7 stop nearest to the site is approximately 0.15 mile from the project site. Route 23 runs along Prielipp Road south of the project, and turns north onto Inland Valley Drive with a stop approximately 0.18 mile from the project site. Transit service is reviewed and updated by RTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate. The project will not alter the location or frequency of bus transportation in the study area.

The project will install sidewalk improvements along Clinton Keith Road and the future extension of Yamas Drive to facilitate pedestrian access. In addition, the

commercial component will be required to provide bicycle parking facilities pursuant to Section 17.188.060 of the Municipal Code.[1]

The project would be required to adhere to applicable City standards that support and/or facilitate alternative modes of transportation. Through the City's project review process, policies, plans, and/or programs, supporting alternative transportation would be reviewed and incorporated as applicable. Consequently, project impacts related to non-vehicular traffic or alternative modes of transportation are less than significant and no mitigation is warranted.

4.16.6 Significant Impacts

4.16.6.1 Conflict with Applicable Circulation Plan and Traffic and Level of Service Impacts – Existing plus Project

Impact 4.12.6.1: *Intersection Level of Service impacts would exceed City standards at intersections under the Existing plus Project condition.*

Threshold:

For intersections under the jurisdiction of the City:

> A significant project-related impact occurs at a study intersection if the addition of project generated trips reduces the peak hour level of service of the study intersection to change from acceptable "pre-project" operation (LOS A, B, C or D) to deficient operation (LOS E or F); or
>
> At intersections with a pre-project LOS of E or F, a significant project-related impact occurs at a study intersection if the addition of project generated trips changes the pre-project delay by more than 5.0 seconds.

Impacts to State Highway System facilities will be considered significant if:

> The traffic study finds that the LOS of a facility will degrade from D or better to E or F; or
>
> The traffic study finds that the project will exacerbate an already deficient condition.

As previously detailed in Figure 3.8 (and Section 3.4.5), as part of the proposed project, the following roadway improvements will be installed:

- *Clinton Keith Road: Clinton Keith Road is an east-west oriented roadway located along the project's northern boundary.* Construct Clinton Keith Road at its ultimate half-section width as an Urban Arterial Highway (152-foot right-of-way) between the project's western boundary and Salida Del Sol/Yamas Drive.

[1] One bicycle parking space per 25 required employee parking spaces and one bicycle parking space per 33 patron parking spaces.

Improvements along the project's frontage (south side of Clinton Keith Road) would be those required by final conditions of approval for the proposed project and applicable City standards.

- *Yamas Drive: Yamas Drive is a future north-south oriented roadway located along the project's eastern boundary.* Construct Yamas Drive at its ultimate half-section width as a Collector (74-foot right-of-way) from Clinton Keith Road to the project's southern boundary. Improvements along the project's frontage (west side of Yamas Drive) would be those required by final conditions of approval for the proposed project and applicable City standards.

Wherever necessary, roadways adjacent to the project, site access points, and site-adjacent intersections will be constructed to be consistent with or within the recommended roadway classifications and respective cross-sections in the City's General Plan Circulation Element.

The recommended site access driveway improvements for the project are identified below.

- *Driveway 1/Clinton Keith Road:* Install a stop control on the northbound approach and construct the intersection with the following geometrics:
  - Northbound Approach: One right-turn lane.
  - Southbound Approach: N/A.
  - Eastbound Approach: One through lane and one shared through/right-turn lane.
  - Westbound Approach: One left-turn lane and one through lane.
- Yamas Drive/Driveway 2: Install a stop control on the eastbound approach and construct the intersection with the following geometrics:
  - Northbound Approach: One shared left-turn/through lane.
  - Southbound Approach: One shared through/right-turn lane.
  - Eastbound Approach: One shared left-turn/right-turn lane.
  - Westbound Approach: N/A.
- Yamas Drive/Driveway 3: Install a stop control on the eastbound approach and construct the intersection with the following geometrics:
  - Northbound Approach: One shared left-turn/through lane.
  - Southbound Approach: One shared through/right-turn lane.
  - Eastbound Approach: One shared left-turn/right-turn lane.
  - Westbound Approach: N/A.
- Yamas Drive/Driveway 4: Install a stop control on the eastbound approach and construct the intersection with the following geometrics:

- Northbound Approach: One shared left-turn/through lane.
- Southbound Approach: One shared through/right-turn lane.
- Eastbound Approach: One shared left-turn/right-turn lane.
- Westbound Approach: N/A.

Improvements occurring in conjunction with adjacent project development activity or as needed for project access include:

- Clinton Keith Road/Salida Del Sol/Yamas Drive: Install a traffic signal with protected left-turn phasing on the eastbound and westbound approaches of Clinton Keith Road and construct the intersection with the following geometrics:
  - Northbound Approach: One left-turn lane, one shared through/right-turn lane.
  - Southbound Approach: One left-turn lane, one shared through/right-turn lane.
  - Eastbound Approach: One left-turn lane, one through lane, and one right-turn lane.
  - Westbound Approach: One left-turn lane, one shared through/right-turn lane.

Transportation improvements throughout Riverside County, including within the City, are funded through a combination of direct project mitigation, fair-share contributions, or development impact fee (DIF) programs, such as the County's Transportation Uniform Mitigation Fee (TUMF) program and the City's DIF program. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors. Table 4.16.H lists improvements that are required by General Plan Buildout (Post-2035) traffic conditions to mitigate the long-range cumulative traffic impacts.

The "Existing plus Project" analysis anticipates the roadway and site access improvements identified above have been installed. Table 4.16.I summarizes the LOS for the study area intersections under the "Existing plus Project" condition and shows that one intersection is forecast to operate at an unsatisfactory level of service:

- Salida Del Sol/Yamas Drive/Clinton Keith Road (a.m. and p.m.).

Under existing conditions (previously referenced Table 4.16.B), this intersection is operating at an acceptable LOS (LOS D) during the p.m. peak hour. The addition of project traffic would increase peak hour trips such that the intersection would operate at an unacceptable LOS during both a.m. (LOS D) and p.m. (LOS E) peak hours. Consistent with City significant criteria, this is a potentially significant impact and mitigation is required. As detailed in Table 4.16.J, the addition of a traffic signal and implementation of controlled turning movements would improve the LOS at this intersection.

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Table 4.16.H: Summary of Traffic Impact Fee Program Improvements

Intersection ID	Intersection Location	Jurisdiction	Required Improvement (2018)	Required Improvements (2035)	Project Improvements	Program Improvements	Non-Program Improvements	Fair-Share
2	1-15 NB Ramps/ Clinton Keith Road	Caltrans	None	Restripe one WBTR	None	None	Restripe one WBTR	n/a
3	George Avenue/ Clinton Keith Road	Wildomar	1 EBT, 1 WBT	1 SBT, 1 EBL, 2 EBT, 2 WBT, 1 WBR	None	TUMF: 1 EBT, 1 WBT DIF: 1 SBT, 1 SBL, 1 SBT, 1 SBR, 2 EBL, 1 WBL, 1 WBR	None	n/a
4	Inland Valley Drive/Clinton Keith Road	Wildomar	1 EBT, 1 WBT	2 NBT, 1 SBL, 2 SBT, 1 SBR, 2 EBL, 2 EBT, 1 WBL, 2 WBT, 1 WBR	None	TUMF: 2 EBT, 2 WBT DIF: 2 NBT, 1 SBL, 2 SBT, 1 SBR, 2 EBL, 1 WBL, 1 WBR	None	n/a
6	Salida del Sol/Yamas Drive/Clinton Keith Road	Wildomar	Install traffic signal, 1 NBL, 1 NBRT, 1 SBL, 1 EBT, 1 WBL	Install traffic signal, 1 NBL, 1 SBL, 1 EBT, 1 WBL, 1 WBT	Install traffic signal, 1 NBL, 1 NBTR, 1 SBL, 1 WBL	TUMF: 1 EBT, 1 WBT DIF: INSTALL NEW 4-WAY (SIGNAL)1	None	6.9%
10	Yamas Drive/Prielipp Road	Wildomar	None	Install traffic signal, 1 EBT, 1 WBT	None	DIF: 1 EBT, 1 WBT, INSTALL NEW 3-WAY (SIGNAL)[1]	Install traffic signal	2.7%
11	Elizabeth Lane/Prielipp Road	Wildomar	1 SBLTR	Install traffic signal, 1 NBL, 1 SBL, 1 SBTR, 1 EBT, 1 WBT	None	DIF: 1 EBT, 1 WBT, INSTALL NEW 4-WAY SIGNAL[1]	Install traffic signal, 1 NBL, 1 SBI, 1 SBTR	2.2%

1 Page 4-3, *City of Wildomar 2015 Impact Fee Study Report*, April 23, 2015.

Table 4.16.I: "Existing plus Project" Condition LOS

Intersection ID[1]	Traffic Control	Intersection Location	Level of Service	
			A.M.	P.M.
1	Signal	I-15 Southbound Ramps/Clinton Keith Road	B	B
2	Signal	I-15 Northbound Ramps/Clinton Keith Road	B	B
3	Signal	George Avenue/Clinton Keith Road	C	D
4	Signal	Inland Valley Drive/Clinton Keith Road	C	C
5	Cross-Street Stop	Driveway 1/Clinton Keith Road	B	C
6	Cross-Street Stop	Salida Del Sol/Yamas Drive/Clinton Keith Road	**D**	**E**
7	Cross-Street Stop	Yamas Drive/Driveway 2	A	A
8	Cross-Street Stop	Yamas Drive/Driveway 3	A	A
9	Cross-Street Stop	Yamas Drive/Driveway 4	A	A
10	Cross-Street Stop	Yamas Drive/Prielipp Road	B	B
11	Cross-Street Stop	Elizabeth Lane/Prielipp Road	B	B

Source: Table 5-1, Clinton Keith Road (APN: 380-250-003) "Grove Park," Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 5, 2015.

Table 4.16.J: "Existing plus Project" Condition LOS with Mitigation

Intersection ID[1]	Traffic Control	Intersection Location	Level of Service	
			A.M.	P.M.
6	Cross-Street Stop	Salida Del Sol/Yamas Drive/Clinton Keith Road	**D**	**E**
	Traffic Signal	With Mitigation Measure 4.16.6.1A	B	C

Source: Table 5-1, Clinton Keith Road (APN: 380-250-003) "Grove Park," Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 5, 2015.

As established in *City of Wildomar 2015 Impact Fee Study Report* (April 23, 2015), the improvements at the intersection of Clinton Keith Road and Salida del Sol are included in the City's DIF program (e.g., Install new 4-way signal). The installation of intersection improvements consistent with **Mitigation Measure 4.16.6.1A**, as detailed in previously referenced Table 4.16.J, would reduce the LOS at the Salida Del Sol/Yamas Drive/Clinton Keith Road intersection[1] to an acceptable level.

Mitigation Measure. The following measure will reduce the LOS impact at the affected intersection:

4.16.6.1A ***Salida del Sol/Yamas Drive/Clinton Keith Road:***

Install a traffic signal with protected left-turn phasing on the eastbound and westbound approaches of Clinton Keith Road and construct the intersection with the following geometrics:

- Northbound Approach: One left-turn lane, one shared through/right-turn lane.
- Southbound Approach: One left-turn lane, one shared through/right-turn lane.
- Eastbound Approach: One left-turn lane, one shared through/right-turn lane.
- Westbound Approach: One left-turn lane, one shared through/right-turn lane.

The scope of required improvements at this location shall be reviewed and approved by the City Engineer and be consistent with all applicable City standards.

4.16.6.1B Prior to the issuance of building permits, the project applicant shall submit evidence to the City that the Transportation Uniform Mitigation Fee (TUMF), Development Impact Fee (DIF), and/or fair-share contribution for the required improvements has been paid. As permitted by the City, payment of required fees may be offset by in-lieu fee credit derived by the applicant's installation of the improvement identified in **Mitigation Measure 4.16.6.1A**.

Level of Significance after Mitigation. The impact at this existing intersection occurs under the "Existing plus Project" condition. While the improvements at the intersection of Clinton Keith Road and Salida del Sol are included in the City's DIF program (e.g., install new 4-way signal), it is uncertain if the timing of the improvement cited in the DIF program will occur prior to the project opening. **Mitigation Measure 4.16.6.1A** has been identified to ensure the required

[1] This intersection improvement is detailed in the April 23, 2015 *Development Impact Fee Study Update*.

improvement is in place to accommodate "Existing plus Project" impacts. Recognizing the improvement's inclusion in the City's DIF program, as permitted by the City, required fees may be offset in-part (as determined by the City) by in-lieu fee credit derived from the applicant's installation of the improvements.

Adherence to the stated measures will ensure the required improvement is in place to accommodate project traffic and will reduce LOS impacts under the "Existing plus Project" condition to a less than significant level.

4.16.6.2 Conflict with Applicable Circulation Plan and Traffic and Level of Service Impacts – Construction Traffic

Impact 4.12.6.2: *Project-related construction traffic may potentially affect study area intersections during site preparation, grading, or building phase of development.*

Threshold:

For intersections under the jurisdiction of the City:

> A significant project-related impact occurs at a study intersection if the addition of project generated trips reduces the peak hour level of service of the study intersection to change from acceptable "pre-project" operation (LOS A, B, C, or D) to deficient operation (LOS E or F); or
>
> At intersections with a pre-project LOS of E or F, a significant project-related impact occurs at a study intersection if the addition of project generated trips changes the pre-project delay by more than 5.0 seconds.

Impacts to State Highway System facilities will be considered significant if:

> The traffic study finds that the LOS of a facility will degrade from D or better to E or F; or
>
> The traffic study finds that the project will exacerbate an already deficient condition.

Traffic operations during the proposed construction phase of the project may potentially result in traffic impacts related to the following construction-related activities:

- Employee trips;
- Import of materials;
- Import of construction materials; and
- Use of heavy equipment.

It has been assumed that construction activity will occur during the hours of 7:30 a.m. and 4:00 p.m. To minimize the impact of construction truck traffic to the surrounding roadway network, trucks will (to the extent feasible) utilize a direct route from I-15 to the site (via Clinton Keith Road). Soil import hauling activities would occur during off-peak hours (between 9:00 a.m. and 4:00 p.m.) in order to have minimal impact to the surrounding roadway network. Other construction traffic (e.g., equipment and building material delivery) may occur subject to the provisions of the Construction Management Plan (**Mitigation Measure 4.16.2.2A**) prepared for the project. Employee trips are estimated based on the number of employees estimated to be on-site throughout the various stages of construction. Each employee is assumed to drive and from the construction site each day. It has been assumed that employees will arrive up to 30 minutes prior to the workday and will leave up to 30 minutes after the workday ends. Parking for employees and non-employee vehicles can be accommodated through the construction of a portion of the proposed parking lot for the project. It is anticipated that the majority of employees would arrive and depart from the site adjacent to the peak commute traffic periods (i.e., weekday 7:00 a.m.–9:00 a.m. and 4:00 p.m.–6:00 p.m.) with a period of overlap. Employee trips are based on the number of employees estimated to be on site during different points throughout the project. Each employee is assumed to drive to and from the site alone each day. The impacts of construction-related parking and employee traffic are considered less than significant.

Construction of the project will require the import of construction materials to and from the site. The imported materials will be transported via dump trucks. Each truck will generate one inbound and one outbound trip, accounting for a total of two truck trips per load of material imported. Import of construction materials is anticipated to consist of the import of “fill” soil to the site (approximately 78,300 cubic yards) and the importation of raw building materials, concrete, asphalt, etc. The import of fill soil is anticipated to last for approximately 75 working days (four months) concurrent with project grading. In order to minimize the impact of construction truck traffic to the surrounding roadway network, a construction management plan will be required as detailed in **Mitigation Measure 4.16.6.2A.**

Heavy equipment to be utilized on site during construction includes, but is not limited to, flatbeds, dozers, scrapers, graders, track hoes, dump trucks, forklifts, cranes, cement trucks, pavers, rollers, water trucks, rolling container trucks, and bobcats. Heavy equipment will be delivered and removed from the site throughout the construction phase. As most heavy equipment is typically not authorized to be driven on public roadways, most of the equipment will be delivered and removed from the site via large flatbed trucks. It is anticipated that delivery of heavy equipment would not occur on a daily basis, but rather periodically throughout the construction phase based on need. The delivery and removal of heavy equipment will occur outside of the morning and evening peak hours in order to have nominal impacts to traffic and circulation near the vicinity of the project. If the following measure is applied, it is anticipated that traffic impacts associated with the delivery and removal of heavy equipment are less than significant.

Mitigation Measure. The following measure will reduce the project-related construction traffic impacts:

4.16.6.2A Construction activity associated with soil import activities shall occur outside of the typical morning and evening peak commute hours (i.e., 7:00–9:00 a.m. and 4:00–6:00 p.m.).

Prior to the issuance of grading permits, the project applicant shall submit to the City for review and approval, a Construction Traffic Management plan. Construction-related traffic (including soil import activity) shall operate on the routes and/or during the hours of operation defined in the Construction Traffic Management Plan.

Level of Significance after Mitigation. Adherence to the measures detailed in the construction traffic management plan required under **Mitigation Measure 4.16.6.2A** will ensure potential traffic impacts resulting from construction activity are reduced to a less than significant level.

4.16.6.3 Conflict with Applicable Circulation Plan and Traffic and Level of Service Impacts – Opening Year (2018)

Impact 4.12.6.3: *Intersection Level of Service impacts would exceed City standards at intersections under the Opening Year (2018) condition.*

Threshold:

For intersections under the jurisdiction of the City:

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

At intersections with a pre-project LOS of E or F, a significant project-related impact occurs at a study intersection if the addition of project generated trips changes the pre-project delay by more than 5.0 seconds.

Impacts to State Highway System facilities will be considered significant if:

The traffic study finds that the LOS of a facility will degrade from D or better to E or F; or

The traffic study finds that the project will exacerbate an already deficient condition.

The "Opening Year (2018)" condition identifies impacts on study area intersections with and without the project. This analysis includes the traffic generated and an

ambient grown factor that addresses traffic from pending and approved projects in the area. The LOS impacts for the study area intersections under this condition are summarized in Table 4.16.K.

Table 4.16.K: "Opening Year (2018)" Condition LOS

Intersection ID[1]	Traffic Control	Intersection Location	Level of Service			
			Without Project		With Project	
			A.M.	P.M.	A.M.	P.M.
1	Signal	I-15 Southbound Ramps/ Clinton Keith Road	C	C	C	C
2	Signal	I-15 Northbound Ramps/ Clinton Keith Road	B	C	B	C
3	Signal	George Avenue/Clinton Keith Road	**F**	**F**	**F**	**F**
4	Signal	Inland Valley Drive/Clinton Keith Road	**D**	**F**	**F**	**F**
5	Cross-Street Stop	Driveway 1/Clinton Keith Road	—	—	C	D
6	Cross-Street Stop	Salida Del Sol/Yamas Drive/ Clinton Keith Road	**F**	**F**	**F**	**F**
7	Cross-Street Stop	Yamas Drive/Driveway 2	—	—	A	A
8	Cross-Street Stop	Yamas Drive/Driveway 3	—	—	A	A
9	Cross-Street Stop	Yamas Drive/Driveway 4	—	—	A	A
10	Cross-Street Stop	Yamas Drive/Prielipp Road	B	C	B	C
11	Cross-Street Stop	Elizabeth Lane/Prielipp Road	C	C	C	C

Source: Table 6-1, Clinton Keith Road (APN: 380-250-003) "Grove Park," Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 5, 2015.

As detailed in Table 4.16.K, the following intersections would operate at unsatisfactory LOS under the "Opening Year (2018)" condition:

- George Avenue/Clinton Keith Road (LOS F during a.m. and p.m. peak hours);
- Inland Valley Drive/Clinton Keith Road (LOS F during p.m. peak hour); and
- Salida Del Sol/Yamas Drive/Clinton Keith Road (LOS F during a.m. and p.m. peak hours).

The stated intersections operate at a deficient level both with and without the project. While the project would not result in an increase in the number of LOS-affected intersections, it will increase delay at these intersections by more than 5.0 seconds; therefore, the impacts at these intersections are significant. Impacts to the Salida Del Sol/Yamas Drive/Clinton Keith Road intersection are addressed by previously discussed **Mitigation Measure 4.16.6.1A**, which includes installation of a traffic signal by the project. Impacts to the other two intersections are reduced through implementation of **Mitigation Measure 4.16.6.3A**, in which the project participates in the funding of intersection improvements.

Mitigation Measure 4.16.6.3A addresses the traffic impact under the "Opening Year (2018)" condition. The installation of the stated improvements will reduce the LOS at the affected intersections to below significant levels.

Mitigation Measure. The following measure has been identified to reduce the LOS impact at the affected intersections:

4.16.6.3A Prior to the issuance of first occupancy permit, the project applicant shall submit evidence to the City that the Transportation Uniform Mitigation Fee (TUMF), and Development Impact Fee (DIF) payment for the following improvements have been made:

- George Avenue/Clinton Keith Road:
  - Restripe the eastbound right-turn lane as a shared through/right-turn lane (TUMF/DIF); and
  - Construct a westbound shared through/right-turn lane (DIF).
- Inland Valley Drive/Clinton Keith Road:
  - Construct an eastbound through lane (TUMF); and
  - Construct a westbound through lane (TUMF).
- *As required by the City's Public Works Director:*
  - Provide traffic signal interconnection.

Level of Significance after Mitigation. The improvements identified in **Mitigation Measure 4.16.6.3A** are either included in the TUMF and DIF programs or will be installed as part of the project (Table 4.16.L). As the project is conditioned to install improvements and because other improvements are included in the approved TUMF program, it is reasonably certain the required improvements will be in place to offset any identified LOS impact at the stated intersections. Therefore, impacts related to LOS impacts under the "Opening Year (2018)" condition are reduced to a less than significant level.

Table 4.16.L: "Opening Year (2018)" with Project Condition LOS with Improvements

Intersection ID/Intersection		Traffic Control	Delay (secs)		Level of Service	
			A.M.	P.M.	A.M.	P.M.
3 George Avenue/ Clinton Keith Road	Without Improvements	Traffic Signal	**>80.00**	**>80.00**	**F**	**F**
	With Improvements	Traffic Signal	29.3	31.5	C	C
4 Inland Valley Drive/ Clinton Keith Road	Without Improvements	Traffic Signal	**44.8**	**65.0**	**F**	**F**
	With Improvements	Traffic Signal	23.4	26.8	C	C

Table 4.16.L: "Opening Year (2018)" with Project Condition LOS with Improvements

Intersection ID/Intersection		Traffic Control	Delay (secs)		Level of Service	
			A.M.	P.M.	A.M.	P.M.
6 Salida del Sol/ Yamas Drive/ Clinton Keith Road	Without Improvements	Cross-Street Stop	**>55.0**	**>50.0**	**F**	**F**
	With Improvements	Traffic Signal	23.7	34.2	C	C

Source: Table 6-2, Clinton Keith Road (APN: 380-250-003) "Grove Park," Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 5, 2015.

4.16.6.4 Conflict with Applicable Circulation Plan and Traffic and Level of Service Impacts – General Plan Buildout (post-2035)

Impact 4.12.6.4: *Intersection Level of Service impacts would exceed City standards at intersections under the General Plan Buildout (post-2035).*

Threshold:

For intersections under the jurisdiction of the City:

> A significant project-related impact occurs at a study intersection if the addition of project generated trips reduces the peak hour level of service of the study intersection to change from acceptable "pre-project" operation (LOS A, B, C or D) to deficient operation (LOS E or F); or
>
> At intersections with a pre-project LOS of E or F, a significant project-related impact occurs at a study intersection if the addition of project generated trips changes the pre-project delay by more than 5.0 seconds.

Impacts to State Highway System facilities will be considered significant if:

> The traffic study finds that the LOS of a facility will degrade from D or better to E or F; or
>
> The traffic study finds that the project will exacerbate an already deficient condition.

The lane configurations and traffic controls assumed to be in place for the General Plan Buildout (Post-2035) condition are consistent with those shown in previously referenced Figure 4.16.2 and the following:

- General Plan Circulation improvements such as the Inland Valley Drive overpass at I-15 south of Prielipp Road and the Inland Valley Drive extension north of Clinton Keith Road.

- Funded roadway improvements listed in the Western Riverside Council of Governments' (WRCOG) 5-year Transportation Improvement Plan (TIP) such as the Clinton Keith Road widening from 2 to 4 lanes from I-15 to Copper Craft Drive.
- Improvements at study area intersections and roadways identified in the City of Wildomar 2012 Impact Free Study such as the Prielipp Road widening from 2 to 4 lanes from Inland Valley Drive to the city border.
- At project driveways and those facilities assumed to be constructed by the project or cumulative developments to provide site access are also assumed to be in place for General Plan Buildout (post-2035) conditions (e.g., intersection turn lane improvements at project and cumulative development driveways).

LOS calculations were conducted for the study intersections to evaluate their operations under "General Plan Buildout (post-2035)" without and with project conditions. The results of the intersection analysis results for these conditions are provided in Table 4.16.M.

Table 4.16.M: "General Plan Buildout (post-2035)" Condition LOS

Intersection ID[1]	Traffic Control	Intersection Location	Level of Service			
			Without Project		With Project	
			A.M.	P.M.	A.M.	P.M.
1	Signal	I-15 Southbound Ramps/ Clinton Keith Road	C	C	C	D
2	Signal	I-15 Northbound Ramps/ Clinton Keith Road	C	**F**	C	**F**
3	Signal	George Avenue/Clinton Keith Road	D	D	D	D
4	Signal	Inland Valley Drive/Clinton Keith Road	D	D	D	D
5	Cross-Street Stop	Driveway 1/Clinton Keith Road	—	—	B	C
6	Cross-Street Stop	Salida Del Sol/Yamas Drive/Clinton Keith Road	**F**	**F**	**F**	**F**
7	Cross-Street Stop	Yamas Drive/Driveway 2	—	—	C	B
8	Cross-Street Stop	Yamas Drive/Driveway 3	—	—	A	A
9	Cross-Street Stop	Yamas Drive/Driveway 4	—	—	C	B
10	Cross-Street Stop	Yamas Drive/Prielipp Road	**E**	**F**	**E**	**F**
11	Cross-Street Stop	Elizabeth Lane/Prielipp Road	**F**	**F**	**F**	**F**

Source: Table 7-1, Clinton Keith Road (APN: 380-250-003) "Grove Park," Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 5, 2015.

The following intersections would operate at unsatisfactory LOS under the "General Plan Buildout (post-2035)" condition:

- I-15 Northbound Ramps/Clinton Keith Road (LOS F during p.m. peak hours);
- Salida del Sol/Yamas Drive/Clinton Keith Road (LOS F during a.m. and p.m. peak hours);
- Yamas Drive/Prielipp Road (LOS E a.m. peak hour and LOS F p.m. peak hour); and
- Elizabeth Lane/Prielipp Road (LOS F a.m. and p.m. peak house).

Compared to the "Without Project" condition, the project is not anticipated to cause any additional study area intersections to operate at an unacceptable LOS. Improvements have been required at intersections that have been identified as cumulatively affected to reduce each location's peak hour delay and improve the associated LOS to D or better. These improvements are consistent with or less than the geometrics noted in the City's General Plan Circulation Element. The effectiveness of the required intersection improvements to address "General Plan Buildout (post-2035)" with project conditions cumulative traffic impacts is presented in Table 4.16.N.

Table 4.16.N: "General Plan Buildout (post-2035)" with Project Condition LOS, with Improvements

Intersection ID/Intersection		Traffic Control	Delay (secs)		Level of Service	
			A.M.	P.M.	A.M.	P.M.
1 I-15 Southbound Ramps/ Clinton Keith Road	Without Improvements	Traffic Signal	29.0	35.2	C	D
	With Improvements	Traffic Signal	28.7	34.5	C	C
2 I-15 Northbound Ramps/ Clinton Keith Road	Without Improvements	Traffic Signal	24.0	57.0	C	**F**
	With Improvements	Traffic Signal	26.8	42.0	C	D
6 Salida del Sol/Clinton Keith Road	Without Improvements	Cross-Street Stop	>50.0	>50.0	**F**	**F**
	With Improvements	Traffic Signal	31.3	27.8	C	C
10 Yamas Drive/Prielipp Road	Without Improvements	Cross-Street Stop	46.2	>50.0	**E**	**F**
	With Improvements	Traffic Signal	17.7	16.2	B	B
11 Elizabeth Lane/Prielipp Road	Without Improvements	Cross-Street Stop	>50.0	>50.0	**F**	**F**
	With Improvements	Traffic Signal	2039	22.2	C	C

Source: Table 7-2, Clinton Keith Road (APN: 380-250-003) "Grove Park," Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 5, 2015.

Recommended improvements for impacted intersections under this condition are:

- *I-15 Northbound Ramps/Clinton Keith Road:* Required improvement is the restriping of one westbound through lane as a shared westbound through/right-turn lane.
- *Salida del Sol/Yamas Drive/Clinton Keith Road:* The DIF Program[1] identifies the following improvement at this location: "Install new 4-way" (signal). The TUMF program improvements include one eastbound through lane and one westbound through lane. The project's fair-share contribution for improvements at this intersection is 6.9 percent.
- *Yamas Drive/Prielipp Road.* The DIF Program identifies the following improvement at this location: "Install new 3-way" (signal) (Prielipp Road/Salida del Sol).[2]
- *Elizabeth Lane/Prielipp Road.* The DIF Program identifies the following improvement at this location: "Install new 4-way" (signal).

The funding of off-site improvements to serve cumulative traffic conditions is collected through the payment of TUMF, DIF, and required fair-share payments. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases. Each of the improvements discussed above has been identified as being included as part of the TUMF funding program or City DIF funding program. However, the following mitigation measure is required to address the project's cumulative impact.

Mitigation Measure. The following measure has been identified to reduce the project's contribution to cumulative LOS impacts at the affected intersections:

4.16.6.4A Prior to the issuance of first occupancy permit, the project applicant shall submit evidence to the City that required Transportation Uniform Mitigation Fee (TUMF), Development Impact Fee (DIF), and/or fair-share contribution for cumulative project impacts have been made.

Level of Significance after Mitigation. There are no identified improvements solely funded by the project's fair-share contributions. As the project is conditioned to install improvements and because other improvements are included in the approved TUMF and DIF programs, it is reasonably certain the required improvements will be in place to offset any identified LOS impact at the stated intersections. Therefore, impacts occurring under the "General Plan Buildout (post-2035)" condition are reduced to a less than significant level.

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1 Page 4-3, *City of Wildomar 2015 Impact Fee Study Report*, April 23, 2015.

2 The TIA (March 2015) (Table 9-1) prepared for the project identifies a required fair-share contribution of 2.7 and 2.2 percent for improvements at the intersection of Yamas Drive (Salida del Sol)/Prielipp Drive and Elizabeth Lane/Prielipp Drive, respectively. The City's *2015 Impact Fee Study Report*, prepared subsequent to completion of the TIA, includes the installation of traffic signals at these locations.

4.16.6.5 Conflict with Applicable Circulation Plan and Traffic and Level of Service Impacts – Freeway Impacts

Impact 4.16.6.5: *Intersection Level of Service impacts would exceed Caltrans standards on freeway mainline segments or at freeway ramps.*

Threshold:
Impacts to State Highway System facilities will be considered significant if:
The traffic study finds that the LOS of a facility will degrade from D or better to E or F; or
The traffic study finds that the project will exacerbate an already deficient condition

Interstate 15 is a north-south oriented highway that connects Southern California to Nevada. There are currently three lanes in each direction of travel along I-15 near Clinton Keith Road. The number of lanes for existing baseline conditions has been obtained from field or through aerial imagery.

An analysis of I-15 was conducted pursuant to discussions with the City. The evaluation of freeway mainline operations includes an assessment of basic freeway segments and the freeway on- and off-ramp junctions (i.e., merge/diverge junctions) during the a.m. and p.m. peak hours for each of the analysis scenarios evaluated in the TIA.

Project only, cumulative only, and General Plan Buildout (Post-2035) volumes on the freeway mainline and on- and off-ramps have been obtained from the Traffic Study. The methodology in which the volumes were developed for the "Opening Year (2018)" and "General Plan Buildout (post-2035)" traffic conditions are also consistent with that utilized in the TIA for the project.

As provided in Table 4.16.O, the freeway segments analyzed operate at an acceptable LOS (i.e., D or better) during the peak hours for Existing (2013) and Existing Plus Project" conditions.

Table 4.16.O: Basic I-15 Segment Analysis for "Existing plus Project" Condition

Direction	Mainline Segment	Lanes	Existing LOS		Existing plus Project LOS	
			A.M.	P.M.	A.M.	P.M.
Southbound	North of Clinton Keith Road	3	D	D	D	D
	South of Clinton Keith Road	3	D	D	D	D
Northbound	North of Clinton Keith Road	3	C	C	C	C
	South of Clinton Keith Road	3	B	D	B	D

Source: Table 1, *Grove Park Supplemental Freeway Segment and Ramp Section Operations Analysis*, Urban Crossroads, March 6, 2015.

Under the Opening Year Cumulative (without and with the Project) condition, southbound I-15 segments, north and south of Clinton Keith Road, would operate at unacceptable LOS during the a.m. and p.m. peak hours (Table 4.16.P). Under the "General Plan Buildout (post-2035) condition (without and with the project), all freeway segments would operate at an unacceptable LOS during peak hours (Table 4.16.Q).

Table 4.16.P: Basic I-15 Segment Analysis for "Cumulative (2018)" Condition

Direction	Mainline Segment	Lanes	Existing LOS		Existing plus Project LOS	
			A.M.	P.M.	A.M.	P.M.
Southbound	North of Clinton Keith Road	3	**E**	**E**	**E**	**E**
	South of Clinton Keith Road	3	**E**	**E**	**E**	**E**
Northbound	North of Clinton Keith Road	3	C	D	C	D
	South of Clinton Keith Road	3	C	D	C	D

Source: Table 2, *Grove Park Supplemental Freeway Segment and Ramp Section Operations Analysis*, Urban Crossroads, March 6, 2015.

Table 4.16.Q: Basic I-15 Segment Analysis for "General Plan Buildout (post-2035)" Condition

Direction	Mainline Segment	Lanes	Existing LOS		Existing plus Project LOS	
			A.M.	P.M.	A.M.	P.M.
Southbound	North of Clinton Keith Road	3	**E**	**F**	**E**	**F**
	South of Clinton Keith Road	3	D	**E**	D	**F**
Northbound	North of Clinton Keith Road	3	**F**	**F**	**F**	**F**
	South of Clinton Keith Road	3	**F**	**E**	**F**	**E**

Source: Table 3, *Grove Park Supplemental Freeway Segment and Ramp Section Operations Analysis*, Urban Crossroads, March 6, 2015.

The Riverside County Transportation Commission (RCTC) has developed long-range plans to construct a carpool lane (high-occupancy vehicle [HOV] lane) for both northbound and southbound directions on I-15. The HOV lanes would extend from the I-15/I-215 interchange to Central Avenue (State Route 74) in the City of Lake Elsinore. These improvements have been assumed and evaluated for General Plan Buildout (Post-2035) traffic conditions only.

As detailed in Table 4.16.R, while the LOS is anticipated to improve with the carpool lane in each direction, the freeway segments evaluated are all anticipated to continue to operate at unacceptable LOS (i.e., E or worse) during the a.m. or p.m. peak hours for "General Plan Buildout (post-2035)" conditions, both without and with the project.

Table 4.16.R: Basic I-15 Segment Analysis for "General Plan Buildout (post-2035)" Condition with Improvements

Direction	Mainline Segment	General Plan Buildout without Project with Improvements LOS		General Plan Buildout with Project with Improvements LOS	
		A.M.	P.M.	A.M.	P.M.
Southbound	North of Clinton Keith Road	**D**	**F**	D	**F**
	South of Clinton Keith Road	D	**F**	D	**F**
Northbound	North of Clinton Keith Road	**F**	**E**	**F**	**E**
	South of Clinton Keith Road	**F**	D	**F**	D

Source: Table 4 *Grove Park Supplemental Freeway Segment and Ramp Section Operations Analysis*, Urban Crossroads, March 6, 2015.

With the exception of the I-15 southbound off-ramp at Clinton Keith Road during the p.m. peak hour, the freeway ramp merge/diverge junctions in the study area operate at an acceptable LOS under the "Existing plus Project" condition (Table 4.16.S).

Table 4.16.S: I-15 Ramp Junction Merge/Diverge Analysis – Existing plus Project Condition

Direction	Ramp	Lanes on Freeway	Existing LOS		Existing plus Project LOS	
			A.M.	P.M.	A.M.	P.M.
Southbound	Off-ramp at Clinton Keith Road	3	D	**E**	D	**E**
	On-ramp at Clinton Keith Road	3	D	D	D	D
Northbound	Off-ramp at Clinton Keith Road	3	D	C	C	D
	On-ramp at Clinton Keith Road	3	C	D	C	D

Source: Table 5, *Grove Park Supplemental Freeway Segment and Ramp Section Operations Analysis*, Urban Crossroads, March 6, 2015.

As identified in Tables 4.16.T and 4.16.U, all 1-15 merge/diverge junctions are projected to operate at unacceptable LOS during peak hours under the "Opening Year (2018)" and "General Plan Buildout (post-2035)" conditions, without or with the Project.

The same improvements assumed for the freeway segment analysis have been assumed for the freeway ramp merge/diverge junction analysis.[1] As detailed in Table 4.16.V, while the LOS is anticipated to improve with the addition of a carpool lane in each direction, all freeway ramp merge/diverge junctions operate at unacceptable LOS during the a.m. or p.m. peak hours under the "General Plan Buildout (post-2035)" condition, either with or without the project.

Table 4.16.T: I-15 Ramp Junction Merge/Diverge Analysis – Opening Year (2018) Condition

Direction	Ramp	Lanes on Freeway	Existing LOS		Existing plus Project LOS	
			A.M.	P.M.	A.M.	P.M.
Southbound	Off-ramp at Clinton Keith Road	3	**E**	**E**	**E**	**E**
	On-ramp at Clinton Keith Road	3	**E**	**E**	**E**	**E**
Northbound	Off-ramp at Clinton Keith Road	3	C	**E**	C	**E**
	On-ramp at Clinton Keith Road	3	C	**E**	C	**E**

Source: Table 6, *Grove Park Supplemental Freeway Segment and Ramp Section Operations Analysis*, Urban Crossroads, March 6, 2015.

Table 4.16.U: I-15 Ramp Junction Merge/Diverge Analysis – General Plan Buildout (post-2035) Condition

Direction	Ramp	Lanes on Freeway	Existing LOS		Existing plus Project LOS	
			A.M.	P.M.	A.M.	P.M.
Southbound	Off-ramp at Clinton Keith Road	3	**E**	**F**	**E**	**F**
	On-ramp at Clinton Keith Road	3	**E**	**F**	**E**	**F**
Northbound	Off-ramp at Clinton Keith Road	3	**F**	**F**	**F**	**F**
	On-ramp at Clinton Keith Road	3	**F**	**F**	**F**	**F**

Source: Table 7, *Grove Park Supplemental Freeway Segment and Ramp Section Operations Analysis*, Urban Crossroads, March 6, 2015.

Table 4.16.V: I-15 Ramp Junction Merge/Diverge Analysis – General Plan Buildout (post-2035) Condition with Improvements

Direction	Ramp	Existing LOS		Existing plus Project LOS	
		A.M.	P.M.	A.M.	P.M.
Southbound	Off-ramp at Clinton Keith Road	**E**	**F**	**E**	**F**
	On-ramp at Clinton Keith Road	D	**F**	D	**F**
Northbound	Off-ramp at Clinton Keith Road	**F**	**E**	**F**	**E**
	On-ramp at Clinton Keith Road	**F**	**E**	**F**	**E**

Source: Table 8, *Grove Park Supplemental Freeway Segment and Ramp Section Operations Analysis*, Urban Crossroads, March 6, 2015.

[1] Although the reduction to I-15 mainline volumes has been applied to account for the proposed carpool lanes, the analysis has been performed assuming the same number of mixed-flow lanes and the on- and off-ramp configurations as existing baseline conditions.

State highway facilities are anticipated to operate at unacceptable LOS without the project. Caltrans has exclusive control over State highway improvements and State highway improvements are, by and large, a matter of State-wide control. Although the project is not anticipated to directly result in an impact on the State facilities and these facilities would not meet Caltrans LOS standards even without development of the project, the addition of project traffic would constitute a considerable contribution to this cumulative impact.

Mitigation Measures. Because the City has no control over State facilities, and because the State facilities funded and planned to be developed under future traffic conditions are already anticipated to operate at LOS F even without the proposed project, there are no further improvements that can be imposed upon the project to mitigate its cumulative contribution to significant impacts to the identified mainline segments and ramp junctions of I-15.

Level of Significance after Mitigation. Because there is no feasible method to mitigate, the project will have a cumulatively considerable impact on freeway facilities.

4.16.7 Cumulative Impacts

Cumulative impacts refer to incremental effects of an individual project when viewed in connection with the effects of past projects, current projects, and probable future projects. Cumulative projects are identified in the previously referenced Table 2.A and Figure 2.1. Cumulative impacts associated with traffic volumes are determined based on the addition of traffic volumes from approved and pending projects in the area and projected traffic growth to existing traffic volumes. With the project-specific mitigation previously identified, project-related short-term and long-term impacts to intersections will be reduced to less than significant levels for “Existing with Project,” “Opening Year (2018),” and “General Plan Buildout (post-2035)” conditions. As stated in Section 4.16.6.5, cumulative impacts related to State highway facilities are cumulatively significant.

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4.17 UTILITIES AND SERVICE SYSTEMS

This section analyzes the existing and planned water supply, wastewater, solid waste, natural gas, and electrical system for the project site and the surrounding area, and evaluates the impacts to utility providers that could result from the construction and operation of the proposed on-site uses.

- *City of Wildomar General Plan,* July 2008.
- *Elsinore Valley Municipal Water District Urban Water Management Plan,* July 2011.
- *Elsinore Valley Municipal Water District Sewer System Management Plan,* October 2013.
- *City of Wildomar General Plan DEIR,* January 2015.

A discussion of each utility system is provided separately. This section differs slightly from other sections in that it is organized to address each utility system separately.

4.17.1 Water Supply

4.17.1.1 Existing Setting

Elsinore Valley Municipal Water District. Water service to the project site is provided by the Elsinore Valley Municipal Water District (EVMWD), which provides public water service, water supply development, water planning, wastewater treatment and disposal, and water recycling capacity. EVMWD is a Metropolitan Water District of Southern California (MWD) member agency and Western Municipal Water District sub-agency. EVMWD's service area encompasses approximately 96 square miles in Elsinore Valley area. EVMWD provides water to the Cities of Lake Elsinore, Canyon Lake, and Wildomar, as well as the unincorporated communities of Lakeland Village, Cleveland Ridge, Rancho Capistrano-El Cariso Village, Horsethief Canyon, Sedco, and Temescal Canyon, and the Farm Mutual Water Company.

EVMWD obtains approximately 70 percent of its potable water supplies from MWD, 20 percent from local groundwater, and 10 percent from the Canyon Lake Reservoir. EWMWD's imported water is delivered by MWD from the Colorado River (via the Colorado River Aqueduct [CRA]) and Northern California (via State Water Project [SWP] facilities.) Local groundwater is pumped from Elsinore and Temescal Valley area groundwater basins, with most (99 percent) withdrawn from the Elsinore Basin.

Population within the EVMWD service area is projected to increase from 123,375 in 2010 to 185,102 in 2035 at a rate of 2.0 percent annually. Employment is projected to increase from 19,411 in 2010 to 41,900 in 2035 at a rate of 4.6 percent annually. The number of housing units is to increase from 41,757 in 2010 to 63,888 in 2035 at a rate of 2.1 percent annually. Currently, the EVMWD maintains approximately 35,000 water, wastewater, and agricultural service connections.

The EVMWD's Urban Water Management Plan (UWMP)[1] identifies current and future water supplies within the EVMWD service area. The UWMP states with its existing and planned supplies, the EVMWD can meet 100 percent of projected demand through 2035, even with a repeat of a severe drought. Additionally, the UWMP addresses conservation, local supplies, and reliability of imported supplies. Table 4.17.A identifies the EVMWD's past, present, and projected water supplies and demand.

Table 4.17.A: EVWMD Water Supplies and Demand for Average Year Hydrology

	2015	2020	2025	2030	2035
EVMWD Supplies (Current and Projected)					
Supply Source	**acre-feet[1] per year**				
Metropolitan Water District	48,100	48,100	48,100	48,100	48,100
Supplier-produced groundwater	6,750	6,750	6,750	6,750	6,750
Supplier-produced surface water	4,900	4,900	4,900	4,900	4,900
Recycled Water	1,014	1,905	2,430	2,430	2,430
Lake Replenishment and Discharge to Temescal Wash	8,401	8,401	8,401	8,401	8,401
Total	**69,165**	**70,056**	**70,581**	**70,581**	**70,581**
EVWMD Water Demands					
Demand Source	**acre-feet per year**				
Total Water Deliveries	36,791	39,796	43,189	46,363	49,158
Sales to other water agencies	501	542	588	631	669
Additional water uses and losses	14,015	14,906	15,431	15,431	15,431
Demand Totals	**51,306**	**55,244**	**59,208**	**62,426**	**65,258**

Source: Tables ES-2 and ES-4, EVMWD UWMP, adopted July 2011.
1. An acre-foot is defined as the volume of one acre of surface area to a depth of one foot or approximately 325,853 gallons.

Metropolitan Water District. The MWD is a consortium of 26 cities and water districts that provides drinking water to nearly 19 million people in parts of Los Angeles, Orange, San Diego, Riverside, San Bernardino, and Ventura Counties.

The MWD currently delivers an average of 1.7 billion gallons of water per day to a 5,200-square mile service area. In fiscal year 2013/14, the MWD sold 2.06 million acre-feet (AF) of water, with daily system deliveries as high as 7,400 AF per day. Treated water sales were 1.03 million AF and untreated water sales were also 1.03 million AF. Drought conditions that began in January 2013, and continued into this fiscal year, led to water sales approximately 200,000 AF higher than the previous fiscal year.

1 *Urban Water Management Plan*, Elsinore Valley Municipal Water District, adopted July 2011.

The SWP typically provides about a third of Southern California's water. Storage in the MWD's other supply source, the Colorado River, stands at less than 50 percent of capacity after 15 drought years in the Southwest.[1] Current drought conditions and the maintenance of water sufficient to sustain endangered/threatened habitats in the Sacramento Bay Delta continue to affect the volume of water delivered via the SWP. The MWD's supplies from the Colorado River were limited to its 550,000 acre-foot basic apportionment plus water management programs developed to augment that amount. In calendar year 2013, a total of about 1.013 million AF of water was delivered to the MWD's service area from the Colorado River. Of that amount, a total of 180,000 AF was exchanged with San Diego County Water Authority. In 2014, for the twelfth consecutive year, no surplus of Colorado River water beyond the basic apportionment was available to the MWD.

The MWD's dry-year storage reserves ended 2014 at approximately 1.2 million AF. Hydrologic conditions in 2015 have continued this severe dry trend. The MWD was able to meet demands in 2014 by relying heavily on storage reserves to make up for the historically low allocation from the SWP.

Hydrologic conditions in 2015 have continued this severe dry trend. The 2015 water year started with improved conditions, but the latter half of the winter has produced little additional snowpack. The California Department of Water Resources (DWR) announced an initial 2015 SWP allocation of 10 percent in December 2014. Since then, the 2015 SWP allocation has increased to 20 percent. In addition to reserves, and its 20 percent SWP allotment, the MWD is expecting full deliveries from the Colorado River in 2015. The MWD is initiating a long-term program under which growers in the Palo Verde Irrigation District in southeast California idle land and sell the conserved water to the MWD.

Under drought conditions, withdrawals from the MWD's dry-year storage reserves will be necessary in order to meet demands. Although water demands in Southern California have been reduced through ongoing conservation efforts and outreach, the MWD has implemented additional measures to reduce water demand, conserve water, and reduce withdrawals from the MWD's dry-year storage reserves.

The MWD's most recent Regional Urban Water Management Plan (RUWMP) indicates under normal, dry, and even multiple dry-year conditions, SWP supplies in combination with other water supplies (e.g., conservation, local and regional supplies, and Colorado River) would be adequate to meet the MWD water demands despite periodic restrictions during dry years.[2]

In evaluating the supply reliability for the 2010 RUWMP, the MWD assumed a new Sacramento Bay Delta (Delta) conveyance would be fully operational by 2022, bringing supply reliability close to 2005 levels prior to supply restrictions. In response

[1] Press Release, April 14, 2015. Metropolitan Water District, http://bewaterwise.com/pdf/Allocation_Press_Releas.pdf, site accessed May 1, 2015.
[2] Regional Urban Water Management Plan, Metropolitan Water District, November 2010.

to the recent developments in the Delta, the MWD is engaged in planning processes that will identify solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies. In the near term, the MWD will continue to rely on the plans and policies outlined in its RUWMP and Integrated Water Resources Plan (IWRP) to address water supply shortages and interruptions (including potential shutdowns of SWP pumps) to meet water demands. An aggressive campaign for voluntary conservation, recycled water usage, and curtailment of groundwater replenishment water and agricultural water delivery are some of the actions outlined in the RUWMP. The MWD is maximizing supplies from existing agreements for water supply from its Palo Verde Crop Management and Water Supply Program and working with the State of Arizona in withdrawing water previously stored in that state's groundwater basin.

The MWD's IWRP represents a diversified 25-year strategy to balance locally developed resources with imported supplies. Adopted by the MWD's board in 1996 and updated in 2004 and 2010, the IWRP has fostered supply diversity and stability through investments in water conservation, recycling, groundwater treatment, storage and transfers.

Imported sources of water will be supplemented by an increase in desalination of brackish groundwater, recycled water use, and water use efficiency. The MWD has analyzed the reliability of water delivery through the SWP and the CRA. The MWD's IWRP and 2010 RUWMP conclude that, with the storage and transfer programs developed by the MWD, there will be a reliable source of water to serve its member agencies' needs through 2035.[1]

Sacramento Bay-Delta. Under a Coordinated Operations Agreement (COA), the DWR and Bureau of Reclamation (Reclamation) operate the SWP and Central Valley Project (CVP) in a balanced manner to coordinate releases from upstream reservoirs and unregulated flows to meet Sacramento Valley in-basin and in-Delta uses, including water quality standards established by the State Water Resources Control Board (SWRCB).

Biological opinions related to long-term operations of the SWP and CVP were issued in 1993 by National Marine Fisheries Service (NMFS) for protection of the winter-run Chinook salmon and by the United States Fish and Wildlife Service (USFWS) for protection of delta smelt. The NMFS has redesignated the Sacramento River winter-run Chinook salmon as "endangered" and designated Central Valley spring-run Chinook salmon and Central Valley steelhead as "threatened." The designation of fish species in the Delta as endangered or threatened (under the Federal Endangered Species Act) has and continues to require modifications in the how the SWP and CVP are operated, including:

[1] MWD website, accessed February 12, 2015.

- Increased storage volumes of water in upstream reservoirs to provide adequate flows with appropriate temperatures for the winter-run Chinook salmon and adequate flows in the Delta for both species;
- Flows released from upstream reservoirs to provide adequate in-Delta flows and Delta outflows for these species; and
- Modification of periods of time when water can be diverted at the SWP and CVP south Delta intakes to reduce the potential for reverse flows, reduce the potential for high salinity in the south Delta, and reduce the potential for entrainment and entrapment of fish in the SWP and CVP south Delta intake facilities.

California Drought. Drought conditions continued in the Colorado River Basin in 2013/14, with 12 of the previous 15 years experiencing below normal snowfall and snowmelt runoff in the Basin. Due to drought conditions, releases downstream from Lake Powell were the lowest since the reservoir was initially filled, resulting in Lake Mead dropping 23.3 feet during the fiscal year. On June 30, 2014, Lake Mead reached 1,082.7 feet above sea level or 39 percent of capacity; the lowest year-end level since the reservoir was initially filled in the 1930s. Lake Mead ended the 2014 fiscal year just 7.7 feet above the level that would trigger a first-ever shortage declaration on the Colorado River. California has a basic apportionment of 4.4 million AF, most of which is used by MWD and the higher-priority agricultural users (Palo Verde Irrigation District, Yuma Project Reservation Division, Imperial Irrigation District, and Coachella Valley Water District).

According to the U.S. Drought Monitor, in 2014 an estimated 58 percent of California was in "Exceptional Drought Conditions," the worst category possible, with over 80 percent of California in "Extreme Drought Conditions." Governor Brown proclaimed a State of Emergency in January 2014 to address the record dry conditions around the state. In response to this proclamation, the SWRCB issued a statewide notice of water shortages and potential for future curtailment of water right diversions.

NOP/Scoping Comments. The EVMWD and the Riverside County Flood Control and Water Conservation District's (RCFCWCD) provided comment on requirements for the installation of water supply and storm water drainage facilities, respectively.

4.17.1.2 Existing Policies and Regulations

Federal Water Pollution Control Act. The Federal Water Pollution Control Act requires discharges (from point and non-point sources) into navigable water to meet stringent National Pollutant Discharge Elimination System (NPDES) permit standards. The U.S. Environmental Protection Agency (EPA) has published regulations establishing requirements for application of storm water permits for specified categories of industries, municipalities, and certain construction activities. The regulations require that discharges of storm water from construction activity of

1.0 acre or more must be regulated and covered by an NPDES permit. When a construction area exceeds 1.0 acre in size, the applicant must develop and implement a Storm Water Pollution Prevention Plan (SWPPP). Additional analysis and information regarding NPDES requirements and regulations is provided in Section 4.9 of this EIR, *Hydrology and Water Quality*.

Water Conservation in Landscaping Act. To ensure adequate supplies are available for future uses and to promote the conservation and efficient use of water, local agencies are required to adopt water-efficient landscape ordinances. When such an ordinance has not been adopted, a finding as to why such an ordinance is not necessary (based on the climatic, geologic, or topographical conditions) must be adopted. In the absence of a local ordinance, an ordinance drafted by the State of California applies within the affected jurisdiction. The City Municipal Code (Chapter 17.276) implements landscaping and irrigation standards to promote water-efficient landscapes.

Water Recycling in Landscaping Act. The Water Recycling in Landscaping Act requires that a water producer capable of providing recycled water that meets certain conditions notify local agencies eligible to receive the recycled water. It also requires necessary infrastructure be provided to support the delivery of recycled water.

As of June 2014, EVMWD extended its non-potable, recycled, water supplies to the Wildomar area.[1] Tertiary treated reclaimed water was initially transported to 17 sites in the City, including schools, parks, and churches, where it would be used for the irrigation of landscaping. EVMWD has implemented a mandatory use ordinance, which requires all new customers to use recycled water for areas where reclaimed water facilities exist. In order to encourage the use of reclaimed water, EVMWD offers recycled water at rates lower than potable water to customers willing to convert from potable water to recycled water for use in landscaping. The future average recycled water demand in the EVMWD service area is projected to increase to approximately 2,430 AF per year (AFY) by 2025.

Sections 13550–13556 of the State Water Code. These sections of the State Water Code state that local, regional, or State agencies shall not use water from any quality source of potable water for non-potable uses if suitable recycled water is available as provided in Section 13550 of the Water Code.

Urban Water Management Planning Act (Cal. Water Code Section 10631). Since 1984, the Urban Water Management Planning Act, has required "urban water

[1] "Wildomar: Recycled water starts to flow" Williams, Michael J. *The Press Enterprise*. June 30, 2014. http://www.pe.com/articles/water-696977-recycled-elsinore.html.

suppliers" to develop written "urban water management plans." While generally aimed at encouraging water suppliers to implement water conservation measures, it also created long-term planning obligations. In preparing urban water management plans, urban water suppliers must describe the following: (a) existing and planned water supply and demand; (b) water conservation measures and a schedule for implementing and evaluating such measures; and (c) water shortage contingency measures. The Urban Water Management Planning Act requires that urban water suppliers use a 20-year planning horizon and update the data in the urban water plans every five years.

In preparing their 20-year management plans, water suppliers must address the subject of future population growth directly. The suppliers must also identify sources of supply to meet demand. The plan must "identify and quantify, to the extent practicable, the existing and planned sources of water available to the supplier." In identifying these future water sources, the suppliers need not conduct environmental review.

Water Supply and Demand Reliability Assessment (Cal. Water Code Section 10910) (Senate Bill 901). Changes in the California Water Code require a city or county to request each public water system serving a project to assess the projected water demand associated with said project and an assessment of whether the projected water demand associated with selected projects was included as part of the most recent UWMP. As part of this assessment, the public water system is required to indicate whether its total projected water supplies available during normal, single-dry, and multiple-dry water years will meet the project demand associated with the proposed project, in addition to the public water system's existing and planned uses.

Pursuant to Section 10912 of the State Water Code, a "project" is specifically defined as development meeting any of the following criteria:

- 500 or more dwelling units;
- Commercial center employing more than 1,000 persons or having more than 500,000 square feet;
- Office building employing more than 1,000 persons or having more than 250,000 square feet;
- A hotel/motel with 500 or more rooms;
- An industrial, manufacturing, processing plant, or industrial park employing more than 1,000 persons or occupying more than 40 acres, or having more than 650,000 square feet of floor area;
- A mixed-use project that would demand an amount of water equal to the amount of water required by a 500-dwelling unit project; or

- In areas where the public water system has fewer than 5,000 service connections, any development that would increase water demand by 10 percent or greater in the number of existing service connections, or in the case of a mixed-use development, an increase in water required by residential development representing a 10 percent or greater increase in the number of existing service connections.

The project does not exceed any of the established thresholds set forth in the California Water Code requiring preparation of a Water Supply Assessment (WSA).

Water Supply Planning (Cal. Water Code Section Sections 10910 through 10915) (Senate Bill 610). Signed into law October 9, 2001, Senate Bill 610 (SB 610) requires that any city or county having determined that a project is subject to CEQA identify any public water systems that may supply water for the project and to request those public water systems to prepare a specified WSA. As the project did not exceed the thresholds established pursuant to the California Water Code, a WSA was not prepared for the proposed project.

Groundwater Management Act (AB 3030) (Sections 10750–10756 of the California Water Code). The availability of groundwater and issues involving the adequacy of recharge capability are regional in nature. The Groundwater Management Act[1] (AB 3030) provides a systematic procedure for an existing local agency to develop a groundwater management plan. AB 3030 allows a local agency whose service includes a groundwater basin that is not already subject to groundwater management pursuant to law or court order to adopt and implement a groundwater management plan and includes plans to mitigate overdraft conditions, control brackish water, and to monitor and replenish groundwater.

Executive Order B-29-15. On April 1, 2015, due to continuing drought conditions in California, Governor Brown issued Executive Order B-29-15 calling for a 25 percent reduction in consumer water use in response to the historically dry conditions throughout California. The Governor's Order also includes mandatory actions aimed at reducing water demands, with a particular focus on outdoor water use.[2]

City General Plan. The City's General Plan Land Use and Open Space Elements contain policies regarding water that are applicable to the proposed project.

[1] Sections 10750–10756 of the California Water Code.
[2] http://bewaterwise.com/pdf/Allocation_board_letter.pdf, site accessed May 1, 2015.

Land Use

LU 22.3 Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed residential land use.

LU 23.7 Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.

Administration

LU 1.6 Coordinate with local agencies, such as LAFCO, service providers and utilities, to ensure adequate service provision for new development.

Infrastructure, Public Facilities & Service Provision

LU 5.2 Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.

Open Space

OS 2.1 Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms.

OS 3.1 Encourage innovative and creative techniques for wastewater treatment, including the use of local water treatment plants.

OS 4.5 Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.

OS 20.2 Prevent unnecessary extension of public facilities, services, and utilities, for urban uses, into Open Space-Conservation designated areas.

Community Design

LU 25.4 Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.

Table 4.17.B identifies relevant policies from the City's General Plan and consistency of the project with those policies.

Table 4.17.B: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Land Use	
LU 1.6. Coordinate with local agencies, such as LAFCO, service providers and utilities, to ensure adequate service provision for new development.	**Consistent.** The project will be designed to incorporate required utility improvements per the requirements identified by respective providers, pay required fees, and submit project plans for appropriate review and approval.
LU 5.2. Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.	
LU 22.3. Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed residential land use.	
LU 23.7. Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.	
Open Space	
OS 2.1. Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms.	**Consistent.** The project will comply with the water efficient landscape ordinances established by the City and/or the EVMWD.
OS 4.5. Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.	**Consistent.** The project's storm water drainage facilities incorporate features that maximize the on-site infiltration of storm flows.
OS 20.2. Prevent unnecessary extension of public facilities, services, and utilities, for urban uses, into Open Space-Conservation designated areas.	**Consistent.** The project does not include the extension of utility facilities into or through an area identified for Open Space-Conservation uses.

Source: City of Wildomar General Plan, July 2008.

As detailed in Table 4.17.B, the project is consistent with the stated General Plan policies.

4.17.1.3 Methodology

This section estimates the project's anticipated water demand and evaluates it against available supplies based on data included in the UWMPs prepared by the EVMWD and MWD.

4.17.1.4 Water Supply Thresholds of Significance

The following thresholds of significance regarding impacts related to water supply are based on the recommended questions contained in Appendix G of the State *CEQA Guidelines*. A project would have a significant impact on the provision of

utilities or service systems related to water supply if it would result in any of the following:

- Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; and/or
- Have insufficient water supplies available to serve the project from existing entitlements and resources, or need new or expanded entitlements.

For the purpose of this EIR, significant and unavoidable impacts would occur if the aforementioned conditions cannot be overcome by reasonable design, construction, and maintenance practices.

4.17.1.5 Less than Significant Impacts

4.17.1.5.1 Water Supply and Water Treatment Facilities

Threshold	Would the proposed project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
Threshold	Would the proposed project require the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

According to its UWMP, the EVMWD assumes a baseline water demand rate of 248 gallons per capita per day (gpcd). Using this baseline rate, the residential portion of the project would demand approximately 88,288 gallons per day (gpd). The northern portion of the site will host approximately 157 employees. Assuming water usage factors of 127 gpd per office employee and 152 gpd per retail employee,[1] the water demand for the northern portion of the site would be approximately 20,939 gpd.[2] Combined, the proposed uses would increase water demand by approximately 109,238 gpd (122.36 AFY).

The EVMWD has identified a future target demand of 240 gpcd. Pursuant to Section 17.276.070 of the City's Municipal Code, future development allowed by the

[1] Pacific Institute. Waste Not, Want Not: The Potential for Water Conservation in California, 2003. Appendix E. Accessed online: http://pacinst.org/publication/waste-not-want-not/.

[2] 1 employee per 500 square feet of Commercial Retail space and 1 employee per 300 square feet of Commercial Office space).
248 gpdc × 356 residents = 88,299 gpd
127 gpd/employee × 117 office employees = 14,859 gpd
152 gpd × 40 commercial/retail employees) = 6,080gpd
Total: 109, 238 gpd.

proposed General Plan is subject to the requirements of the EVMWD's Ordinance 185, which prohibits the waste or unreasonable use of water and encourages water conservation practices. Compliance with this ordinance is expected to reduce overall water demand. At the projected demand rate of 240 gpcd, the project would increase water demand within the EVMWD by 106,379 gpd or approximately 119.1 AFY.

Water supplies include surface water from Canyon Lake, groundwater pumping and imported water from MWD. As previously identified in Table 4.17.A, water supplies are anticipated to total approximately 70,581 AFY by 2035. Table 4.17.C details that a sufficient supply of water exists to provide water to meet EVMWD demands during normal year, single dry year, and multiple dry year conditions.

Table 4.17.C: Water Supply Sufficiency (Demand vs Supply Comparison)[1]

	2015	2020	2025	2030	2035
Normal Year					
Supply Totals	69,165	70,056	70,581	70,581	70,581
Demand Totals	51,306	55,244	59,208	64,426	65,258
Difference	17,858	14,812	11,373	8,155	5,323
Difference as % of Supply	25.8	21.1	16.1	11.6	7.5
Difference as % of Demand	34.8	26.8	19.2	13.1	8.2
Single Dry Year					
Supply Totals	77,765	78,656	79,181	79,181	79,181
Demand Totals	56,027	60,326	64,655	68,169	71,262
Difference	21,738	18,329	14,526	11,012	7,919
Difference as % of Supply	28.0	23.3	18.3	13.9	10.0
Difference as % of Demand	38.8	30.4	22.5	16.2	11.1
Multiple-Dry Year Events					
Supply Totals	76,765	77,656	78,181	78,181	78,181
Demand Totals	56,027	60,326	64,655	68,169	71,262
Difference	20,738	17,329	13,526	10,012	6,919
Difference as % of Supply	27.0	22.3	17.3	12.8	8.9
Difference as % of Demand	37.0	28.7	20.9	14.7	9.7

Source: Tables E-9 through ES-11, EVMWD UWMP, July 2011.
[1] Acre-Foot. One acre-foot/year or approximately 325,853 gallons.

As stated in its UWMP, with all existing and planned water supplies, the EVMWD would have the ability to meet its future demand through 2035. The EVMWD's UWMP projects a 2035 water demand of 65,258 AFY, with a projected supply of 70,581 AFY. The project's anticipated water demand represents approximately 2.3, 1.5, and 1.8 percent of the projected 2035 water surplus in normal, single year dry, and multiple year dry conditions, respectively.

On April 1, 2015, Governor Brown issued Executive Order B-29-15 calling for a 25 percent reduction in consumer water use in response to the historically dry

conditions throughout California. The Governor's Order also includes mandatory actions aimed at reducing water demands, with a particular focus on outdoor water use. With the recent adoption of the State's mandatory water use restrictions, the EVMWD is required to cut water use by 25 percent. In May 2015 the EVMWD declared a Stage 4a Drought Alert, which further establishes restrictions on outdoor water usage, requires use within assigned water budgets, and establishes penalties for non-compliance with the adopted conservation strategies.[1] As a condition of service, on-site water usage would be required to adhere to all EVMWD water conservation requirements and emergency drought regulations. Additionally, as reductions in per capita water usage through implementation Municipal Code Section 17.276.070 are achieved, the project will have a correspondingly reduced effect on total water demand.

Future demand for the UWMP is based on projected growth within EVMWD's service area. The anticipated population growth resulting from project development is consistent with the land use assumptions outlined in the General Plan.[2] Therefore, sufficient water supplies are available to the project and impacts are less than significant.

Based on its UWMP, the EVMWD's total potable water production capacity is currently 66,500 AFY, while the average production is 43,800 AFY. Since the project would use approximately 122.36 AFY, this would only incrementally increase demand and not require the construction of new water treatment facilities or expansion of existing facilities, which could cause significant environmental effects. The EVMWD has commented that the project would be required to connect to the existing 16-inch water line in Clinton Keith Road, install a 12-inch water line in Yamas Drive and pay applicable fees to the EVMWD. Per the EVMWD's development review process, the project applicant will be required to submit plans to for review and approval. No significant impacts associated with the delivery of water to the project site are anticipated; therefore, no mitigation is warranted.

4.17.1.5.2 Storm Water Drainage Requirements

Threshold	Would the proposed project result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

(See Section 4.9 for a more detailed accounting of the project's drainage plan.)

1 http://www.evmwd.com/depts/admin/public_affairs/drought.asp, site accessed, June 8, 2015.

2 The southern portion of the site was rezoned to a higher density residential land use during the most recent update of the City's Housing Element (2013). Based on the previous designation, on-site water demand used in the UWMP would have been less than that identified for the project (approximately 32.7 AFY). The net change in water demand between the previous R-R (Rural Residential) designation and the current proposal is approximately 126.6 AFY and remains well within the surplus identified under the normal, single year dry, and multiple dry year conditions.

The project site is located within the limits of the RCFCWCD's Murrieta Creek/ Murrieta Valley Area Drainage Plan. As part of the development process, the applicant will be required to submit required fees to the RCFCWCD or City prior to the issuance of grading permits.[1]

The project site is currently undeveloped. On-site terrain consists of rolling terrain with four ephemeral stream drainages (previously referenced Figure 4.4.2 in Section 4.4, *Biological Resources*). There are no current impervious surfaces on site so runoff can infiltrate into existing on-site soils. The site's runoff is also diverted to a man-made earthen detention area in the southwest corner of the site.

Off-site flows will be collected and conveyed through the project site. Untreated on-site flows will not co-mingle with off-site flows. Development of the project would result in the construction of impervious surfaces, increasing the amount of runoff on the site. Development of the project would extend off-site storm drain systems throughout the site. While the installation of impervious surfaces will increase the volume of storm water drainage, the on-site storm drain system has been designed to accommodate the post-development storm water flows.

The project hydrology study demonstrated that increases in storm water runoff would be captured and treated by on-site drainage features (refer to Section 4.9, *Hydrology*). Additionally, the site's design will maintain the general pattern of existing flow. With development of the facilities and implementation of the practices detailed in the Final Water Quality Management Plan (WQMP) prepared for the project, no significant drainage or drainage capacity impact would result from the development of the project. The construction of the drainage features detailed in the Final WQMP and Section 4.9 are considered part of the proposed project and the environmental effect of the installation of these features is addressed in previous sections of the EIR. Therefore, development of the project would not result in a significant impact relative to the extension or expansion of storm water drainage facilities. No mitigation is required.

Project Design Features. The project will capture and treat storm water runoff on site as described in Section 4.9 of this EIR, thus ensuring no significant impact on storm water drainage facilities would occur.

4.17.1.6 Significant Impacts

No significant impact relative to impacts related to water supply or water treatment/ conveyance facilities have been identified.

[1] NOP Comment letter, Riverside County Flood Control and Water Conservation District, January 8, 2015.

4.17.1.7 Cumulative Impacts to Water Supply and Storm Drain Facilities

The cumulative area for water supply-related issues is the EVMWD service area. Existing and future development within the EVMWD's service area would demand additional quantities of water. The adopted UWMP projects population within the service area to increase to 185,102 persons by the year 2035. Increases in population, development, and intensity of uses would contribute to increases in the overall regional water demand. Water conservation and recycling measures would reduce the need for increased water supply. Overall, however, total demand is expected to increase from 51,306 AFY in the year 2015 to 65,258 AFY in the year 2035.

As previously identified, MWD will continue to rely on the plans and policies outlined in its RUWMP and IRWP to address water supply shortages and interruptions (including potential shutdowns of SWP pumps) to meet water demands. An aggressive campaign for voluntary conservation and recycled water usage, curtailment of groundwater replenishment water and agricultural water delivery are some of the actions outlined in the RUWMP. The MWD has analyzed the reliability of water delivery through the SWP and the CRA. The MWD's IRWP and RUWMP have concluded that, with the storage and transfer programs developed by the MWD, there will be a reliable source of water to serve its member agencies' needs through 2035. The EVMWD would have water supplies for projected growth through 2035 in wet, dry, and multiple-dry years.

As development occurs, each project will be required to assess its separate and cumulative effect on water supply and water treatment/delivery systems. The existing and future land use patterns/designations and demographic projects for the EVMWD service area are taken into consideration during the development of local and regional water planning documents. As EVMWD and the MWD has established that current and future water supplies are sufficient to address normal, single dry year, and multiple dry year conditions, no cumulatively significant water supply or delivery impact would occur. No mitigation is warranted.

4.17.2 Wastewater Services

4.17.2.1 Existing Setting

The site is currently undeveloped and does not generate any wastewater flow.

Wastewater flow generated by the project would discharge to an existing 18 to 24-inch sewer line on Clinton Keith Road. The project site is within EVWMD's Regional Collection System,[1] which contains approximately 277 miles of sewer mains up to 54 inches in diameter (approximately 54 miles of which are 10 inches in diameter and larger) and 28 lift stations and associated force mains. Wastewater flows within this collection system are conveyed to the EVMWD-operated Regional Water

[1] One of four collection systems within the EVMWD service area.

Reclamation Facility (WRF) located at 14980 Strickland Avenue in Lake Elsinore. The WRF uses an ultraviolet disinfection system designed to treat 8.0 million gallons per day (mgd) average flow and a 16.0 mgd peak flow.[1] The facility currently processes 5.3 mgd.[2] Currently, surplus capacity at the Regional WRF is approximately 2.7 mgd.

NOP/Scoping Comments. The EVMWD comments on the NOP provided requirements for the installation of wastewater lines within roadways fronting the project site.

4.17.2.2 Existing Policies and Regulations for Wastewater Services

Federal Water Pollution Control Act The major piece of Federal legislation dealing with wastewater is the Federal Water Pollution Control Act, which is designed to restore and preserve the integrity of the nation's waters. In addition to the Federal Water Pollution Control Act, other Federal environmental laws have a bearing on the location, type, planning, and funding of wastewater treatment facilities.

Regional Water Quality Control Board. Operation of the Regional WRF is subject to regulations set forth by the California Department of Health Services (DHS) and the Regional Water Quality Control Board (RWQCB). NPDES permits are required for operators of publically owned treatment works, municipal separate storm sewer systems (MS4s), construction, projects, and industrial facilities who discharge to surface waters within the City.

City General Plan. City General Plan policies related to wastewater services include:

Land Use

LU 22.3 Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed residential land use.

LU 23.7 Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.

Administration

LU 1.6 Coordinate with local agencies, such as LAFCO, service providers and utilities, to ensure adequate service provision for new development.

[1] EVMWD Sewer System Management Plan, October 2013.
[2] Waste Discharge Requirements for the EVMWD Regional Water Reclamation Facility.

Infrastructure, Public Facilities & Service Provision

LU 5.2 Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.

Open Space

OS 2.1 Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms.

OS 3.1 Encourage innovative and creative techniques for wastewater treatment, including the use of local water treatment plants.

OS 3.2 Encourage wastewater treatment innovations in rural areas.

OS 4.5 Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.

OS 20.2 Prevent unnecessary extension of public facilities, services, and utilities, for urban uses, into Open Space-Conservation designated areas.

Community Design

LU 25.4 Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.

Table 4.17.D addresses the project's consistency with relevant General Plan policies.

Table 4.17.D: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Land Use	
LU 1.6. Coordinate with local agencies, such as LAFCO, service providers and utilities, to ensure adequate service provision for new development.	**Consistent.** The project will be designed to incorporate required utility improvements per the requirements identified by respective providers, pay required fees, and submit project plans for appropriate review and approval.
LU 5.2. Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.	
LU 22.3. Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed residential land use.	
LU 23.7. Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.	

Table 4.17.D: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
LU 25.4. Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.	
Open Space	
OS 2.1. Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms.	**Consistent.** The project's storm water drainage facilities incorporate features that maximize the on-site infiltration of storm flows.
OS 3.1. Encourage innovative and creative techniques for wastewater treatment, including the use of local water treatment plants.	**Consistent.** The project's storm water drainage facilities incorporate features that maximize the on-site infiltration of storm flows.
OS 4.5. Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.	**Consistent.** The project's storm water drainage facilities incorporate features that maximize the on-site infiltration of storm flows.
OS 20.2. Prevent unnecessary extension of public facilities, services, and utilities, for urban uses, into Open Space-Conservation designated areas.	**Consistent.** The project does not include the extension of utility facilities into or through an area identified for Open Space-Conservation uses.

Source: City of Wildomar General Plan, July 2008.

As detailed in Table 4.17.D, the project is consistent with the cited General Plan policies.

4.17.2.3 Wastewater Services Thresholds of Significance

The proposed project is considered to have a significant impact on wastewater services if any of the following occurs:

- The project would exceed wastewater treatment requirements of the Santa Ana Regional Water Quality Control Board;
- The project would result in a determination by the wastewater treatment provider, which serves or may serve the project, that it lacks adequate capacity to serve the project's projected demand in addition to the provider's existing commitments; and/or
- The project would require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

4.17.2.4 Less than Significant Impacts

4.17.2.4.1 Wastewater Treatment Requirements

Threshold	Would the proposed project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Local governments and water districts are responsible for complying with Federal regulations, both for wastewater plant operation and the collection systems (e.g., sanitary sewers) that convey wastewater to the wastewater treatment facility. Proper operation and maintenance is critical for sewage collection and treatment as impacts from these processes can degrade water resources and affect human health. For these reasons, publicly owned treatment works (POTWs) receive Waste Discharge Requirements (WDRs) to ensure that such wastewater facilities operate in compliance with water quality regulations set forth by the State. WDRs, issued by the State, establish effluent limits on the kinds and quantities of pollutants that POTWs can discharge. These permits also contain pollutant monitoring, recordkeeping, and reporting requirements. POTWs that intend to discharge into the nation's waters must obtain a WDR prior to initiating discharge.

It is anticipated that all wastewater generated by the proposed project would be routed to and treated by the Regional WRF, which is considered to be a POTW, so operational discharge flows treated at the WRF would be required to comply with WDRs for that facility. Compliance with condition or permit requirements established by the City and WDRs at the WRF would ensure that discharges into the wastewater treatment facility system from the operation of the proposed project would not exceed applicable San Diego RWQCB wastewater treatment requirements. Expected wastewater flows from the proposed project will not exceed the capabilities of the serving treatment plant, so no significant impact related to this issue would occur and no mitigation would be required.

4.17.2.4.2 Wastewater Treatment Capacity and/or New or Expanded Wastewater Treatment Facilities

Thresholds	Would the proposed project result in a determination by the wastewater treatment provider, which serves or may serve the project, that it lacks adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
Threshold	Would the proposed project require the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The EVMWD, in its Design Standards and Standard Drawings (2013), estimates a baseline wastewater flow rate of 100 gpcd. Based on this rate, the project would generate approximately 53,300 gallons of wastewater per day (0.053 mgd). This increase is well within the current treatment capacity of the Regional WRF, which is

8.0 mgd. The increase in wastewater flow associated with the project represents 1.97 percent of the WRF's existing surplus capacity, which is 2.7 mgd. Relative to the total surplus capacity, this increase is insignificant and would not require the construction of new or expansion of existing wastewater treatment facilities. Therefore, impacts to wastewater treatment capacity are less than significant and no mitigation is required.

No wastewater conveyance facilities that would serve the project currently operate near or over capacity. The northern portion of the site will be required to connect to the existing 18-inch sewer line within Clinton Keith Road. The applicant will be responsible to install a new sewer line (10 to 12-inch diameter) from the middle property line on Yamas Drive to Prielipp Drive. Per the EVMWD's development review process, the project applicant will be required to submit plans for review and approval. No significant impacts associated with wastewater conveyance facilities are anticipated; therefore, no mitigation is warranted.

4.17.2.5 Significant Impacts

No significant impacts relative to wastewater treatment or conveyance facilities would result from development of the project.

4.17.2.6 Cumulative Impacts to Wastewater Facilities

The cumulative area for wastewater-related issues is the EVMWD service area. Cumulative population increases and development within the service area would increase the overall regional demand for wastewater treatment service. On average, the Regional WRF is designed to treat 8.0 mgd of flow and has a peak capacity to treat 16 mgd. The WRF is expected to have adequate capacity to service the Regional Collection System's needs through 2030.

The project would not have a cumulatively significant impact on wastewater infrastructure because it would not require the expansion of existing infrastructure; only connections to existing infrastructure would be required by the project. By adhering to the wastewater treatment requirements, wastewater from the project site that is processed through the Regional Collection System would meet established standards. As the wastewater from all development within EVMWD's service area would be similarly treated, no cumulatively significant wastewater treatment impact would occur.

4.17.3 Solid Waste Services

4.17.3.1 Existing Setting for Solid Waste Services

Solid waste disposal and recycling services for the project site are provided by Waste Management. Solid waste collected by Waste Management is trucked to the Moreno Valley Transfer Station, located approximately 23 miles from Wildomar in

the City of Moreno Valley. After processing, non-recyclable solid waste is transported for disposal at the El Sobrante Landfill. El Sobrante has a processing capacity of 16,054 tons per day, accepting on average 6,391 tons of waste per working day (2013).[1] Total remaining capacity at this landfill is approximately of 145.5 million tons. This landfill has an expected closure date of January 2045.

NOP/Scoping Comments. No comments were received during the NOP scoping period specifically regarding solid waste service.

4.17.3.2 Existing Policies and Regulations

Assembly Bill 341 (Chapter 476, Statutes of 2011). AB 341 was signed into law in 2011 and established a goal of processing 75 percent of generated waste through source reduction, recycling, or composting activities by the year 2020. The bill also instituted a commercial recycling mandate. In the mandate, businesses that generate four or more cubic yards of waste per week and multifamily developments of five or units are required to arrange for recycling services.

Solid Waste Reuse and Recycling Access Act of 1991. Assembly Bill 1327 (AB 1327) California. Signed into law in 1991, AB 1327 added Chapter 18 to Part 3 of Division 30 of the Public Resources Code. Chapter 18 required the California Integrated Waste Management Board (CIWMB) to develop a model ordinance for adoption of recyclable materials in development projects. Local agencies were then required to adopt the model, or ordinances of their own, in order to govern adequate areas for collection and loading of recyclable materials in development projects by September 1, 1993. If a local agency had not adopted a model ordinance by that date, the CIWMB model would be adopted and enforced by the local agency.

Senate Bill 1016 (SB 1016). The California Integrated Waste Management Act of 1989 (AB 939) requires each jurisdiction to divert 50 percent of its solid waste from being disposed in landfills. The new per capita disposal measurement system (SB 1016, Wiggins, Chapter 343, Statutes of 2008) became effective January 1, 2009. It builds on AB 939 compliance requirements by implementing a simplified measure of local jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator: the per capita disposal rate, which uses only two factors: a jurisdiction's population and its disposal as reported by disposal facilities. SB 1016 changes how each jurisdiction's progress is measured to reach the 50 percent goal for diverting waste from landfills. This measurement is no longer determinative of compliance. In order for the CIWMB and jurisdictions to more properly focus on successful program implementation, SB 1016 shifts from the historical emphasis on

[1] El Sobrante Landfill 2013 Annual Report. Riverside County Waste Management Department, December 2014.

using calculated generation and estimated diversion to using annual disposal as a factor when evaluating jurisdictions' program implementation.

Riverside Countywide Integrated Waste Management Plan. The Riverside Countywide Integrated Waste Management Plan (RCIWMP) was approved by the CIWMB in 1996. The Plan outlines the goals, policies, and programs the County and its cities, and would implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. The RCIWMP is composed of the Riverside Countywide Summary Plan, the Source Reduction and Recycling Element (SRRE) for the County and each of its cities, the Nondisposal Facility Element (NDFE) for the County and each of its cities, the Household Hazardous Waste Element (HHWE) for the County and each of its cities, and the Riverside Countywide Siting Element.

City General Plan. City General Plan policies related to the solid waste include:

Administration

LU 1.6 Coordinate with local agencies, such as LAFCO, service providers and utilities, to ensure adequate service provision for new development.

Infrastructure, Public Facilities & Service Provision

LU 5.2 Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.

Open Space

OS 20.2 Prevent unnecessary extension of public facilities, services, and utilities, for urban uses, into Open Space-Conservation designated areas.

Air Quality

AQ 5.1 Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.

Table 4.17.E addresses the project's consistency with relevant General Plan policies.

Table 4.17.E: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Land Use	
LU 1.6. Coordinate with local agencies, such as LAFCO, service providers and utilities, to ensure adequate service provision for new development.	**Consistent.** Based on a review of anticipated solid waste generation and existing/future landfill capacity, there is sufficient capacity at receiving

Table 4.17.E: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
LU 5.2. Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.	landfills to accept project-related solid waste.
Open Space	
OS 20.2. Prevent unnecessary extension of public facilities, services, and utilities, for urban uses, into Open Space-Conservation designated areas.	**Consistent.** The project does not include the extension of public facilities or service features into or through an area identified for Open Space-Conservation uses.
Air Quality	
AQ 5.1. Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.	**Consistent.** As with all projects, the project will be required to comply with applicable local and State solid waste reduction and recycling guidelines to reduce the amount of solid waste entering receiving landfills.

Source: City of Wildomar General Plan, July 2008.

Table 4.17.E concludes the proposed project is consistent with the City's General Plan.

4.17.3.3 Methodology

The solid waste analysis is based on evaluating the existing capacity of nearby landfills that serve the City, future solid waste capacity that would be available to the City, and the identification of existing solid waste demand and future solid waste demand associated with the development of the proposed project. The analysis also identifies existing City goals, policies, and programs that the City implements to reduce generated waste (refer to Table 4.17.E).

4.17.3.4 Solid Waste Services Thresholds of Significance

Based on Appendix G of the *CEQA Guidelines,* a project is considered to have a significant impact on solid waste services if it results in either of the following:

- The project would be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and/or
- The project would fail to comply with applicable Federal, State, and local statutes and regulations related to solid waste.

4.17.3.5 Less than Significant Impacts

The following solid waste impacts were determined to be less than significant. Adherence to established regulations, standards, and policies would reduce potential solid waste impacts to a less than significant level.

4.17.3.5.1 Solid Waste Facilities

Threshold	Would the proposed project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?

No structures are located on the project site; therefore no demolition activities (or resulting demolition waste) would occur during development. Based on typical construction waste generation factors,[1] site development would generate approximately 461.3 tons of solid waste during construction.[2] On-site construction is anticipated to last approximately one year; therefore, on average, approximately 1.77 tons[3] per day of construction waste may be generated during the course of construction.

Solid waste generated by the proposed on-site uses would be collected and transported to the Moreno Valley Transfer Station, after which non-recyclable material would be sent to El Sobrante Landfill. Based on a solid waste generation of 0.41 ton per person per year, approximately 145.96 tons of solid waste per year would be generated from the residential portion of the project.[4] The retail and office portions of the project would generate 34.40 and 32.73 tons annually, respectively.[5,6] Combined, the project would generate approximately 213.09 tons of solid waste annually (0.58 ton daily).

The existing daily surplus capacity of El Sobrante Landfill is 9,663 tons. Project-generated waste would make up 0.018 and 0.0060 percent of daily surplus capacity at this landfill during the construction and operation of the project, respectively. As adequate daily surplus capacity exists at the receiving landfill, development of the project would not significantly affect current operations or the expected lifetime of the landfill serving the project area. No significant solid waste disposal impact would occur and no mitigation is required.

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1 Tables 3 and 4, Characterization of Building-Related Construction and Demolition Debris in the United States, Franklin Associates, June 1998. http://www.epa.gov/wastes/hazard/generation/sqg/cd-rpt.pdf, site accessed, May 5, 2015.

2 161,783 square feet residential (total) × 4.38 pounds/square foot = 708,613 pounds; 55,000 commercial/office × 3.89 pounds/square foot = 213,950 pounds. Total = 922,563 pounds (461.3 tons).

3 461.3 tons/260 days (52 × 5 work days/week) = 1.77 tons/day.

4 City of Wildomar General Plan Update Draft EIR (2015) (0.41 tons/year/resident × 356 residents = 145.96 tons/year)

5 Table 21, Waste Disposal and Diversion Findings for Selected Industry Groups, Cascadia Consulting, June 2006. Accessed online: http://www.calrecycle.ca.gov/Publications/Documents/Disposal/34106006.pdf.

6 0.86 ton/retail employee/year × 40 employees = 34.40 tons/year; 1.87 pounds/office square foot/year × 35,000 office square feet = 65,450 pounds/year = 32.73 tons/year.

4.17.3.5.2 Solid Waste Reduction

Threshold	Would the proposed project fail to comply with applicable Federal, State, and local statutes and regulations related to solid waste?

The California Integrated Waste Management Act requires each city and county to prepare, adopt, and submit to CalRecycle a source reduction and recycling element that demonstrates how the jurisdiction will meet the Integrated Waste Management Act's mandated waste diversion goals, including a 50 percent or better rate of diversion for solid waste. Each jurisdiction's SRRE must include specific components, as defined in Public Resources Code Sections 41003 and 41303.

The City contracts with franchise solid waste haulers, who offer recycling services to meet the requirements of the City SRRE. The project would be required to coordinate with Waste Management to enact a program for the collection of recyclable materials as established by applicable local, regional, and State programs. Recyclable materials that may be included in such a recycling program include paper products, glass, aluminum, and plastic.

As of July 1, 2012, Assembly Bill 341 (AB 341) requires all businesses in California that generate four or more cubic yards of waste per week to recycle. Waste Management offers a wide variety of recycling services that the project would have access to in order to recycle waste from businesses subject to AB 341.

Additionally, the proposed project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991) and other applicable local, State, and Federal solid waste disposal standards, thereby ensuring that the solid waste stream to regional landfills are reduced in accordance with existing regulations. Impacts are considered less than significant and require no mitigation.

4.17.3.6 Significant Impacts

No significant impacts related to solid waste services or facilities have been identified; therefore, no mitigation is required.

4.17.3.7 Cumulative Impacts to Solid Waste Services

The project and other projects within the City would increase demand for solid waste services. Cumulative projects would result in increased generation of solid waste that would need to be processed at the Moreno Valley Materials Recovery Facility and El Sobrante Landfill. The landfill has an anticipated closure date of January 2045. In addition to the El Sobrante Landfill, five additional regional landfills are available to supplement disposal capacity. With planned expansion activities of landfills in the project vicinity and projected growth rates contained in the City's General Plan EIR, sufficient landfill capacity exists to accommodate future disposal

needs through 2030. Therefore, development according to the City General Plan would not create demands for solid waste services that would exceed the capabilities of the County's waste management system. Consequently, cumulative impacts associated with solid waste within the City would be considered less than significant.

5.0 ADDITIONAL TOPICS REQUIRED BY CEQA

Section 15126 of the *CEQA Guidelines* requires that all aspects of a project must be considered when evaluating its impacts on the environment, including planning, acquisition, development, and operation. As part of this analysis, the EIR must also identify (1) significant environmental effects of the proposed project; (2) significant environmental effects that cannot be avoided if the proposed project is implemented; and (3) growth-inducing impacts.

5.1 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

Table 5.A identifies the significant unavoidable impacts anticipated to result from the proposed project, even with implementation of the project-specific mitigation measures identified in the Chapter 4.0 analysis.

Table 5.A: Significant Environmental Effects That Cannot Be Avoided

Topic	Type of Impact	Impact
Transportation and Traffic	Conflict with Applicable Circulation Plan and Traffic and Level of Service Impacts – Freeway Impacts	Intersection Level of Service impacts would exceed Caltrans standards on freeway mainline segments or at freeway ramps.

In concept, CEQA requires the analysis of impacts of a proposed project on the natural and man-made environment (e.g., new traffic, or loss of on-site habitat) and not impacts of the existing environment on a proposed project. In practice however, CEQA documents examine a number of topics where impacts to projects are examined relative to existing environmental hazards (e.g., earthquake faults and flooding).

In this case, the only significant impact of the proposed project that cannot be mitigated to less than significant levels is its contribution to freeway traffic. The addition of project traffic would contribute to future deficiencies to I-15 freeway facilities. Because the City has no control over State facilities and because the State facilities funded and planned to be developed under future traffic conditions are already anticipated to operate at LOS F even without the proposed project, there are no further improvements that can be imposed upon the project to mitigate its small cumulative contribution to significant impacts to the identified mainline segments and ramp junctions of I-15. While the cumulative effect of the project is small, because there is no feasible method to mitigate, the project will have a significant and unavoidable impact on freeway facilities.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126(c) of the *CEQA Guidelines* mandates that the EIR address any significant irreversible environmental changes that would occur should the project be implemented. An impact would fall into this category if it resulted in any of the following:

- The project would involve a large commitment of non-renewable resources;
- The primary and secondary impacts of the project would generally commit future generations of people to similar uses;
- The project involves uses in which irreversible damage could result from any potential environmental incidents associated with the project; and/or
- The proposed consumption of resources is not justified (i.e., the project could waste energy).

Project construction and operation would utilize non-renewable resources. Construction of the project would include the use of non-renewable fossil fuels, mineral aggregates, and other construction materials. Project operation would include the use of non-renewable resources such as natural gas and electricity.[1]

Per the City's General Plan, the project site is designated for the development of urban uses. Whether the project is developed or not, it is likely the project site would be developed sometime in the future with a mix of uses similar to those proposed. For this reason, the project does not rely on adjacent or off-site improvements that would be required in the future. Therefore, approval of this project would not require that any other properties be developed.

As described in Section 4.8, Hazards, the project does not propose any hazardous use that could cause irreversible damage to the environment. In addition, the proposed General Plan Amendment and Zone Change are a response to the City's desire to establish a pattern of development and provide additional employment opportunities. The redesignation of the southern portion of the project site to multiple-family residential was a result of the City's Housing Element update, which in turn responded to the Regional Housing Needs Assessment (RHNA) that required the City have a greater number of multifamily units than were currently zoned for. Resources used and consumed by this project are appropriate and justified because the project accommodates the growth planned for in the City as described in the City General Plan and Housing Element.

[1] Approximately 73.47 percent of electricity used in California is from non-renewable sources such as coal, natural gas, nuclear, and oil. Total Electricity System Power, California Energy Commission, http://energyalmanac.ca.gov/electricity/total_system_power.html, website accessed March 19, 2015.

5.3 GROWTH-INDUCING IMPACTS

Section 15126.2(d) of the *CEQA Guidelines* mandates that the EIR must address whether the proposed project could cause growth-inducing impacts. An impact would fall into this category if it resulted in any of the following:

- The project would cause economic or population growth or construct new housing;
- The project would remove obstacles to population growth;
- The project would tax existing community service facilities; and/or
- The project would encourage or facilitate other activities that could significantly affect the environment.

The proposed project would incrementally induce direct growth in the City by providing new housing and economic opportunities. As identified in Section 4.13 (*Population and Housing*) of the EIR, the 162 multifamily apartment units proposed could directly increase the City's population by approximately 356 people. The proposed office and commercial/retail space could contribute to economic growth in the City by increasing the "value" of the site through the creation of jobs and increased tax revenues. The southern portion of the project is currently zoned for the proposed multifamily apartments. Although the northern portion of the project site requires a General Plan Amendment and a Zone Change, both the existing and proposed land uses would induce growth in the City. Therefore, the proposed growth from the project is anticipated in City and regional plans.

The project does not include expansion of a utility facility or major roadway into undeveloped land that would provide an impetus for population growth in the City. Based on the General Plan land use designations and zoning, the project provides the intended and planned for use of the project site. Although the project includes a General Plan Amendment and Zone Change, it is not a substantial change in land use or land use patterns in the area.

As described in Sections 4.14 and 4.17 (*Public Services* and *Utilities and Service Systems*, respectively,) the project will not significantly increase the need for public services such as police, fire, and schools or require new or expanded water, wastewater, or solid waste facilities. The payment of required development impact fees, assessments, taxes, and other fees will appropriately fund required public services and contribute to the maintenance of public infrastructure serving the project.

The impact analyses included in Section 4.0 of the EIR include discussions of the project's potential cumulative environmental impacts. These analyses have determined that the project would not encourage or facilitate any activities that would result in significant cumulative impacts to the environment. The proposed project causes economic or population growth by the construction new housing and the

change in General Plan land use designation and zoning in the northern portion of the site will remove obstacles to growth by allowing commercial development. However, this growth is planned for in City and in regional planning documents because the southern portion of the project site is currently zoned for the proposed multifamily apartments. The change to the General Plan designation and zoning of the northern portion would not result in development substantially different from what would be built under the existing General Plan designation and zoning.

5.4 ENERGY CONSUMPTION

Appendix F of the *CEQA Guidelines* requires that, to the extent relevant and applicable to a project, an EIR address the potentially significant energy implications of a project. The following discussion provides an inventory of the project's potential energy consumption and details the design features and mitigation measures that have been identified to reduce the consumption of energy.

5.4.1 Project Energy Consumption

5.4.1.1 Short-Term Construction

Construction of the proposed project would consist of grading, building construction, paving, and architectural coatings. Tables 5.B estimates fuel consumption for the equipment anticipated to be used during construction activities.

Table 5.B: Construction Fuel Consumption, Off-Road Equipment

Phase	Equipment	Quantity	Fuel Use (gal/hour)[2]	Duration (total hours)[1]	Total Fuel Consumption (gallons)[3]
Grading	Excavators	2	2.4	600	2,880
Grading	Graders	1	3.1	600	1,860
Grading	Off-Highway Trucks	1	2.0	600	1,200
Grading	Rubber Tired Dozers	1	3.1	600	1,860
Grading	Scrapers	2	14.0	600	16,800
Grading	Tractors/Loaders/ Backhoes	2	1.0	600	16,800
Building Construction	Cranes	1	6.0	2,400	14,400
Building Construction	Forklifts	3	1.1	2,400	7,920
Building Construction	Generator Sets	1	1.2	2,400	2,880
Building Construction	Tractors/Loaders/ Backhoes	3	1.0	2,400	7,200
Building Construction	Welders	1	1.5	2,400	3,600
Paving	Pavers	2	3.3[4]	160	1,056
Paving	Paving Equipment	2	3.3[4]	160	1,056

Table 5.B: Construction Fuel Consumption, Off-Road Equipment

Phase	Equipment	Quantity	Fuel Use (gal/hour)[2]	Duration (total hours)[1]	Total Fuel Consumption (gallons)[3]
Paving	Rollers	2	3.3[4]	160	1,056
Architectural Coating	Air Compressor	1	3.3[4]	360	1,188
Total					**81,756**

1 Duration data obtained from CalEEMod model, Air Quality Impact Analysis (EIR Appendix B) and Greenhouse Gas Analysis (EIR Appendix F.)

2 *Transportation Research Record*, Results of Comprehensive Field Study of Fuel Use and Emissions of Nonroad Diesel Construction Equipment, Table 2, H. Christopher Frey, Ph.D., et al. Lewis, February 17, 2010, http://etd.lib.ncsu.edu/publications/bitstream/1840.2/2322/1/214+Comprehensive+Field+Study+of+Fuel+Use+and+Emission+of+Nonroad+Diesel+Construction+Equipment.pdf, website accessed March 27, 2015. And, Transportation Research Board, NCHRP Report 744: Fuel Usage Factors in Highway and Bridge Construction, 2013, https://books.google.com/books?id=YUApIoUEFVcC&pg=PA61&lpg=PA61&dq=general+gallons+per+hour+for+typical+construction+equipment&source=bl&ots=AqDlNyg9_E&sig=mIvrihWivP0glFy4BvInssfi1r0&hl=en&sa=X&ei=G58VVYCjG9esyATk34KQCA&sqi=2&ved=0CD4Q6AEwBQ#v=onepage&q=general%20gallons%20per%20hour%20for%20typical%20construction%20equipment&f=false, website accessed March 27, 2015.

3 Total Fuel Consumption calculated by multiplying Quantity × Fuel Use × Duration. For example Rubber Tired Dozers Total Fuel Consumption of all vehicles of that type is: 2 × 2.4 × 600 = 2,880 gallons of fuel.

4 Based on the average fuel consumption of typical construction equipment.

As detailed in Table 5.B, construction equipment would consume approximately 81,756 gallons of fuel. As described in Section 4.3 (*Air Quality*), **Mitigation Measure 4.3.6.1B** requires that all rubber tired dozers and scrapers used during grading operations be California Air Resource Board (CARB) Tier 3 certified or better. The use of Tier-3 off-road engines would not only reduce exhaust emissions, but would also improve the fuel economy of the equipment fleet. **Mitigation Measure 4.3.6.1D** ensures construction equipment idling is minimized. These two mitigation measures would improve the fuel efficiency of construction equipment and minimize waste. There are no unusual project characteristics requiring the use of less fuel-efficient construction equipment; therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similarly sized development projects.

5.4.1.2 Long Term Operations

Transportation Energy Demand. The number of annual vehicle miles traveled (VMT) provided in the Air Quality Analysis (Appendix B) and the average fuel economy provided by the U.S. Energy Information Administration, were used to estimate vehicular fuel during occupation/operation of the project. An estimate of the annual fuel consumed by vehicles traveling to and from the project is provided in Table 5.C.

Table 5.C: Vehicular Fuel Consumption (Operations)

Land Uses	Annual Vehicle Miles Traveled (VMT)[1]	Fuel Consumption (gallons)[2]
Apartments	2,455,146	140,294.1

Table 5.C: Vehicular Fuel Consumption (Operations)

Land Uses	Annual Vehicle Miles Traveled (VMT)[1]	Fuel Consumption (gallons)[2]
City Park	6,188	353.6
Office Building	1,800,168	102,866.7
Shopping Center	1,224,401	69,965.77
Total		**313,480.2**

1. *Clinton Keith Road (APN: 380-250-003) "Grove Park" Air Quality Impact Analysis, City of Wildomar,* Urban Crossroads, March 2, 2015. (Appendix B)
2. Calculated by dividing the VMT by 17.5 miles/gallon based on Annual Energy Review, Table 2.8 Motor Vehicle Mileage, Fuel Consumption, and Fuel Economy, 1949–2010. U.S. Energy Information Administration, http://www.eia.gov/totalenergy/data/annual/showtext.cfm?t=ptb0208, website accessed March 27, 2015.

Approximately 313,480.2 gallons of fuel a year are anticipated to be consumed during the occupation/operation of the project. Riverside Transit Authority could potentially serve the project: RTA Route 23 runs along Prielipp Road south of the project site, and turns onto Inland Valley Drive as well, with a stop approximately 0.18 mile from the project site, while RTA 7 runs along Clinton Keith Road and turns onto Inland Valley Drive, which runs parallel to the future extension of Yamas Drive. The Route 7 stop nearest to the site is approximately 0.15 mile west of the site. Both transit stops are well within walking distance for those residing and working on the project site.

The Wildomar area is jobs poor and housing rich and it can be reasonably assumed residents of the multifamily dwelling units would commute to jobs outside of the City. According to SCAG, 97.07 percent of City residents commute outside the City for work. Top work destinations include Temecula, Murrieta, and Lake Elsinore.[1] The proximity of the project site to existing transit could reduce the number of trips to and from the project site. The amount of any such reduction would be dependent on usage and cannot be accurately predicted at this time. Fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Building Energy Demand. The proposed project would be expected to demand approximately 2.3 billion British Thermal Units (BTUs)[2] of natural gas per year and 1.5 million kilowatt hours (kWh) of electricity per year (*Greenhouse Gas Analysis* Appendix F). The project would involve operations typical of multifamily residential and office/commercial uses, requiring electricity and natural gas for typical lighting, climate control, and day-to-day activities. The proposed project would incorporate several water, energy, solid waste, and land use efficiency measures through compliance with California's Title 24 Green Building Code.

[1] *Profile of the City of Wildomar*, Southern California Association of Governments, May 2013, http://www.scag.ca.gov/Documents/Wildomar.pdf (accessed April 8, 2015).

[2] 1 BTU equals the approximate energy needed to heat one pound of water. 1 BTU/hour = 0.293 watt.

Energy Efficiency Measures. The Green Building Code requires a variety of measures that will reduce the consumption of energy by the proposed project. Examples of mandatory measures that will be applied to the project include restricted faucet flows, restricted irrigation flows, construction waste management plans, best management practices during construction, and architectural paint and coating VOC limits. The Green Building Code also requires compliance with all applicable Building Energy Efficiency Standards such as air conditioning efficiency requirements, lighting control, and installation requirements. Therefore, the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar residential/commercial subdivisions within the region.

The project would adhere to all Federal, State, and local requirements for energy efficiency, including the Title 24 standards, as well as the project's design features. The proposed project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. This analysis is consistent with and meets the requirements of Appendix F of the State CEQA Guidelines regarding energy conservation.

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6.0 ALTERNATIVES

6.1 INTRODUCTION

An EIR must identify ways to mitigate or avoid a project's significant effects on the environment. In compliance with *CEQA Guidelines* Section 15126.6(a), the EIR must describe " ... a range of reasonable alternatives to the project, or to the location of the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project." The EIR need not consider every conceivable alternative; rather it must consider a reasonable range of potentially feasible alternatives to the project, or to the location of the project, which would avoid or substantially lessen significant effects of the project, even if "… these alternatives would impede to some degree the attainment of the project objectives, or would be more costly" (*CEQA Guidelines* Section 15126.6(b)). The discussion of project alternatives must "… include sufficient information about each (to) allow meaningful evaluation, analysis, and comparison with the proposed project." An EIR must evaluate a "No Project" alternative in order to allow decision-makers to compare the effect of approving the project to the effect of not approving the project.

The City, acting as the CEQA Lead Agency, is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. The range of alternatives addressed in an EIR is governed by a "rule of reason," which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Of the alternatives considered, the EIR need examine in detail only those the Lead Agency determines could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. Per *CEQA Guidelines* Section 15364, "feasible" has been defined as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, and environmental, legal, social, and technological factors."

6.1.1 Summary of the Proposed Project

The proposed project envisions the construction and occupation of a mixed-use (horizontal) development. The approximately 19.4-acre property is divided into north and south sites, with proposed on-site development of approximately 55,000 square feet of commercial/retail uses adjacent to Clinton Keith Road and construction of eight three-story multiple-family apartment buildings (162 units) on the southern portion of the site. The project includes an approximately 1.8-acre passive public park and trailhead proposed directly south of the commercial development and preserves an approximately 1.3-acre natural open space area including an on-site grove of coastal live oaks. The project includes a proposal to change the current

General Plan Land Use designation on the northern portion of the site from Business Park (BP) to Commercial Retail (CR).

The project proposes to change the current zoning for the northern portion of the site from R-R (Rural Residential) to C-P-S (Scenic Highway Commercial) to accommodate the project's proposed commercial/retail uses.

6.1.2 Project Objectives

The primary project objective is the development of the site with uses that are consistent with the policies and development guidelines established by the City, specifically to:

- Establish a mixed-use community for Wildomar with a balance of land uses including commercial, multifamily housing, and recreation.
- Deliver an appropriately sized commercial center that provides a mix of retail and office uses with opportunities for employment growth and increased sales tax for Wildomar.
- Provide rental housing opportunities in a quality multifamily setting at a scale and character appropriate to the site and adjacent existing and future developments.
- Utilize architectural styles and design elements that reflect Wildomar's heritage, namely through the use of Ranch, Farmhouse, and Craftsman styles.
- Incorporate a public park within the project site for the overall Wildomar community.
- Preserve the existing on-site oak grove to the maximum extent feasible.
- Create a walkable community that provides convenient non-vehicular access from the residential area to the public park and commercial center.
- Implement a trail system for the project consistent with the Wildomar Multi-Use Trails Master Plan.

6.1.3 Summary of the Proposed Project's Significant Impacts

The analysis provided in Section 4.0 determined that, despite the implementation of mitigation measures, significant environmental impacts would result from the construction and operation of the proposed project. To satisfactorily provide the CEQA-mandated alternatives analysis, the alternatives considered must reduce or eliminate the following significant impact:

- Traffic: Cumulative Freeway Level of Service impacts.

6.2 ALTERNATIVES CONSIDERED BUT NOT ANALYZED FURTHER

In determining an appropriate range of alternatives to be evaluated in the EIR, several possible alternatives were considered by the lead agency and eventually rejected because they could not accomplish the basic objectives of the project as listed above or they were considered infeasible. Per the *CEQA Guidelines* (Section 15126.6(c)), factors that may be considered when addressing the feasibility of alternatives include failure to meet most of the stated project objectives, infeasibility, or inability to avoid environmental effects. As outlined in the Project Objectives, the proposed project would provide additional medium to high density housing and limited commercial uses in the southwestern portion of the City.

Clinton Keith Road provides an important connection between the Cities of Wildomar and Murrieta and between I-15 and I-215. In the City, Clinton Keith Road is anchored by a large retail development at the I-15 interchange. Multiple-family residential development fronts Clinton Keith Road west of Inland Valley Drive. Single-family residential uses are located on both sides of the Clinton Keith Road in the eastern portion of the City. This development pattern continues along Clinton Keith Road through the City of Murrieta to I-215.

6.2.1 No Project (Build) Alternative

CEQA states that the “No Project” alternative usually proceeds along one of two lines: either the continuation of the existing plan, policy, or operation, or the circumstance(s) in which the project does not proceed. In the latter case, if a project is disapproved, the “No Project” discussion can include predictable actions by others. Because of the site’s existing land use designations, location along Clinton Keith Road, and proximity to similar development, it is highly reasonable that in the event this specific project is disapproved, some form of on-site development will be subsequently approved. The current Business Park (BP) designation on the northern portion of the site allows employee-intensive uses, including research and development, technology centers, corporate offices, ‘clean’ industry, and supporting retail uses. The current Highest Density Residential (HHDR) designation on the southern portion of the site anticipates the development of multi-storied, multiple-family residential development (apartments and/or condominiums) at a density of 20 or more units per acre.

Under this alternative, the current General Plan designations would be retained. Given the existing HHDR land use designation on the southern portion of the site and the adjacency of similar residential uses, it is anticipated that residential development at the same scale as proposed by the project would occur on the southern portion of the site under this alternative. Utilizing a minimum FAR of 0.25, the developable area on the northern portion of the site would be approximately 52,270 square feet of “Business Park” uses, or approximately 95 percent of the

amount proposed by the proposed project (55,000 square feet). It is reasonable any "Business Park" uses under this alternative would be substantially similar to the mix of uses envisioned under the proposed project; therefore, a generally similar level of traffic would be anticipated. As this alternative would not reduce the identified significant project-related impacts, it was removed from further consideration.

6.2.2 Alternate Site

The predominant question in the selection of an alternate site is whether any of the significant effects of the project would be avoided or substantially lessened by developing the project at another location. Development of an alternate site with the same amount and intensity of uses would likely result in the similar levels of traffic, produce the same level of air pollutant and greenhouse gas emissions, generate the same increased demand for public services, parks, and public utilities, and allow similar increases in local population as the proposed project; therefore, it is reasonable the impacts associated with the development of the project at any alternate location would be correspondingly similar. The only significant and unavoidable impact identified in the Draft EIR was impacts to I-15 facilities. These impacts would result, with or without development of the proposed project. The development of the proposed project at any alternate location in the City would not alter this condition.

Only locations that would avoid or substantially lessen the significant effects of a project need be considered in the EIR. Because the development of similar uses at an alternate site would be expected to result in impacts equal to and similar to the proposed project, consideration of an alternate site alternative was rejected from further consideration.

6.2.3 Business Park Alternative

This alternative envisions approval of a General Plan Amendment on the southern portion of the site from Highest Density Residential (HHDR) to Business Park (BP). To account for required slopes and preservation of the on-site oak grove, this alternative assumes development within the same general footprint as the proposed project.[1] Assuming a minimum FAR of 0.25, this alternative could accommodate up to 130,680 square feet of office, commercial, and related business park uses. This alternative assumes development of 55,0000 square feet of commercial and office uses along Clinton Keith Road and 78,400 square feet of additional "Business Park" uses on the southern portion of the site.[2] The a.m., p.m., and daily trip generation rates associated with business park, office, and commercial uses are substantially more than that of residential uses;[3] therefore, it is reasonable to expect that overall

[1] Includes 4.8 and 7.2 developable acres on the north and south portions of the site, respectively.
[2] 7.8 acres × 0.25 FAR = 78,408 square feet.
[3] Multifamily: a.m. peak, 0.51 trip/unit; p.m. peak, 0.62 trip/unit; daily, 6.5 trips/unit.
Office: a.m. peak, 2.39 trips/1,000 sf; p.m. peak, 3.57 trips/1,000 sf; daily, 36.13 trips/1,000 sf.
Commercial: a.m. peak, 0.96 trip/1,000 sf; p.m. peak, 3.71 trips/1,000 sf; daily, 42.70 trips/1,000 sf.

traffic generated with Business Park development of the entire site would exceed the traffic identified with the proposed project. Under this alternative, development of the entire project site with a mix of uses allowed under the Business Park designation would not reduce traffic volumes in the project area or impacts to I-15. Additionally, replacing the Highest Density Residential designation on the southern portion of the site with a non-residential designation would be inconsistent with the City's adopted Housing Element and would not meet the primary project objectives; therefore, this alternative was removed from further consideration.

6.3 DEVELOPMENT OF ALTERNATIVES

No project alternatives were specifically identified during the project's NOP comment period or the Public Scoping Meeting. The following alternatives have been identified and evaluated to provide decision-makers with a reasonable range of alternatives that would eliminate or reduce the impacts of the project. Factors considered in selecting the alternatives include site suitability, availability of infrastructure, other plans or regulatory limitations, economic viability, and whether the project proponent can reasonably acquire, control, or otherwise have access to an alternative site. An EIR need not consider an alternative whose impact cannot be reasonably ascertained and whose implementation is remote or speculative. In accordance with *CEQA Guidelines*, the alternatives considered in this EIR include those that (1) could accomplish most of the basic objectives of the project, (2) are reasonably feasible given the nature of the project and surrounding land uses, and (3) could avoid or mitigate the significant impacts of the proposed project.

Table 6.A summarizes the characteristics of the project alternatives.

Table 6.A: Description of Analyzed Alternatives

Project Alternative	Alternative Description
Proposed Project	Development of 55,000 square feet of office/commercial space, 162 multiple-family units, passive park, on-site oak grove, and ancillary features.
Alternative 1 No Project	No General Plan Amendment or zone change would occur. No development would occur on site.
Alternative 2 Multifamily Alternative	This alternative assumes development of up to 96 multiple-family dwellings on the northern portion of the site. Overall residential development would total 258 multifamily dwellings. A General Plan Amendment (B-P to HHDR) and Zone Change (R-R to R-4) on the northern portion of the site would be required. The on-site oak grove, passive park, and retention basin would be retained.
Alternative 3 Reduced Density Residential Alternative	Assumes development of 55,000 square feet of commercial/office uses on the northern portion of the site and 90 single-family small lot residential units on the southern portion of the site. On the northern portion of the site, the proposed General Plan Amendment and Zone Change would remain in effect under this alternative. On the southern portion of the site, this alternative envisions a General Plan Amendment from Highest Density Residential (HHDR) to High Density Residential (HDR) and a

Business Park: a.m. peak 1.40 trips/1,000 sf; p.m. peak, 1.26 trips/1,000 sf; daily, 12.44 trips/1,000 sf.

Table 6.A: Description of Analyzed Alternatives

Project Alternative	Alternative Description
	Zone Change from R-R (Rural Residential) to R-4 (Planned Residential). This alternative would reduce overall residential density of the project and retain the on-site oak grove, passive public park, and retention basin.
Alternative 4 Reduced Density Office/ Commercial Alternative	The southern portion of the project site would be retained as proposed by the project and a General Plan Amendment and Zone Change similar to the proposed project would remain in place on the northern portion of the site. The amount of development on the northern portion of the site would be reduced to 25,000 square feet of office space and 16,000 square feet of commercial uses. This alternative would retain the on-site oak grove, passive public park, and retention basin.

Source: LSA Associates, Inc. 2015

6.3.1 Alternative 1: No Project (No Build) Alternative

The No Project Alternative provides a comparison between the environmental impacts of the project in contrast to the environmental impacts that could result from not approving, or denying, the project. Under the No Project Alternative, the site would remain in its existing condition and no development would occur. Under this alternative, the project site would retain its existing General Plan and zoning designation and would remain undeveloped.

6.3.2 Alternative 2: Multifamily Residential Alternative

Under this alternative, the northern portion of the site's General Plan designation would be changed from Business Park (BP) to Highest Density Residential (HHDR.) This area's zoning would be changed from R-R (Rural Residential) to R-4 (Planned Residential). This alternative would allow the development of up to 96 multiple-family units on 4.8 acres along Clinton Keith Road. The proposed 162 multiple-family residential units on the southern portion of the site, retention basin, passive park, oak grove, manufactured slopes, and related features would be retained. Overall site development would total 258 multifamily dwellings, ancillary features, and site improvements.

6.3.3 Alternative 3: Reduced Density Residential Alternative

The development plan for the northern portion of the site including a proposed General Plan Amendment and Zone Change would remain in effect under this alternative. The development of 55,000 square feet of office and commercial use would still take place. On the southern portion of the site, this alternative envisions a General Plan Amendment from Highest Density Residential (HHDR) to High Density Residential (HDR). This designation allows detached, small lot single-family and attached single-family homes, patio homes, zero lot line homes, multifamily apartments, duplexes, and townhouses and would reduce the overall residential density of the site. The potential for clustered development is provided for in this

land use category. The density range is 8.0 to 14.0 dwelling units per acre. The retention basin, passive park, oak grove, manufactured slopes, and related features would be retained. Under this alternative, 90 single-family residences (3,500-square foot minimum lots, 12.5 dwelling units per acre) and 55,000 square feet of commercial/office uses would be developed on site.

6.3.4 Alternative 4: Reduced Density Office/Commercial Alternative

The southern portion of the project site would be retained as proposed by the project. A General Plan Amendment and Zone Change on the northern portion of the site similar to the proposed project would occur. Using a minimal FAR of 0.2, the amount of development on the northern portion of the site would be approximately 41,000 square feet. For this alternative, this development potential is divided into 25,000 square feet of office space and 16,000 square feet commercial uses. This alternative would retain the on-site oak grove, passive public park and trailhead, and retention basin.

6.4 ANALYSIS OF ALTERNATIVES

The following sections evaluate and compare the impacts of the alternatives to the proposed project, by each environmental topic presented in Section 4.0 of this EIR. After that, Section 6.5 examines potential alternative sites for the project, while Section 6.6 summarizes the impacts of each alternative and determines if or to what degree each alternative achieves the objectives of the project.

The only significant and unavoidable impact associated with the proposed project is impacts to I-15 facilities. The anticipated daily vehicular trips associated with the project alternatives are identified in Table 6.B.

Table 6.B: Comparison of Daily Trips under the Project Alternatives

Alternative	Single-Family	Multifamily	Office	Commercial	Park	Daily Trips
Proposed Project[1]	0	979	1,222	488	3	2,691
1: No Project Alternative	0	0	0	0	0	0
2: Multifamily Residential Alternative	0	1,716[2]	0	0	3	1,716
3: Reduced Density Residential Alternative	769[3]	0	1,222	488	3	2,482
4: Reduced Office/Commercial Density Alternative	0	979	860[4]	375[4]	3	2,217

1. Table 4-1 and 4-1, Clinton Keith Road (APN: 380-250-003) "Grove Park" Traffic Impact Analysis, City of Wildomar, Urban Crossroads, (revised) March 5, 2015.
2. Due to absence of office/commercial uses under this alternative, the internal capture identified under the proposed project is not assumed.
3. ITE Land Use Code: 210, 9.52 Daily/Trips per unit. Internal capture with office/commercial uses assumed.
4. Internal capture with office/commercial uses and pass-by trips assumed.

Utilizing the demand rates identified in Section 4.17, the estimated utility demands of each project alternative have been identified (Table 6.C).

Table 6.C: Utility Service Demand under the Project Alternatives

Alternative	Single-Family	Multifamily	Office	Commercial	Total
Water Demand (gpd)					
Proposed Project	0	88,288	14,859	6,080	109,277
1: No Project Alternative	0	0	0	0	0
2: Multifamily Residential Alternative	0	140,764	0	0	140,764
3: Reduced Density Residential Alternative	69,192[1]	0	14,859	6,080	90,130
4: Reduced Office/Commercial Density Alternative	0	88,288	10,541	4,864	103,704
Wastewater Flow (gpd)					
Proposed Project	53,300 (0.0533 mgd)				
1: No Project Alternative	0				
2: Multifamily Residential Alternative	56,800 (0.0568 mgd)				
3: Reduced Density Residential Alternative	27,900 (0.0279 mgd)				
4: Reduced Density Office/ Commercial Alternative	49,100 (0.0490 mgd)				
Solid Waste (ton/day)					
Proposed Project	0.580				
1: No Project Alternative	0				
2: Multifamily Residential Alternative	0.638				
3: Reduced Density Residential Alternative	0.497				
4: Reduced Density Office/ Commercial Alternative	0.558				

[1] Based on a population assumption of 3.1 persons/unit.

6.4.1 Alternative 1: No Project Alternative

The No Project Alternative provides a comparison between the environmental impacts of the project in contrast to the environmental impacts that could result from not approving, or denying, the project. Under the No Project Alternative, the site would remain in its existing condition and no development would occur. Under this alternative, the project site would retain its existing General Plan and zoning designations and would remain undeveloped.

Table 6.D addresses how the No Project alternative meets the stated project objectives.

Table 6.D: Comparison of No Project Alternative to the Project Objectives

Project Objectives	Does the Alternative Meet the Project Objectives?
Establish a mixed-use community for Wildomar with a balance of land uses including commercial, multifamily housing, and recreation.	No
Deliver an appropriately sized commercial center that provides a mix of retail and office uses with opportunities for employment growth and increased sales tax for Wildomar.	No
Provide rental housing opportunities in a quality multifamily setting at a scale and character appropriate to the site and adjacent existing and future developments.	No
Utilize architectural styles and design elements that reflect Wildomar's heritage, namely through the use of Ranch, Farmhouse, and Craftsman styles.	No
Incorporate a public park within the project site for the overall Wildomar community.	No
Preserve the existing on-site oak grove to the maximum extent feasible.	Yes
Create a walkable community that provides convenient non-vehicular access from the residential area to the public park and commercial center.	No
Implement a trail system for the project consistent with the Wildomar Multi-Use Trails Master Plan.	No

Aesthetics: No significant aesthetic or visual resource impact was identified in the EIR for the proposed project. Under this alternative, the site would remain in its current condition and would not alter the existing views or the existing visual character of the site or area. No change in the significance of the impact identified in the EIR would occur.

Agriculture and Forestry Resources: The project site is not designated for agricultural uses, nor are agricultural or forestry resources located on site. Similar to the proposed project, development of this alternative would have no impact on these resources.

Air Quality: As no development would occur on site, this alternative would not generate additional vehicle trips on area roadways or contain any on-site stationary sources of air emissions. The absence of project construction or additional vehicle trips would result in a reduction in the volume site-generated air pollutants compared to the proposed project. The mitigated air quality impacts under the proposed project would not occur and the air quality impacts under this alternative would be reduced.

Biological Resources: The site would be retained in its current condition. No disturbance of on-site riparian areas or habitat would occur. Although impacts under the proposed project would also be less than significant with mitigation, compared to the proposed project, impacts on biological resources would be reduced.

Cultural Resources: Under this alternative, the large-scale mass grading of the project site would not occur. Although impacts under the proposed project would also be less than significant with mitigation, compared to the proposed project, impacts on cultural resources would be reduced since there would be no ground disturbance.

Geology and Soils: No significant impacts related to geology and soils were identified for the proposed project. As the site would remain in its present condition, similar to the proposed project, there would be no potential impacts to future structures from geotechnical hazards.

Greenhouse Gas/Global Climate Change: As no development would occur on site, this alternative would not generate additional vehicle trips on area roadways or contain any on-site stationary sources of greenhouse gas emissions. The absence of project construction, additional vehicle trips, or stationary emission sources would eliminate site-generated greenhouse gas emissions. The mitigated greenhouse gas/ global climate change impacts under the proposed project would not occur. Compared to the proposed project, the impacts under this alternative would be reduced.

Hazards and Hazardous Materials: No evidence of recognized hazardous environmental conditions was detected within the project site. In the absence of any on-site uses, there would be no increased impacts from hazards or hazardous materials associated with construction or new land uses. Potential impacts under this alternative would be similar to that associated with the proposed project and would be less than significant.

Hydrology and Water Quality: Currently, drainage flows are transported via four ephemeral streams toward two downstream locations: a drainage feature at the westerly project boundary and a man-made detention basin in the southwest corner of the site. This pattern of drainage would be retained under this alternative. The mitigated impacts associated with the proposed project would not occur under this alternative. Compared to the proposed project, the impacts under this alternative would be reduced.

Land Use: The site would retain its current General Plan and zoning designations. The Draft EIR concluded that the project would not result in significant land use and planning impacts. Compared to the proposed project, no more significant impact land use impact under this alternative would occur.

Mineral Resources: The project site is designated as an area with mineral resources of undetermined value and is not considered a locally important mineral resource recovery site. Neither the General Plan nor the zoning ordinance designate the site for mining or mineral extraction uses. Because no development would occur on site under this alternative, the impact would be similar as the proposed project.

Noise: Compared to the proposed project, this alternative would eliminate on-site construction noise, reduce traffic-related noise on local roadways, and remove stationary noise sources from the site. The mitigated noise impacts under proposed project would not occur. Compared to the proposed project, the noise impacts under this alternative would be reduced.

Population and Housing: Under this alternative, the development of housing or corresponding increase in population would not occur. While the overall population of the City could be reduced under this alternative, like the proposed project, no significant impact would occur.

Public Services: This alternative would not necessitate the construction of new or expansion of existing public service (e.g., police, fire, school, and library) facilities; therefore, no significant impact would occur. With the elimination of the proposed housing and potential new residents under this alternative, compared to the proposed project, a reduction in the demand for public services would occur. The public service impact associated with this alternative would be reduced and less than significant.

Recreation: This alternative retains the on-site oak grove but would not provide the proposed park or improved trail. With no change in the local population, no increase in the demand park and recreation services/facilities would occur. The less than significant park impact under this alternative is similar to that resulting from development of the proposed project.

Traffic: The daily vehicle trips associated with the proposed project would be eliminated under this alternative. The elimination of vehicle trips would proportionally reduce the level of significance of traffic impacts on local roadways and intersections. I-15 does not meet Caltrans LOS standards even without development of the project. Even without the direct contribution of site-specific traffic, the cumulative impact on I-15 facilities associated with this alternative would be similar to the proposed project's.

Utilities: Because no on-site development would occur, this alternative would not necessitate the construction of new or expansion of existing public utility facilities. With the elimination of the proposed commercial/office and housing and potential new residents under this alternative, compared to the proposed project, a reduction in the demand for public utilities would occur. The public utility impact associated with this alternative would be reduced and still less than significant.

6.4.2 Alternative 2: Multifamily Residential Alternative

Under this alternative, the General Plan designation of the northern portion of the site would change from Business Park (BP) to Highest Density Residential (HHDR.) and the zoning would be changed from R-R (Rural Residential) to R-4 (Planned Residential). This alternative would allow the development of up to 96 multiple-family

units on 4.8 acres along Clinton Keith Road. The proposed 162 multiple-family residential units on the southern portion of the site, retention basin, passive public park and trailhead, preserved oak grove, manufactured slopes and related features would be retained. Overall site development would total 258 multifamily dwellings, ancillary features, and site improvements.

Table 6.E identifies how this alternative satisfies the stated project objectives.

Table 6.E: Comparison of Multifamily Residential Alternative to the Project Objectives

Project Objectives	Does the Alternative Meet the Project Objectives?
Establish a mixed-use community for Wildomar with a balance of land uses including commercial, multifamily housing, and recreation.	No
Deliver an appropriately sized commercial center that provides a mix of retail and office uses with opportunities for employment growth and increased sales tax for Wildomar.	No
Provide rental housing opportunities in a quality multifamily setting at a scale and character appropriate to the site and adjacent existing and future developments.	Yes
Utilize architectural styles and design elements that reflect Wildomar's heritage, namely through the use of Ranch, Farmhouse and Craftsman styles.	Yes
Incorporate a public park within the project site for the overall Wildomar community.	Yes
Preserve the existing on-site oak grove to the maximum extent feasible.	Yes
Create a walkable community that provides convenient non-vehicular access from the residential area to the public park and commercial center.	No
Implement a trail system for the project consistent with the Wildomar Multi-Use Trails Master Plan.	Yes

Aesthetics: Under this alternative, the entire site would still be developed. Like the proposed project, views to and from the site would be of buildings, landscaping, access roads, lighting, and other site features typically associated with the construction and operation of urban uses. The extent and scale of on-site development would be substantially similar to that associated with the proposed project. As with the proposed project, any new use would be subject to City design review, which would ensure the development remains consistent with established City guidelines or requirements. Compared to the proposed project, impacts related to project aesthetics would be similar and less than significant.

Agriculture and Forestry Resources: The project site is not designated for agricultural uses, nor are agricultural or forestry resources located on site. Similar to the proposed project, development of this alternative would have no impact on these resources.

Air Quality: Daily vehicle trips associated with this alternative are approximately 64 percent of that associated with the proposed project. It is reasonable to conclude the reduction in vehicle trips would proportionally reduce the volume of operational air pollutants generated under this alternative. Because this alternative would still require the mass grading of the project site, construction-related emissions would likely be similar those associated with the proposed project. Similar to the proposed project, adherence to measures to control or limit the emission of construction equipment exhaust and fugitive dust would reduce the significance of construction-related air quality impacts. With the incorporation of similar mitigation, no greater impact from that identified with the propose project would occur.

Biological Resources: This alternative would require a similar amount of site modification as the proposed project. Similar to the proposed project, biological resource impacts would be mitigated through the conduct of pre-construction surveys, restoration/replacement of riparian areas and adherence to applicable provisions of the MSHCP and SKR HCP; therefore, impacts to biological resources under this alternative and the proposed project would be similar to the proposed project and less than significant.

Cultural Resources: Under this alternative, a similar potential for the inadvertent discovery of archaeological or paleontological resources would occur. It is reasonable to conclude that the measures identified to mitigate potential project-related cultural resources impacts would similarly apply to any project alternative; therefore, the cultural resources impacts under this alternative and the proposed project would be equal and less than significant.

Geology and Soils: No significant impacted related to this issue was identified. Development under this alternative would increase the number of residential structures that could be constructed on-site. The development of multifamily structures and related features would be subject to applicable City and other standards; therefore, similar to the proposed project, impacts under this alternative would be less than significant.

Greenhouse Gas/Global Climate Change: Under the proposed project, impacts related to this issue were mitigated by applying **Mitigation Measures 4.3.6.1A** through **4.3.6.1D**, which resulted in a 40.03 percent reduction in GHG emissions from the Business As Usual (BAU) model. The 36 percent reduction in vehicle trips associated with this alternative would result in a corresponding reduction in greenhouse gas emissions. It is anticipated that the application of these measures to this alternative would similarly reduce GHG emissions. Similar to the proposed project, no significant impact related to this issue would occur.

Hazards and Hazardous Materials: No evidence of recognized hazardous environmental conditions was detected within the project site. Typical hazardous materials that may be used on site under this alternative include paints (and related substances), motor fuel and lubricants, and household hazardous materials (e.g.,

cleaners and pesticides). This use is similar to what would occur under the proposed project. Potential impacts under this alternative would be similar to those associated with the proposed project and would be less than significant.

Hydrology and Water Quality: Compared to the proposed project, development of the uses under this alternative would require similar changes to the site's existing drainage pattern. It is reasonable to conclude that an equal level of site development would require the installation of drainage and water quality features similar to that required for the proposed project. As the drainage and water quality impacts of the proposed project would be sufficiently mitigated through design, installation, and maintenance of comprehensive drainage and water quality features, it is anticipated that the same impacts associated with this alternative would be similarly mitigated. The drainage and water quality impacts resulting from the development of this alternative would be less than significant and equal to those identified with the proposed project.

Land Use: This alternative would require a General Plan Amendment and Zone Change on the northern portion of the site. Instead of commercial and office uses, this alternative would result in the development of multifamily uses along Clinton Keith Road. The multifamily development proposed in this alternative is consistent with other existing and planned multifamily residential uses along Clinton Keith Road and in the project area. As the future development of the entire site with urban uses has already been anticipated in the General Plan, the development of multifamily uses on the northern portion of the site would not result in land use impacts more significant than those of the proposed project.

Mineral Resources: The project site is designated as an area with mineral resources of undetermined value and is not considered a locally important mineral resource recovery site. Neither the General Plan nor the Zoning ordinance designate the site for mining or mineral extraction uses. Due to the adjacency of developed uses and the unknown nature of potential on-site mineral resources, the project site is unsuitable for mining. Compared to the proposed project, any development on site would have a similar and less than significant impact.

Noise: Compared to the proposed project, a similar amount of grading and construction would be required. The amount and duration of construction and the presence of perceptible construction noise at adjacent properties would be correspondingly similar. As necessary, measures would be required to offset noise impact to adjacent uses; therefore, similar to the proposed project, any noise impact during construction would be less than significant.

Owing to the similar nature of uses under this alternative, noise impacts from stationary noise sources associated with this alternative (e.g., air conditioners and landscape equipment) would not generate noise levels in excess of City standards and would be less than significant.

In regard to traffic-related noise, the City's General Plan identifies a noise standard for residential uses of 65 dBA CNEL (exterior) and 45 dBA CNEL (interior). The 65 dBA CNEL contour extends 129 feet and 167 feet under the year 2018 (with project) and year 2035 (with project) condition, respectively. While the reduction of traffic (and traffic noise) on local roadways would be proportionally reduced under this alternative, the placement of residential buildings along Clinton Keith Road could expose these uses to existing and future traffic noise. While the project layout of this alternative could be designed to locate residential buildings outside the future 65 dBA CNEL contour on Clinton Keith Road, in the absence of any assurance this would actually occur, the level of traffic-related noise would likely be greater under this alternative than the proposed project.

Population and Housing: The potential population of the site under this alternative is 568 persons, an approximately 60 percent increase over the population resulting from the proposed project. The City's population has grown steadily with projects of a future population of approximately 42,474 persons by the year 2020. The increase in population under this alternative is consistent with these projections. This alternative would increase multifamily residential options in the City which, in part, would enhance housing opportunities for all segments of the community. No project-related significant population or housing impact was identified. While this alternative would increase the population over that estimated for the proposed project, any such increase is consistent with existing population projections; therefore, the level of impact would be similar to the proposed project.

Public Services: Under this alternative, 258 multifamily residences would be developed resulting in a potential on-site population of 568 persons or approximately 60 percent more than the proposed project. As detailed in Section 4.14, the proposed project would not necessitate the construction of new or expansion of existing public services (e.g., police, fire, school, or library) facilities. Impacts to public service providers are offset by the payment of development impact fees. It is expected that the similar payment of fees under this alternative would sufficiently offset any public service impact. The increase in residential uses under this alternative could increase the local school population by 59 students (22 more than the proposed project). Based on information detailed in Table 4.14.D, there is sufficient surplus capacity at local schools to accommodate any increase in students that may result from this alternative. As with the proposed project, the payment of school fees levied by Lake Elsinore Unified School District sufficiently offsets any impacts to school facilities. No significant public service impact would occur under this alternative.

Recreation: This alternative retains the passive public park, oak grove, and on-site trail. Compared to the proposed project, the increase in population projected under this alternative would slightly increase potential demand for park and recreation services/facilities. Combined, the on-site park features total 3.2 acres of public passive park/open space, which would be accessible for public use. This would sufficiently offset this alternative's park requirement (1.7 acres). As with the

proposed project, the applicant would be required to pay the Quimby Act fee and the City's park Development Impact Fee (DIF). Similar to the proposed project, payment of these fees will result in a less than significant impact.

Traffic: As detailed in Table 6.B, daily vehicle trips associated with this alternative are approximately 36 percent less than that associated with the proposed project. The reduction in trips would proportionally reduce the level of significance of traffic impacts on local roadways and intersections. Similar to the proposed project, it is anticipated that development under this alternative would be required to install improvements and pay required Traffic Uniform Mitigation Fees (TUMF), DIF, and/or fair-share contribution to offset traffic impacts. Compared to the proposed project, with the installation of required improvements and/or payment of fees, no greater level of impact would occur.

I-15 does not meet Caltrans LOS standards even without development of the project. While this alternative is not anticipated to directly result in an impact to I-15, the addition of any traffic under this alternative would cumulatively contribute to deficient LOS conditions on I-15. This traffic impact is similar to that resulting from the development of the proposed project.

Utilities: Compared to the proposed project, this alternative would increase water demand by approximately 28 percent (refer to Table 6.C). The water demand for this alternative represents approximately 2.9, 1.9, and 2.3 percent of the projected 2035 water surplus in normal, single year dry, and multiple year dry conditions, respectively. The EVMWD recently declared a Stage 4a Drought Alert, which further establishes restrictions on outdoor water usage, requires use within assigned water budgets, and establishes penalties for non-compliance with the adopted conservation strategies. As a condition of service, on-site water usage would be required to adhere to all EVMWD water conservation requirements and emergency drought regulations. Additionally, as reductions in per capita water usage through implementation Municipal Code Section 17.276.070 are achieved. It is reasonable that the surplus supply projections detailed in the Urban Water Management Plan (UWMP), in tandem with recent water conservation procedures implemented by the EVMWD would ensure sufficient water supplies are maintained in the EVMWD service area. While the water demand associated with this alternative is slightly increased, like the proposed project, no significant impact would occur.

As detailed in Table 6.C, the wastewater treatment demand is approximately 0.7 percent greater than that associated with the proposed project. As such, no greater impact to wastewater treatment services or facilities would occur. The increase in wastewater flow associated with this alternative represents 2.1 percent of the existing surplus wastewater treatment capacity at the receiving WRF. This capacity is sufficient to accommodate this alternative's wastewater flows. Similar to the proposed project, no significant impact would occur.

The existing daily surplus capacity of El Sobrante Landfill is 9,663 tons. As detailed in Table 6.C, solid waste generated under this alternative would make up 0.006 percent of daily surplus capacity at this landfill. While the landfill demand under this proposed is increased from that of the proposed project, sufficient capacity exists to accommodate this volume of waste. As with the proposed project, no significant impact would occur.

6.4.3 Alternative 3: Reduced Density Residential Alternative

The development plan for the northern portion of the site, including a proposed General Plan Amendment and Zone Change, would remain in effect under this alternative. The development of 55,000 square feet of office and commercial uses would still take place. On the southern portion of the site, this alternative envisions a General Plan Amendment from Highest Density Residential (HHDR) to High Density Residential (HDR). This designation allows detached, small lot single-family and attached single-family homes, patio homes, zero lot line homes, multifamily apartments, duplexes, and townhouses and would reduce the overall residential density of the site. The potential for clustered development is provided for in this land use category. The density range is 8.0 to 14.0 dwelling units per acre. A zone change to would not be required under this alternative. The retention basin, passive public park and trailhead, preserved oak grove, manufactured slopes, and related features would be retained. Under this alternative, 90 single-family residences (3,500-square foot minimum lots, 12.5 dwelling units per acre) and 55,000 square feet of commercial/office uses would be developed on site.

Table 6.F provides addresses how the Reduced Density Residential Alternative meets the stated project objectives.

Table 6.F: Comparison of Reduced Residential Density Alternative to the Project Objectives

Project Objectives	Does the Alternative Meet the Project Objectives?
Establish a mixed-use community for Wildomar with a balance of land uses including commercial, multifamily housing, and recreation.	Yes
Deliver an appropriately sized commercial center that provides a mix of retail and office uses with opportunities for employment growth and increased sales tax for Wildomar.	Yes
Provide rental housing opportunities in a quality multifamily setting at a scale and character appropriate to the site and adjacent existing and future developments.	No
Utilize architectural styles and design elements that reflect Wildomar's heritage, namely through the use of Ranch, Farmhouse, and Craftsman styles.	Yes
Incorporate a public park within the project site for the overall Wildomar community.	Yes

Table 6.F: Comparison of Reduced Residential Density Alternative to the Project Objectives

Project Objectives	Does the Alternative Meet the Project Objectives?
Preserve the existing on-site oak grove to the maximum extent feasible.	Yes
Create a walkable community that provides convenient non-vehicular access from the residential area to the public park and commercial center.	Yes
Implement a trail system for the project consistent with the Wildomar Multi-Use Trails Master Plan.	Yes

Aesthetics: Under this alternative, the entire site would be developed. Like the proposed project, views to and from the site would be of buildings, landscaping, access roads, lighting, and other site features typically associated with the construction and operation of urban uses. The extent and scale of on-site development would be substantially similar to that associated with the proposed project. As with the proposed project, any new use would be subject to City design review which would ensure the development remains consistent with established City guidelines or requirements. Compared to the proposed project, impacts related to project aesthetics would be similar to the proposed project and are less than significant.

Agriculture and Forestry Resources: The project site is not designated for agricultural uses, nor are agricultural or forestry resources located on site. Similar to the proposed project, development of this alternative would have no impact on these resources.

Air Quality: Daily vehicle trips associated with this alternative are approximately 8 percent less (2,482 trips versus the proposed project's 2,691 trips) than that associated with the proposed project. It is reasonable to conclude the reduction in vehicle trips would proportionally reduce the volume of operational air pollutants generated under this alternative. Because this alternative would still require the mass grading of the project site, construction-related emissions would likely be similar those associated with the proposed project. Similar to the proposed project, adherence to measures to control or limit the emission of construction equipment exhaust and fugitive dust would reduce the significance of construction-related air quality impacts. With the incorporation of similar mitigation, no greater impact from that identified with the proposed project would occur.

Biological Resources: This alternative would require a similar amount of site modification as the proposed project. Similar to the proposed project, biological resource impacts would be mitigated through the conduct of pre-construction surveys, restoration/replacement of riparian areas, and adherence to applicable provisions of the MSHCP and SKR HCP; therefore, impacts to biological resources

under this alternative and the proposed project would be similar and less than significant.

Cultural Resources: Under this alternative, a similar potential for the inadvertent discovery of archaeological or paleontological resources would occur. It is reasonable to conclude that the measures identified to mitigate potential project-related cultural resource impacts would similarly apply to any project alternative; therefore, the cultural resource impacts under this alternative and the proposed project would be equal and less than significant.

Geology and Soils: No significant impact related to this issue was identified. Under this alternative, fewer residential structures would be constructed on site. The development of single-family residential uses and related features would be subject to applicable City and other standards; therefore, similar to the proposed project, impacts under this alternative would be less than significant.

Greenhouse Gas/Global Climate Change: Under the proposed project, impacts related to this issue were mitigated by applying **Mitigation Measures 4.3.6.1A** through **4.3.6.1D**, which resulted in a 40.03 percent reduction in GHG emissions from the BAU model. The 8 percent reduction in vehicle trips associated with this alternative would result in a corresponding reduction in greenhouse gas emissions. It is anticipated that the application of these measures to this alternative would similarly reduce GHG emissions. Similar to the proposed project, no significant impact related to this issue would occur.

Hazards and Hazardous Materials: No evidence of recognized hazardous environmental conditions was detected within the project site. Typical hazardous materials that may be used on site under this alternative include paints (and related substances), motor fuel and lubricants, and household hazardous materials (e.g., cleaners and pesticides). This use is similar to what would occur under the proposed project. Potential impacts under this alternative would be similar to that associated with the proposed project and would be less than significant.

Hydrology and Water Quality: Compared to the proposed project, development of the uses under this alternative would require similar changes to the site's existing drainage pattern. It is reasonable to conclude that an equal level of site development would require the installation of drainage and water quality features similar to that required for the proposed project. As the drainage and water quality impacts of the proposed project would be sufficiently mitigated through design, installation, and maintenance of comprehensive drainage and water features, it is anticipated that the same impacts associated with this alternative would be similarly mitigated. The drainage and water quality impacts resulting from the development of this alternative would be less than significant and equal to those identified with the proposed project.

Land Use: The future development of the entire site has already been anticipated in the General Plan and the development of less dense residential uses has been anticipated. This alternative would apply the High Density Residential designation to the southern portion of the site. This land use designation allows detached, small lot single-family and attached single-family homes, patio homes, zero lot line homes, multifamily apartments, duplexes, and townhouses. No significant land use impact is associated with the proposed project. While less densely developed under this alternative, the southern portion of the site would still be developed with residential uses. The development of less dense residential uses on the southern portion of the site would be generally compatible with existing residential uses in the project area.

During the update of the Housing Element, the General Plan and zoning designation of the southern portion of the site was changed to HHDR/R-4 to ensure there is enough land available in the City for the development of housing affordable to lower income households. The designation of the southern portion of the site for less dense residential uses would be inconsistent with the City's adopted Housing Element and, therefore, would be similarly inconsistent with the City's General Plan. Because this alternative would create an inconsistent use with the City's Housing Element and General Plan, a more significant land use impact would occur than that of the proposed project.

Mineral Resources: The project site is designated as an area with mineral resources of undetermined value and is not considered a locally important mineral resource recovery site. Neither the General Plan nor the zoning ordinance designate the site for mining or mineral extraction uses. Due to the adjacency of developed uses and the unknown nature of potential on-site mineral resources, the project site is unsuitable for mining. Compared to the proposed project, any development on site would have a similar less than significant impact.

Noise: Compared to the proposed project, a similar amount of grading and construction would be required. The amount and duration of construction and the presence of perceptible construction noise at adjacent properties would be correspondingly similar. As with the proposed project, construction noise is exempt from the City's Noise Ordinance. As necessary measures would be required to offset noise impacts to adjacent uses, similar to the proposed project, any noise impact during construction would be less than significant. With the reduction in traffic on local roadways, the level of traffic noise would be proportionally reduced. Owing to the similar nature of uses under this alternative, noise impacts from stationary noise sources associated with this alternative (e.g., air conditioners and landscape equipment) would not generate noise levels in excess of City standards and would be less than significant.

Population and Housing: One of the project objectives is to provide multifamily uses similar to adjacent existing and future developments. Nearby existing and future developments do not include townhomes, cluster housing, or similar residential styles. The minimum lot size in the R-4 zone is 3,500 square feet, making

the development of multifamily uses similar to nearby developments unlikely. Utilizing a factor of 3.1 persons per single-family residence, a maximum population increase of 279 persons could occur under this alternative or approximately 78 percent of the population predicted for the proposed project. The City's Housing Element establishes the goals, policies, and actions the City will implement to address identified housing issues. State Housing Element law requires the Housing Element to be consistent and compatible with other General Plan elements. During the update of the Housing Element, the General Plan and zoning designation of the southern portion of the site was changed to HHDR/R-4 to ensure there is enough land available in the City for the development of housing affordable to lower income households. The designation of the southern portion of the site for less dense residential uses would be inconsistent with the City's adopted Housing Element. The residential uses developed under this alternative are not at the density required by the Department of Housing and Community Development to satisfy the City's RHNA for low income households. As a result, under this alternative, the City would have to redesignate and rezone additional land elsewhere to meet its RHNA obligations. Thus, population and housing impacts would be significant under this alternative.

Public Services: Under this alternative, 90 single-family residences would be developed resulting in a potential on-site population of 279 persons, or approximately 78 percent of the population estimated for the proposed project. As detailed in Section 4.14, the proposed project would not necessitate the construction of new or expansion of existing public services (e.g., police, fire, school, and library) facilities. Impacts to public service providers are offset by the payment of development impact fees. It is expected that the similar payment of fees under this alternative would sufficiently offset any public services impact. Single-family residential uses generally have a greater student generation rate than multifamily uses; therefore, the potential student increase associated with this alternative is 52 students (13 students more than the proposed project). As with the proposed project, the payment of school fees levied by Lake Elsinore Unified School District sufficiently offsets any impacts to school facilities. Compared to the proposed project, no greater level of impact would occur.

Recreation: This alternative retains the passive public park, oak grove, and on-site trail. Compared to the proposed project, the reduction in population projected under this alternative would slightly decrease potential demand for park and recreation services/facilities. Combined, the on-site park features total 3.2 acres of passive park/open space, which would be accessible for public use. This would sufficiently offset this alternative's park requirement (0.78 acre). In the event the project's park/ open space is not dedicated to the City as parkland, as with the proposed project, the applicant would be required to pay the Quimby Act fee and the City's park DIF. Similar to the proposed project, payment of these fees will result in a less than significant impact.

Traffic: As detailed in Table 6.B, daily vehicle trips associated with this alternative are approximately 8 percent less than those associated with the proposed project.

The reduction in trips would proportionally reduce the level of significance of traffic impacts on local roadways and intersections. Similar to the proposed project, it is anticipated that development under this alternative would be required to install improvements and pay required TUMF, DIF, and/or fair-share contribution to offset traffic impacts. Compared to the proposed project, with the installation of required improvements and/or payment of fees, no greater level of impact would occur.

I-15 does not meet Caltrans LOS standards even without development of the project. While this alternative is not anticipated to directly result in an impact to I-15, the addition of any traffic under this alternative would cumulatively contribute to deficient LOS conditions on I-15. This traffic impact is similar to that resulting from the development of the proposed project.

Utilities: Compared to the proposed project, this alternative would reduce water demand by approximately 18 percent (refer to Table 6.C). The EVMWD recently declared a Stage 4a Drought Alert, which further establishes restrictions on outdoor water usage, requires use within assigned water budgets, and establishes penalties for non-compliance with the adopted conservation strategies. As a condition of service, on-site water usage would be required to adhere to all EVMWD water conservation requirements and emergency drought regulations. Additionally, as reductions in per capita water usage through implementation Municipal Code Section 17.276.070 are achieved. As the proposed project would not result in a significant impact on water supply, it is reasonable to conclude the reduction in water demand achieved under this alternative would not result in a water supply impact. No greater impact than the proposed project would occur.

As Table 6.C shows, the increase in wastewater flow associated with this alternative represents 0.10 percent of the existing surplus wastewater treatment capacity at the receiving WRF. This treatment demand is approximately 48 percent less than that associated with the proposed project. As such, no greater impact to wastewater treatment services or facilities would occur.

The existing daily surplus capacity of El Sobrante Landfill is 9,663 tons. Solid waste generated under this alternative would make up approximately 0.005 percent of daily surplus capacity at this landfill (refer to Table 6.C). This landfill demand is approximately 77 percent less than that associated with the proposed project. As such no greater impact to wastewater treatment services or facilities would occur.

6.4.4 Alternative 4: Reduced Density Office/Commercial Alternative

The southern portion of the project site would be retained as proposed by the project. A General Plan Amendment and Zone Change on the northern potions of the site similar to the proposed project would occur under this alternative. Using a minimal FAR of 0.2, the amount of development on the northern portion of the site would be approximately 41,000 square feet. For this alternative, this development potential is divided into 25,000 square feet of office space and 16,000 square feet

commercial uses. The office/commercial uses proposed under this alternative represent approximately 75 percent of that planned for the project. This alternative would retain the on-site oak grove, passive public park, and trailhead and retention basin.

Table 6.G details how this alternative satisfies the stated project objectives.

Table 6.G: Comparison of Reduced Density Office/Commercial Alternative to the Project Objectives

Project Objectives	Does the Alternative Meet the Project Objectives?
Establish a mixed-use community for Wildomar with a balance of land uses including commercial, multifamily housing, and recreation.	Yes
Deliver an appropriately sized commercial center that provides a mix of retail and office uses with opportunities for employment growth and increased sales tax for Wildomar.	Yes
Provide rental housing opportunities in a quality multifamily setting at a scale and character appropriate to the site and adjacent existing and future developments.	Yes
Utilize architectural styles and design elements that reflect Wildomar's heritage, namely through the use of Ranch, Farmhouse and Craftsman styles.	Yes
Incorporate a public park within the project site for the overall Wildomar community.	Yes
Preserve the existing on-site oak grove to the maximum extent feasible.	Yes
Create a walkable community that provides convenient non-vehicular access from the residential area to the public park and commercial center.	Yes
Implement a trail system for the project consistent with the Wildomar Multi-Use Trails Master Plan.	Yes

Aesthetics: Under this alternative, the entire site would still be developed. Like the proposed project, views to and from the site would be of buildings, landscaping, access roads, lighting, and other site features typically associated with the construction and operation of urban uses. The extent and scale of on-site development would be substantially similar to that associated with the proposed project. As with the proposed project, any new use would be subject to City design review, which would ensure the development remains consistent with established City guidelines or requirements. Compared to the proposed project, impacts related to project aesthetics would be similar and less than significant.

Agriculture and Forestry Resources: The project site is not designated for agricultural uses, nor are agricultural or forestry resources located on site. Similar to the proposed project, development of this alternative would have no impact on these resources.

Air Quality: Daily vehicle trips associated with this alternative are approximately 82 percent of that associated with the proposed project. It is reasonable to conclude the reduction in vehicle trips would proportionally reduce the volume of operational air pollutants generated under this alternative. Because this alternative would still require the mass grading of the project site, construction-related emissions would likely be similar those associated with the proposed project. Similar to the proposed project, adherence to measures to control or limit the emission of construction equipment exhaust and fugitive dust would reduce the significance of construction-related air quality impacts. With the incorporation of similar mitigation, no greater impact from that identified with the proposed project would occur.

Biological Resources: This alternative would require a similar amount of site modification as the proposed project. Similar to the proposed project, biological resource impacts would be mitigated through the conduct of pre-construction surveys, restoration/replacement of riparian areas and adherence to applicable provisions of the MSHCP and SKR HCP; therefore, impacts to biological resources under this alternative and the proposed project would be similar and less than significant.

Cultural Resources: Under this alternative, a similar potential for the inadvertent discovery of archaeological or paleontological resources would occur. It is reasonable to conclude that the measures identified to mitigate potential project-related cultural resource impacts would similarly apply to any project alternative; therefore, the cultural resource impacts under this alternative and the proposed project would be equal and less than significant.

Geology and Soils: No significant impacted related to this issue was identified. Development under this alternative would decrease the amount of commercial and office use constructed on site. The development of multifamily structures and related features would be subject to applicable City and other standards; therefore, similar to the proposed project, impacts under this alternative would be less than significant.

Greenhouse Gas/Global Climate Change: The reduction in vehicle trips associated with this alternative would result in a corresponding reduction in greenhouse gas emissions. Under the proposed project, impacts related to this issue were mitigated by applying **Mitigation Measures 4.3.6.1A** through **4.3.6.1D**, which resulted in a 40.03 percent reduction in GHG emissions from the BAU model. The reduction in vehicle trips associated with this alternative would result in a corresponding reduction in greenhouse gas emissions. It is anticipated that the application of similar mitigation to this alternative would result in a similar reduction of GHG emissions. Similar to the proposed project, no significant impact related to this issue would occur.

Hazards and Hazardous Materials: No evidence of recognized hazardous environmental conditions was detected within the project site. Typical hazardous materials that may be used on site under this alternative include paints (and related

substances), motor fuel and lubricants, and household hazardous materials (e.g., cleaners and pesticides). This use is similar to what would occur under the proposed project. Potential impacts under this alternative would be similar to that associated with the proposed project and would be less than significant.

Hydrology and Water Quality: Compared to the proposed project, development of the uses under this alternative would require similar changes to the site's existing drainage pattern. It is reasonable to conclude that an equal level of site development would require the installation of drainage and water quality features similar to that required for the proposed project. As the drainage and water quality impacts of the proposed project would be sufficiently mitigated through design, installation and maintenance of comprehensive drainage and water quality management features, it is anticipated that the same impacts associated with this alternative would be similarly mitigated. The drainage and water quality impacts resulting from the development of this alternative would be less than significant and equal to those identified with the proposed project.

Land Use: Like the proposed project, this alternative includes a General Plan Amendment and Zone Change on the northern portion of the site. No significant land use impact would result from the proposed project. This alternative would reduce the amount of office and commercial development that would occur along Clinton Keith Road. As the future development of the entire site has already been anticipated in the General Plan, as with the proposed project, the development of office and commercial uses on the northern portion of the site would not result in a significant land use impact.

Mineral Resources: The project site is designated as an area with mineral resources of undetermined value and is not considered a locally important mineral resource recovery site. Neither the General Plan nor the zoning ordinance designate the site for mining or mineral extraction uses. Due to the adjacency of developed uses and the unknown nature of potential on-site mineral resources, the project site is unsuitable for mining. Compared to the proposed project, any development on site would have a similar less than significant impact.

Noise: Compared to the proposed project, a similar amount of grading and construction would be required. The amount and duration of construction and the presence of perceptible construction noise at adjacent properties would be correspondingly similar. Owing to the similar nature of uses under this alternative, traffic-related and stationary noise impacts associated with this alternative (e.g., air conditioner and landscape equipment) would not generate noise levels in excess of City standards and would be less than significant.

Population and Housing: No change in the residential component of the project would occur under this alternative; therefore, this alternative would result in a similar level of residential development as the proposed project. As with the proposed project, impacts under this alternative would be less than significant.

Public Services: As detailed in Section 4.14, the proposed project would not necessitate the construction of new or expansion of existing public services (e.g., police, fire, school, or library) facilities. Impacts to public service providers are offset by the payment of development impact fees. It is expected that the similar payment of fees under this alternative would sufficiently offset any public services impact. With no change in the projected student population compared to the proposed project, school impacts would be the similar under this alternative. As with the proposed project, the payment of school fees levied by Lake Elsinore Unified School District sufficiently offsets any impacts to school facilities. No significant public service impact would occur under this alternative.

Recreation: This alternative retains the passive public park, oak grove, and on-site trail. Compared to the proposed project, the increase in population projected under this alternative would slightly increase potential demand for park and recreation services/facilities. Combined, the on-site park features total 3.2 acres of passive park/open space, which would be accessible for public use. This would sufficiently offset this alternative's park requirement (1.70 acres). As with the proposed project, the applicant would be required to pay the Quimby Act fee and the City's park DIF. Similar to the proposed project, payment of these fees will result in a less than significant impact.

Traffic: As detailed in Table 6.B, daily vehicle trips associated with this alternative are approximately 18 percent less than those associated with the proposed project. The reduction in trips would proportionally reduce the level of significance of traffic impacts on local roadways and intersections. Similar to the proposed project, it is anticipated that development under this alternative would be required to install improvements and pay required TUMF, DIF, and/or fair-share contribution to offset traffic impacts. Compared to the proposed project, with the installation of required improvements and/or payment of fees, no greater level of impact would occur.

I-15 does not meet Caltrans LOS standards even without development of the project. While this alternative is not anticipated to directly result in an impact to I-15, the addition of any traffic under this alternative would cumulatively contribute to deficient LOS conditions on I-15. This traffic impact is similar to that resulting from the development of the proposed project.

Utilities: Compared to the proposed project, this alternative would decrease water demand by approximately 5 percent (refer to Table 6.C). The water demand for this alternative represents approximately 2.2, 1.5, and 1.7 percent of the projected 2035 water surplus in normal, single year dry, and multiple year dry conditions, respectively. The EVMWD recently declared a Stage 4a Drought Alert, which further establishes restrictions on outdoor water usage, requires use within assigned water budgets, and establishes penalties for non-compliance with the adopted conservation strategies. As a condition of service, on-site water usage would be required to adhere to all EVMWD water conservation requirements and emergency drought regulations. Additionally, as reductions in per capita water usage through

implementation Municipal Code Section 17.276.070 are achieved. It is reasonable that the surplus supply projections detailed in the UWMP, in tandem with recent water conservation procedures implemented by the EVMWD would ensure sufficient water supplies are maintained in the EVMWD service area. Compared to the proposed project, the water demand associated with this alternative is slightly decreased. Similar to the proposed project, no significant water supply impact would occur.

As detailed in Table 6.C, the wastewater treatment demand of this alternative is reduced by approximately 8 percent compared to the proposed project. As such, no greater impact to wastewater treatment services or facilities would occur. The increase in wastewater flow associated with this alternative represents 1.8 percent of the existing surplus wastewater treatment capacity at the receiving WRF. This capacity is sufficient to accommodate this alternative's wastewater flows. Similar to the proposed project, no significant impact would occur.

The existing daily surplus capacity of El Sobrante Landfill is 9,663 tons. As detailed in Table 6.C, solid waste generated under this alternative would make up 0.006 percent of daily surplus capacity at this landfill. Because the landfill demand under this alternative is reduced compared to that of the proposed project, like the proposed project, sufficient capacity exists to accommodate this alternative's anticipated volumes of solid waste. As with the proposed project, no significant impact would occur.

6.5 COMPARISON OF PROJECT ALTERNATIVES

The following discussion compares the impacts of each alternative with the impacts of the proposed project, as detailed in Chapter 4.0 of this EIR. Table 6.H compares the impacts of the alternatives with those of the proposed project and identifies whether the alternative results in (1) a reduction of the impact; (2) a greater impact than the project; or (3) the same impact as the project.

Table 6.H: Comparison of Alternatives to the Proposed Project

Environmental Issue	Proposed Project	Alternative 1: No Project	Alternative 2: Multifamily Alternative	Alternative 3: Reduced Density Residential Alternative	Alternative 4: Reduced Density Office/ Commercial Alternative
Aesthetics	LTS/mit	←LTS	=	=	=
Agriculture& Forestry Resources	NI	=	=	=	=
Air Quality	LTS/mit	← LTS	←LTS/mit	←LTS/mit	←LTS/mit
Biological Resources	LTS/mit	=	=	=	=

Table 6.H: Comparison of Alternatives to the Proposed Project

Environmental Issue	Proposed Project	Alternative 1: No Project	Alternative 2: Multifamily Alternative	Alternative 3: Reduced Density Residential Alternative	Alternative 4: Reduced Density Office/ Commercial Alternative
Cultural Resources	LTS/mit	=	=	=	=
Geology and Soils	LTS	=	=	=	=
Greenhouse Gas Emissions	LTS/mit	← LTS	← LTS	← LTS	←LTS/mit
Hazards and Hazardous Materials	LTS	=	=	=	=
Hydrology and Water Quality	LTS/mit	=	=	=	=
Land Use	LTS/mit	=	=	LTS →	=
Mineral Resources	LTS	=	=	=	=
Noise	LTS/mit	← LTS	→ LTS/mit	← LTS/mit	=
Population and Housing	LTS	=	LTS →	→ LTS/mit=	=
Public Services	LTS	=	LTS →	=	← LTS
Recreation	LTS	=	=	=	=
Traffic	**SIG**	← SIG	← SIG	← SIG	← SIG
Utilities	LTS	← LTS	LTS→	← LTS	← LTS

Impact Abbreviations
NI: No Impact
LTS: Less than Significant Impact
LTS/mit: Less than Significant Impact with Mitigation
SIG: Significant Impact with or without Mitigation

Project Alternatives
= Compared with the proposed project, no change in the significance of impact will occur.
→ Compared with the proposed project, the significance of the impact is increased.
← Compared with the proposed project, the significance of the impact is reduced.
←SIG Compared with the proposed project, the volume or extent of the impact is reduced, yet still significant.
→SIG Compared with the proposed project, the volume or extent of the impact is increased and still significant.

6.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

When an alternatives analysis is prepared consistent with C*EQA Guidelines Section 15126.6 (e[2]),* an environmentally superior alternative must be identified in the EIR.

The only significant and unavoidable impact associated with the proposed project was impacts to I-15 facilities. All other project-related impacts were either identified as less than significant or were mitigated to a less than significant level with the incorporation of mitigation. Caltrans has exclusive control over State highway improvements and State highway improvements are, by and large, a matter of State-wide control. It should be noted that the impact to I-15 facilities would occur both with and without development of the proposed project. The project or any of the identified alternatives are not anticipated to directly result in an impact on the State facilities and these facilities would not meet Caltrans LOS standards even without development of the project. It is reasonable to conclude that development of the site under any alternative would cumulatively contribute to this condition.

The Environmentally Superior Alternative is the one that would result in the fewest or least significant impacts. If the Environmentally Superior Alternative is the No Project Alternative, as in this case, then an Environmentally Superior Alternative must be selected from the remaining alternatives. While the No Project Alternative (No Build) would avoid all environmental impacts without any requirement for mitigation, it would not meet any of the stated project objectives.

The Alternative 4, the Reduced Density Office/Commercial Alternative, would reduce the overall number of daily vehicle trips, which in turn would proportionally reduce the amount of air pollutant, greenhouse gas emissions, and noise generated during the operation of on-site uses. This alternative would not result in any impact greater than identified with the project and would reduce vehicle trips (although the impact would remain significant and unavoidable) and public service/utility demand.

Table 6.I: Summary of Project Objectives per Alternative

	Does the Alternative Meet the Project Objectives?			
Project Objectives	**Alternative 1: No Project**	**Alternative 2: Multifamily Alternative**	**Alternative 3: Reduced Density Residential Alternative**	**Alternative 4: Reduced Density Office/Commercial Alternative**
Establish a mixed-use community for Wildomar with a balance of land uses including commercial, multifamily housing, and recreation.	No	No	Yes	Yes
Deliver an appropriately sized commercial center that provides a mix of retail and office uses with opportunities for employment growth and increased sales tax for Wildomar.	No	No	Yes	Yes

Table 6.I: Summary of Project Objectives per Alternative

Project Objectives	Does the Alternative Meet the Project Objectives?			
	Alternative 1: No Project	Alternative 2: Multifamily Alternative	Alternative 3: Reduced Density Residential Alternative	Alternative 4: Reduced Density Office/Commercial Alternative
Provide rental housing opportunities in a quality multifamily setting at a scale and character appropriate to the site and adjacent existing and future developments.	No	Yes	No	Yes
Utilize architectural styles and design elements that reflect Wildomar's heritage, namely through the use of Ranch, Farmhouse, and Craftsman styles.	No	Yes	Yes	Yes
Incorporate a public park within the project site for the overall Wildomar community.	No	Yes	Yes	Yes
Preserve the existing on-site oak grove to the maximum extent feasible.	Yes	Yes	Yes	Yes
Create a walkable community that provides convenient non-vehicular access from the residential area to the public park and commercial center.	No	No	Yes	Yes
Implement a trail system for the project consistent with the Wildomar Multi-Use Trails Master Plan.	No	Yes	Yes	Yes

While this alternative reduces the amount of office and commercial uses, it maintains the mixed-use concept of the project and the residential density of the southern portion of the site as established in the City's Housing Element. This alternative maintains the mixed-use concept for the site, and retains the passive public park and trailhead, oak grove, and other amenities. Due to the reduction in office and commercial uses, the potential employment opportunities available under this would be correspondingly reduced.

The Reduced Density Office/Commercial Alternative would result in the development of a mixed-use project, provide for a commercial/office center, increase employment opportunities in the City, would provide public amenities (park, trail, preserved open space), and would create a walkable project that provides an alternate residential option to local residents. As detailed in Table 6.I, the mixed-use project envisioned under this alternative would satisfy all of the primary project objectives (though not as fully as the proposed project), it has been selected as the Environmentally Superior Alternative.

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8.3 URBAN CROSSROADS

8.3.1 Air Quality Impact Analysis

Haseeb Qureshi
Stephen Abille

8.3.2 Greenhouse Gas Analysis

Haseeb Qureshi
Stephen Abille

8.3.3 Noise Impact Analysis

Bill Lawson, PE, INCE
Alex Wolfe

8.3.4 Traffic Impact Analysis

Aric Evatt, PTP
Charlene So, PE
Isidro Abreo, EIT

8.3.5 Freeway Segment and Ramp Junction Operations Analysis

Aric Evatt, PTP
Charlene So, PE

8.4 BCR CONSULTING LLC

8.4.1 Cultural Resources Assessment

David Brunzell, M.A., RPA

8.5 PCR SERVICES CORPORATION

8.5.1 Biological Resources Assessment and Western Riverside County MSHCP Consistency Analysis

Ceri Williams-Dodd PhD, Senior Biologist II
Amir Morales, Principal Regulatory Scientist

8.5.2 Determination of Biologically Equivalent or Superior Preservation

Ceri Williams-Dodd PhD, Senior Biologist II
Amir Morales, Principal Regulatory Scientist

8.6 GEOCON WEST, INC.

8.6.1 Preliminary Geotechnical and Fault Rupture Hazard Investigation

Lisa A. Battiato, Professional Geologist
Chet E. Robinson, Professional Engineer

8.7 HILLMANN CONSULTING

8.7.1 Phase 1 Environmental Site Assessment

Charlotte Reese, Project Manager
Kenneth A. Thornburgh, PhD, Assistant Regional Manager

8.8 JLC ENGINEERING AND CONSULTING, INC.

8.8.1 Preliminary Hydrology and Hydraulics Study for Grove Park

Joseph L. Castaneda, Registered Civil Engineer

8.8.2 Project Specific Water Quality Management Plan

Joseph L. Castaneda, Registered Civil Engineer

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9.0 ACRONYMS, ABBREVIATIONS, AND TERMS

9.1 ACRONYMS AND ABBREVIATIONS

§	Section
§§	Subsection
°C	degrees Celsius
°F	degrees Fahrenheit
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACGIH	American Conference of Governmental Industrial Hygienists
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AF	acre-feet
AFV	alternative fuel vehicle
AFY	acre-feet per year
amsl	above mean sea level
ANSI	American National Standards Institute
A-P Act	*Alquist-Priolo Earthquake Fault Zoning Act*
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BACM	Best Available Control Measure
Basin	South Coast Air Basin
BAU	Business As Usual
BMP	Best Management Practice
BP	Business Park
BTU	British Thermal Unit
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL Fire	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen Code	California Green Building Standards Code
California Register	California Register of Historical Resources
Caltrans	California Department of Transportation
CAP	Climate Action Plan

CARB	California Air Resources Board
CASQA	California Stormwater Quality Association
CAT	California Climate Action Team
CBC	California Building Code
CBSC	California Building Standards Commission
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife (formerly Fish and Game)
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response Compensation Liability Act
CESA	California Endangered Species Act
CFC	chlorofluorocarbon
CFR	Code of Federal Regulations
cfs	Cubic feet per second
CGP	Construction General Permit
CGS	California Geological Survey
CH_4	Methane
CHC	Combined Heating and Cooling
CIWMB	California Integrated Waste Management Board
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
COA	Coordinated Operations Agreement
C-P-S	Scenic Highway Commercial
CPUC	California Public Utilities Commission
CR	Commercial Retail
CRA	Colorado River Aqueduct
CUP	Conditional Use Permit
CVP	Central Valley Project
CWA	(Federal) Clean Water Act
cy	cubic yards
DAMP	Drainage Area Management Plan
dB	decibel

dBA	decibel on the A-weighted scale
DBESP	Determination of Biologically Equivalent or Superior Preservation
DBH	diameter at breast height
DCV	Design Capture Volume
DHS	(California) Department of Health Services
DIF	Development Impact Fee
DIF	(California) Department of Industrial Relations
DMA	Drainage Management Area
DOC	(California) Department of Conservation
DOF	(California) Department of Finance
DTSC	(California) Department of Toxic Substance Control
DWR	(California) Department of Water Resources
ECC	Emergency Command Center
EI	Expansion Index
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
EPAct	Energy Policy Act
ESA	Environmental Site Assessment
EVMWD	Elsinore Valley Municipal Water District
FAR	Floor Area Ratio
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GCC	Global Climate Change
GHG	Greenhouse gas
GPA	General Plan Amendment
gpcd	gallons per capita per day
gpd	gallons per day
GSA	Groundwater Sustainability Agency
GWP	Global Warming Potential
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HCM	*Highway Capacity Manual*
HCP	Habitat Conservation Plan
HFC	Hydrofluorocarbon
HHDR	Highest Density Residential

HHWE	Household Hazardous Waste Element
HNL	Hourly Noise Level
HOV	High-Occupancy Vehicle
HPLV	High Pressure Low Volume
HSC	Health and Safety Code
HUD	U.S. Department of Housing and Urban Development
Hz	hertz
I-15	Interstate 15
I-215	Interstate 215
I-P	Industrial Park
IPCC	United Nations Intergovernmental Panel on Climate Change
ISO	Insurance Services Office
ITE	Institute of Transportation Engineers
IWRP	Integrated Water Resources Plan
kWh	kilowatt hour
LAFCO	Local Agency Formation Commission
LCFS	Low Carbon Fuel Standard
L_{eq}	Equivalent continuous sound level (L_{eq}) adjusted for the A-weighted scale
LEUSD	Lake Elsinore Unified School District
LI	Light Industrial
LID	Low Impact Development
L_{max}	maximum noise level
LOS	Level of Service
LRA	Local Responsibility Area
LSA	LSA Associates, Inc.
LST	Local Significance Threshold
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
mgd	million gallons per day
mpg	miles per gallon
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSHCP	Western Riverside County Multiple Species Habitat

	Conservation Plan
MT	metric ton
MWD	Metropolitan Water District of Southern California
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NCCP	Natural Community Conservation Plan
NDFE	Nondisposal Facility Element
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic and Safety Administration
NLR	Noise Level Reduction
NMFS	National Marine Fisheries Service
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
NO_X	Oxides of Nitrogen
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NPS	Nonpoint source
NRCS	Natural Resource Conservation Service
O_3	Ozone
OHWM	Ordinary High Water Mark
OMB	(White House) Office of Management and Budget
OPR	Office of Planning and Research
Pb	Lead
PDF	Project Design Features
PFC	Perfluorocarbon
PM_{10}	Particulate Matter with a Diameter of 10 Microns or Less
$PM_{2.5}$	Particulate Matter with a Diameter of 2.5 Microns or Less
POTWs	Publicly Owned Treatment Works
ppm	parts per million
PPP	Plans, Policies Programs
R-3	General Residential
R-4	Planned Residential

R-R	Rural Residential
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCIWMP	Riverside Countywide Integrated Waste Management Plan
RCNM	Roadway Construction Noise Model
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
RCRMC	Riverside County Regional Medical Center
RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
RCTLA	Riverside County Traffic and Land Agency
RHNA	Regional Housing Needs Assessment
ROG	Reactive Organic Gas
RPS	Renewables Portfolio Standard
R-4	Planned Residential
R-R	Rural Residential
RTA	Riverside Transit Authority
RTP	Regional Transportation Plan
RUWMP	Regional Urban Water Management Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
sf	square feet
SF_6	Sulfur Hexafluoride
SGMA	Sustainable Groundwater Management Act
SHMA	Seismic Hazards Mapping Act
SHPO	State Historic Preservation Office
SHS	State Highway System
SIP	State Implementation Plan
SKR	Stephens' Kangaroo Rat
SKR HCP	Stephens' Kangaroo Rat Habitat Conservation Plan
SMARA	Surface Mining and Reclamation Act of 1975
SO_2	Sulfur Dioxide

SO_4	Sulfates
SO_X	Sulfur Oxides
SP	service population
SRA	Source Receptor Area
SRRE	Source Reduction and Recycling Element
SSC	Species of Special Concern
SSURGO	*Soil Survey Geographic Database*
STC	sound transmission class
SVP	Society of Vertebrate Paleontology
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCP	Traditional Cultural Place
TIA	Traffic Impact Analysis
TIP	Transportation Improvement Plan
TLV	Threshold Limit Value
TNW	Traditional Navigable Water
tpy	tons per year
TRI	Toxics Release Inventory
TUMF	Transportation Uniform Mitigation Fee
UBC	Uniform Building Code
UNEP	United Nations Environment Programme
UNFCCC	United Nations Framework Convention on Climate Change
USACE	United States Army Corps of Engineers
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VHDR	Very High Density Residential
VHFHS	Very High Fire Hazard Safety
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WDR	Waste Discharge Requirement
WMWD	Western Municipal Water District
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments
WRF	Water Reclamation Facility
WSA	Water Supply Assessment

ZC Zone Change

9.2 GLOSSARY OF TERMS

Acre-Foot. An acre-foot is the quantity of volume of water that covers one acre to a depth of one foot; equal to 43,560 cubic feet or approximately 326,000 gallons.

Aesthetics. The perception of artistic elements, or elements in the natural or human-made environment that are pleasing to the eye.

Air Quality Criteria. Air quality criteria are the levels of pollution and length of exposure at which adverse effects on health and welfare occur.

Air Quality Standards. Air quality standards are the prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

Ambient Noise. Ambient noise is the composite of noise from all sources near and far. The ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Applicant. An applicant is a person who proposes to carry out a project which needs a lease, permit, license, certificate, or other entitlement, for use or financial assistance from one or more public agencies.

Arterial. An arterial is a major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to non-residential properties.

Attainment. Attainment means that there is compliance with State and Federal ambient air quality standards within an air basin.

A-Weighted Decibel (dBA). The dB on the A-weighted scale is the sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.

California Environmental Quality Act (CEQA). Enacted in 1970, CEQA requires State and local agencies to estimate and evaluate the environmental implications of their actions. It aims to prevent environmental effects of the agency actions by requiring agencies, when feasible, to avoid or reduce the significant environmental impacts of their decisions. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project (California Public Resources Code §§21000 et seq.)

Capacity. The maximum rate of flow at which vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions.

Collector. Relatively low-speed, low-volume street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Community Noise Equivalent Level (CNEL). A 24- hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 p.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) periods, respectively, to allow for greater sensitivity to noise during these hours.

Congestion Management Plan (CMP). A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development.

Cumulative Impact. As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

Day-Night Average Level (L_{dn}). The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m. (Note: CNEL and L_{dn} represent daily levels of noise exposure averaged on an annual or daily basis, while L_{eq} represents the equivalent energy noise exposure for a shorter time period, typically one hour.)

Decibel (dB). The decibel (dB) is the unit of level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.

Emission Standard. The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Environment. In CEQA, the environment are “the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance.”

Environmental Impact Report (EIR). A report required pursuant to the California Environmental Quality Act that assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts.

Equivalent Energy Level (L_{eq}). L_{eq} is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. L_{eq} is typically computed over 1-hour, 8-hour, and 24-hour sample periods.

Feasible. To be feasible, according to CEQA, means to be capable of being accomplished in a successful manner within a reasonable time taking into account economic, environmental, social, and technological factors.

Findings. Findings required by CEQA are the conclusions made regarding the significance of a project in light of its environmental impacts. A Statement of Overriding Considerations does not obviate the need to make other required CEQA findings.

Floor Area Ratio (FAR). The FAR is the gross floor area permitted on a site divided by the total net lot area.

Freeway. A freeway is a high-speed, high-capacity, limited-access road serving regional and countywide travel. Such roads are free of tolls, as contrasted with turnpikes or other toll roads. Freeways generally are used for long trips between major land use generators. Major streets cross at a different grade level.

Incorporation by Reference. "Incorporation by reference" is a CEQA term meaning reliance on a previous environmental document for some portion of the environmental analysis of a project. See *CEQA Guidelines* §15150.

Initial Study. An Initial Study is a preliminary CEQA analysis prepared by a Lead Agency determining whether an EIR or Negative Declaration must be prepared, and identifying the significant environmental effects to be analyzed in an EIR.

Land Use. Any land use is the determination by a governing authority of the use to which land within its jurisdiction may be put so as to promote the most advantageous development of the community.

Lead Agency. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project. The Lead Agency decides whether an EIR or Negative Declaration is required for a project, and causes the appropriate document to be prepared.

Level of Service (LOS). LOS is a qualitative measure describing operational conditions within a traffic stream and how motorists and/or passengers perceive them.

Maximum Noise Level (L_{max}). The maximum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.

Mitigation Measure. A mitigation measure is a change in a project designed to avoid, minimize, rectify, reduce, or compensate for a significant environmental impact.

Mitigation Monitoring and Reporting Program (MMRP). When a lead agency adopts a mitigated negative declaration or an EIR, it must adopt a program of monitoring or reporting which will ensure that mitigation measures are implemented. (See CEQA Statute §21081.6(a) and *CEQA Guidelines* §§15091(d) and 15097.)

Noise. Noise is any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying (unwanted sound).

Noise Contours. Noise contours are lines drawn about a noise source indicating equal levels of noise exposure.

Notice of Determination (NOD). An NOD is a brief notice filed with the State Clearinghouse to document project approval. The filing of the NOD starts the statute of limitations period. (See *CEQA Guidelines* §15373.)

Notice of Preparation (NOP). An NOP is a brief notice to notify the public, Responsible and Trustee Agencies that an EIR is being prepared for a project. The notice serves to solicit guidance from those agencies and the public about the scope and content of the environmental information to be included in the EIR. (See *CEQA Guidelines* §15375.)

Peak Hour. The hour of highest traffic volume on a given section of roadway between 7:00 a.m. and 9:00 a.m. or between 4:00 p.m. and 6:00 p.m.

Project Description. A project description describes the basic characteristics of the project including location, need for the project, project objectives, technical and environmental characteristics, project size and design, project phasing and required permits. The level of detail provided in the project description varies according to the type of environmental document prepared.

Project EIR. A project EIR is an EIR that examines the impacts that would result from development of a specific project. (See C*EQA Guidelines* §15161.)

Project. According to CEQA, a project is the whole of an action that has the potential to result in significant environmental change in the environment, directly or ultimately. (See *CEQA Guidelines* §15378.)

Public Hearing. A public hearing is a mechanism for providing the public an opportunity to comment on and present evidence relating to a proposed project and its Draft EIR.

Responsible Agencies. According to CEQA, responsible agencies are all public agencies other than the Lead Agency that have discretionary approval power over the project. (See *CEQA Guidelines* §15381.)

Reviewing Agencies. Reviewing agencies are local, State and Federal agencies with jurisdiction over the project area or resources potentially affected by the project. Cities and counties are also considered reviewing agencies.

Scoping Meeting. A scoping meeting is an optional meeting pursuant to CEQA in which the lead agency meets with members of the public or agency representatives after the Notice of Preparation has been issued to discuss environmental issues related to a project. Scoping sessions provide the opportunity to discuss environmental issues, project alternatives and potential mitigation measures that may warrant in-depth analysis in the environmental review process.

Sensitive Receptors. Sensitive receptors are people or institutions with people that are particularly susceptible to illness from environmental pollution, such as the elderly, very young children, people already weakened by illness (e.g., asthmatics), and persons engaged in strenuous exercise.

Significant Effect on the Environment. A significant effect on the environment means a substantial, or potentially substantial, adverse change in any of the physical

conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (*CEQA Guidelines* §15382).

Thresholds of Significance. Thresholds of significance are criteria for each environmental issue area to assist with determinations of significance of project impacts. They are based on *CEQA Guidelines* Appendix G.

Trustee Agency. According to CEQA, a Trustee agency is a State agency that has jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California. (See *CEQA Guidelines* §15386.)

Volume (Transportation). The volume of traffic is the total number of vehicles that pass over a given point or section of a roadway during a given time interval. Volumes may be expressed in terms of annual, daily, hourly, or sub-hourly periods.

Wastewater. Wastewater is water carrying dissolved or suspended solids from homes, farms, businesses, and industries. The wastewater treatment process includes any process that modifies characteristics of the wastewater, usually for the purpose of meeting effluent standards.

Zoning. Regulation by zone districts of the height, use, and area of structures, the use of land, and the density of population and intensity of allowable uses.

APPENDICES
REFER TO ENCLOSED CD-ROM

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APPENDIX A:

NOTICE OF PREPARATIONS (NOPs), NOP COMMENT LETTERS AND NOP MAILING LISTS

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APPENDIX B:

CLINTON KEITH ROAD (APN: 390-250-003) "GROVE PARK" AIR QUALITY IMPACT ANALYSIS, CITY OF WILDOMAR, URBAN CROSSROADS, MARCH 2, 2015.

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APPENDIX C-1:

BIOLOGICAL RESOURCES ASSESSMENT AND WESTERN RIVERSIDE COUNTY MSHCP CONSISTENCY ANALYSIS, CLINTON KEITH ROAD APN 380-250-003, PCR, NOVEMBER 2013.

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APPENDIX C-2:

DETERMINATION OF BIOLOGICALLY EQUIVALENT OR SUPERIOR PRESERVATION, GROVE PARK APN 380-250-003, PCR, JANUARY 2015.

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APPENDIX D:

CULTURAL RESOURCES ASSESSMENT, CLINTON KEITH PROPERTY (GROVE PARK PROJECT), WILDOMAR, RIVERSIDE COUNTY, CALIFORNIA, BCR CONSULTING, LLC., MARCH 9, 2015.

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APPENDIX E:

PRELIMINARY GEOTECHNICAL AND FAULT RUPTURE HAZARD INVESTIGATION, GROVE PARK, APN 380-250-003 SW CORNER CLINTON KEITH ROAD & YAMAS DRIVE, WILDOMAR, CALIFORNIA, GEOGON WEST, INC., FEBRUARY 24, 2015.

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APPENDIX F:

CLINTON KEITH ROAD (APN: 380-250-003) "GROVE PARK" GREENHOUSE GAS ANALYSIS, CITY OF WILDOMAR, URBAN CROSSROADS, MARCH 2, 2015.

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APPENDIX G:

PHASE I ENVIRONMENTAL SITE ASSESSMENT, APN 380-250-003 AND 380-250-023, WILDOMAR, CA, HILLMANN CONSULTING, AUGUST 31, 2012.

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APPENDIX H-1:

PRELIMINARY HYDROLOGY AND HYDRAULICS STUDY FOR GROVE PARK, CITY OF WILDOMAR, CALIFORNIA, JLC ENGINEERING AND CONSULTING, INC., MARCH 16, 2015.

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APPENDIX H-2:

PROJECT SPECIFIC WATER QUALITY MANAGEMENT PLAN, GROVE PARK, JLC ENGINEERING AND CONSULTING, INC., FEBRUARY 27, 2015.

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APPENDIX I:

CLINTON KEITH ROAD (APN: 380-250-003) "GROVE PARK" NOISE IMPACT ANALYSIS, CITY OF WILDOMAR, URBAN CROSSROADS, MARCH 11, 2015.

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APPENDIX J-1:

CLINTON KEITH ROAD (APN: 380-250-003) "GROVE PARK" TRAFFIC IMPACT ANALYSIS, CITY OF WILDOMAR, URBAN CROSSROADS, (REVISED) MARCH 5, 2015.

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APPENDIX J-2:

GROVE PARK SUPPLEMENTAL FREEWAY SEGMENT AND RAMP SECTION OPERATIONS ANALYSIS, URBAN CROSSROADS, MARCH 6, 2015.

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ATTACHMENT C

Grove Park
Original City Council Report

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #2.2
PUBLIC HEARING
Meeting Date: February 10, 2016

TO: Mayor and City Council Members

FROM: Matthew C. Bassi, Planning Director

SUBJECT: Grove Park Mixed-Use Development Project - Council review of an Environmental Impact Report, General Plan Amendment, Change of Zone, Tentative Parcel Map, and Plot Plan.

STAFF REPORT

RECOMMENDATION:
The Planning Commission recommends the City Council take the following actions:

1. Adopt a Resolution entitled:

RESOLUTION NO. 2016-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, CERTIFYING AN ENVIRONMENTAL IMPACT REPORT (SCH# 2014121064), INCLUDING ADOPTION OF FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE GROVE PARK MIXED USE DEVELOPMENT PROJECT (PLANNING APPLICATION NO. 14-0069) CONSISTING OF A GENERAL PLAN AMENDMENT, A CHANGE OF ZONE, A TENTATIVE PARCEL MAP (TPM NO. 36673), AND A PLOT PLAN TO DEVELOP A 55,000± SQUARE-FOOT RETAIL/OFFICE CENTER AND A 162-UNIT MULTI-FAMILY APARTMENT PROJECT LOCATED AT THE SOUTHWEST CORNER OF CLINTON KEITH ROAD AND YAMAS DRIVE (APN: 380-250-003)

2. Adopt a Resolution entitled:

RESOLUTION NO. 2016-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT (PLANNING APPLICATION NO. 14-0040) TO CHANGE THE EXISTING LAND USE DESIGNATION ON APPROXIMATELY 18.41 NET ACRES FROM BUSINESS PARK (BP) TO COMMERCIAL RETAIL (CR) ON THE SOUTHERLY 7.73± ACRES, AND TO HIGH DENSITY RESIDENTIAL (HDR) ON THE NORTHERLY 10.68± ACRES TO ACCOMMODATE THE HORIZONS MIXED-USE DEVELOPMENT PROJECT LOCATED AT THE

NORTHWEST CORNER OF ELIZABETH LANE AND PRIELIPP ROAD (APN: 380-250-023); AND APPROVING A GENERAL PLAN AMENDMENT (PLANNING APPLICATION NO. 14-0069) TO CHANGE THE EXISTING LAND USE DESIGNATION ON 10± ACRES FROM BUSINESS PARK (BP) TO COMMERCIAL RETAIL (CR) TO ACCOMMODATE THE GROVE PARK MIXED-USE DEVELOPMENT PROJECT LOCATED AT THE SOUTHWEST CORNER OF CLINTON KEITH ROAD AND YAMAS DRIVE (APN: 380-250-003)

3. Introduce and approve first reading of an Ordinance entitled:

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A CHANGE OF ZONE (PLANNING APPLICATION NO. 14-0069) FROM R-R (RURAL RESIDENTIAL) TO C-P-S (SCENIC HIGHWAY COMMERCIAL) ON THE NORTHERLY 10± ACRES OF THE SITE FOR THE GROVE PARK MIXED-USE DEVELOPMENT PROJECT LOCATED AT THE SOUTHWEST CORNER OF CLINTON KEITH ROAD AND YAMAS DRIVE (APN: 380-250-003)

4. Adopt a Resolution entitled:

RESOLUTION NO. 2016-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP NO. 36673 (PLANNING APPLICATION NO. 14-0069) TO SUBDIVIDE APPROXIMATELY 20± ACRES INTO 3 LOTS TO ACCOMMODATE THE GROVE PARK MIXED-USE DEVELOPMENT PROJECT LOCATED AT THE SOUTHWEST CORNER OF CLINTON KEITH ROAD AND YAMAS DRIVE (APN: 380-250-003)

5. Adopt a Resolution entitled:

RESOLUTION NO. 2016-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A PLOT PLAN NO. 14-0069 TO DEVELOP A 55,000± SQUARE-FOOT RETAIL/OFFICE CENTER AND A 162-UNIT MULTI-FAMILY APARTMENT COMPLEX FOR THE GROVE PARK MIXED-USE DEVELOPMENT PROJECT LOCATED AT THE SOUTHWEST CORNER OF CLINTON KEITH ROAD AND YAMAS DRIVE (APN: 380-250-003)

BACKGROUND:

January 6, 2016 PC Meeting:
The Planning Commission reviewed the proposed Grove Park Mixed-Use Development project at its January 6, 2016 meeting. There was 1 public comment/question from Mr. Joseph Morabito during the public hearing regarding the proposed park site. The Applicant (Mr. Eric Flodine) responded that the park would be a public park funded by proceeds fro the CFD that the project will be required to annex into. The Planning Commission had several questions for the Applicant related to traffic, trails, and fencing for the project. After close of the public hearing and Commission discussion, the Commission voted 5 – 0 recommending City Council certification of the EIR and approval of the General Plan Amendment, Change of Zone, Tentative Tract Map, Conditional Use Permit and Plot Plan for the Horizons Mixed-Use Development project.

DESCRIPTION:
The Applicant (Strata Keith, LLC, Eric Flodine) is requesting City Council consideration to develop the Grove Park Mixed-Use development project. The project site encompasses approximately 19.4± acres and is located at the southwest corner of Yamas Drive and Clinton Keith Road (APN: 380-250-003). The proposed Grove Park Mixed-Use development project consists of the following applications for review and consideration by the City Council. A more detailed project description is provided below.

1) Environmental Impact Report (EIR) - The proposed project requires the preparation, review and certification of an Environmental Impact Report ("EIR") in accordance with Public Resources Code § 21080(d) and § 21082.2(d);

2) General Plan Amendment (GPA) - The proposed project requires the approval of a general plan amendment to change the land use designation to Commercial Retail on a portion of the project site to accommodate the commercial/office component of the proposed project;

3) Change of Zone (CZ) - The proposed project requires the approval of a change of zone to change the zoning designation to C-P-S (Scenic Highway Commercial) on a portion of the project site to accommodate the commercial/office component of the proposed project;

4) Tentative Parcel Map (PM No. 36673) - The proposed project requires the approval of a tentative parcel map to subdivide the 19.4± acre site into 3 lots to accommodate the proposed project; and

5) Plot Plan (PP) - The proposed project requires the approval of a plot plan to develop 55,000± square foot retail/office center (on proposed Lot 1) and a 162 unit multi-family apartment project with related site amenities (on proposed Lot 2) of the project site.

The vicinity/location map on the following page shows the project site/surrounding area.

Vicinity / Location Map



Surrounding Land Uses:
The project site is currently vacant and surrounded by vacant land to the west and east. One single family residence exists to the north and an apartment project to the south. The table below summarizes the current uses, land use and zoning designations related to the project site and surrounding properties.

ADJACENT LAND USE, GENERAL PLAN AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning Designation**
Subject Property	Vacant	Business Park (BP) & Highest Density Residential (HHDR)	R-R (Rural Residential) & R-4 Planned Residential
North	Vacant	Business Park (BP)	I-P (Industrial Park) & R-R (Rural Residential)
South	Santa Rosa Apartments	Very High Density Residential (VHDR)	R-3 (General Residential)
East	Vacant	Business Park (BP)	I-P (Industrial Park) & R-R (Rural Residential)
West	Vacant	Commercial Retail (CR)	C-P-S (Scenic Highway Commercial

Environmental Impact Report (EIR):
In accordance with the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000 – 21189.3, and the CEQA Guidelines, 14 CCR §§ 15000-15387, the proposed project requires the preparation of an Environmental Impact Report (EIR). The EIR must be certified by the City Council prior to the approval of the project. In the course of the preliminary review of the proposed project, the Planning Director determined that there was substantial evidence that the Grove Park Mixed-Use project may have one or more significant effects on the environment. Therefore, preparation of an EIR was warranted under Public Resources Code § 21080(d) and CEQA Guideline 15060(d).

In accordance with CEQA Guideline 15082, the Planning Department prepared and circulated a Notice of Preparation (NOP) on December 22, 2014 notifying the public that an EIR would be prepared for the project. This began a 30-day public review/comment period that began on December 22, 2014 and concluded on January 26, 2015. The City received 8 public comment letters which have been included within the Draft EIR (DEIR). As part of the NOP process, the Planning Department conducted a public scoping meeting which was held on January 19, 2015. The purpose of the scoping meeting was to receive input from the pubic on what environmental issues should be addressed in the Grove Park DEIR.

The Planning Department on June 12, 2015 prepared and circulated a 2nd Notice of Preparation (NOP) notifying the public of the revised NOP resulting from changes to the proposed Grove Park project. This began a 2nd 30-day public review/comment period that began on June 12, 2015 and concluded on July 13, 2015. During the 2nd NOP period, the City received 5 public comment letters which also have been included within the DEIR. As part of the 2nd NOP process, the Planning Department conducted a 2nd public scoping meeting which was held on June 29, 2015. The purpose of the 2nd scoping meeting was to receive input from the pubic on the revised project description and what environmental issues should be addressed in the Grove Park DEIR.

In the months following the 2 NOP review periods and scoping meetings, the City prepared and completed the Grove Park DEIR. A Notice of Completion (NOC) was provided to the State Clearinghouse (OPR) on September 3, 2015 notifying the State of the availability of the Grove Park DEIR. In accordance with CEQA Guidelines §15087 and §15105(a), the DEIR was also circulated on September 3, 2015 to the public, state responsible agencies and other interested parties, including the City's local distribution list, and any interested party requesting a copy of the DEIR. Further, on September 3, 2015, the Planning Department posted a Notice of Availability (NOA) with the Riverside County Clerk and published a legal notice in the Press Enterprise, a local newspaper of general circulation giving notice to the general public and all interested parties about the Grove Park EIR 45-day public review period.

This began the required 45-day public review/comment period in accordance with Section 15085 of the CEQA Guidelines which began on September 3, 2015 and concluded on October 19, 2015. A copy of the DEIR and Technical Appendices are provided for Commission consideration in PC Resolution No. 2016-06 (Exhibits 1 & 1A). The City received 5 comment letters during the 45-day public review/comment period. Staff has prepared detailed responses to each of these comments and are provided in the Final EIR (FEIR) (PC Resolution No. 2016-06, Exhibit 2). In accordance with state CEQA law, the FEIR was provided to each commenter at least 10 days prior to the January 6, 2016 Planning Commission meeting.

As part of the FEIR process, the Planning Department has also prepared the required Findings of Fact and Statement of Overriding Considerations for the project, as required by CEQA Guidelines 15091 and 15093. Approval of the project will result in one (1) one significant impact to transportation/traffic (Impact 4.16.6.5) that cannot be mitigated. However, all other impacts have been mitigated to a less than significant level through changes and alterations to the project and mitigation measures. In accordance with Section 15093 of the CEQA Guidelines, the Planning Commission may recommend to the City Council adoption of the Statement of Overriding Considerations for the one significant and unavoidable impact. The Findings of Fact and Statement of Overriding Considerations are provided for Commission consideration in PC Resolution No. 2016-06, Exhibit 3).

In accordance with CEQA Guideline 15097, the Planning Department has also prepared a Mitigation Monitoring and Reporting Program (MMRP) for the Grove Park Mixed-Use

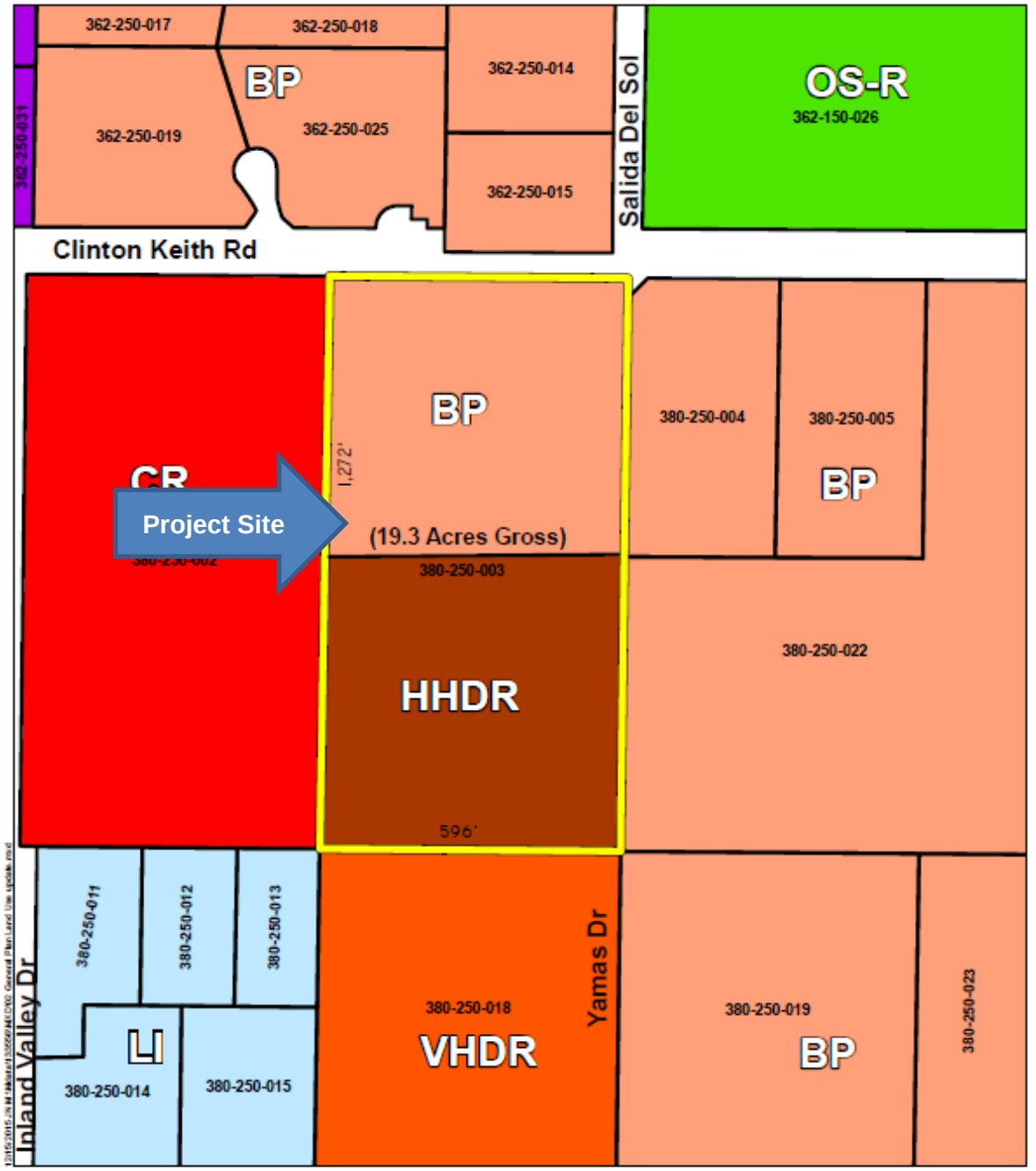
project DEIR. The MMRP outlines the proposed mitigation measures for the project and the timing and department responsibility for implementing the mitigation measures. The MMRP is provided for Commission consideration in PC Resolution No. 2016-06, Exhibit 4. The mitigation measures have also been inserted into the project conditions of approval matrix (Attachment D, Exhibit 1 and Attachment E, Exhibit 1). The Planning Commission has the authority to review and recommend City Council certification of the proposed Grove Park Mixed-Use project EIR. Based on the analysis and findings below, staff is recommending the Planning Commission recommend the City Council certify the Grove Park project EIR.

General Plan Amendment (GPA):

The existing General Plan land use designations on the project site are Business Park (BP) and Highest Density Residential (HHDR). The Grove Park development project requires the approval of a general plan amendment on the area proposed for commercial/office development as a part of the project. The Applicant is requesting to change the General Plan land use designation for this area to Commercial Retail (CR). The residential component of the project is consistent with the existing HHDR designation.

The following two (2) exhibits reflect the existing and proposed land use amendment. Though the boundary line between the land use designations on site will be moved, the amount of land designated HHDR on the project site will not be substantially changed.

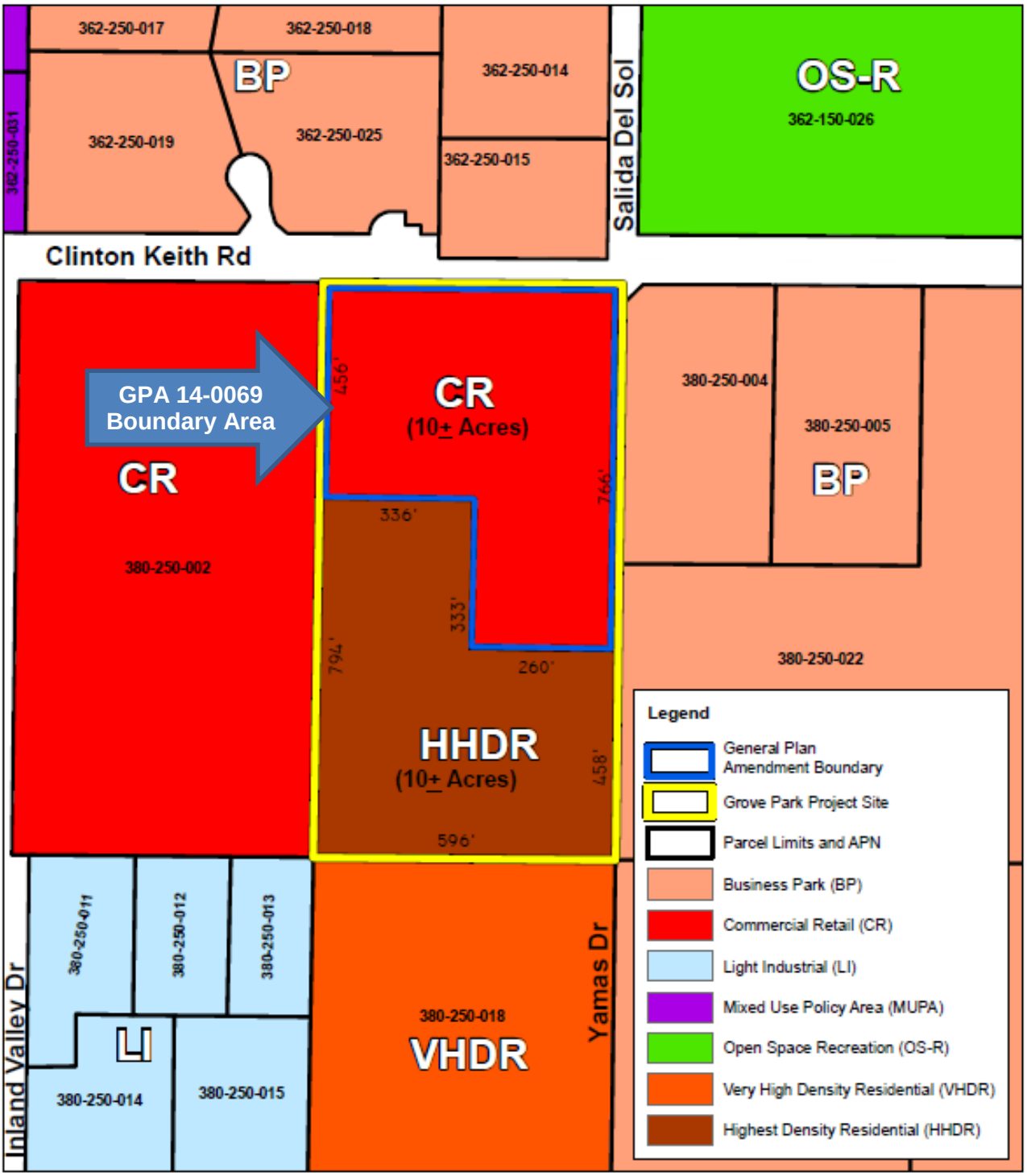
Existing Gen. Plan Land Use Exhibit



Source: City of Wildomar Consolidated General Plan Map, Nov. 2013

GPA

Proposed GPA Land Use Amendment Exhibit



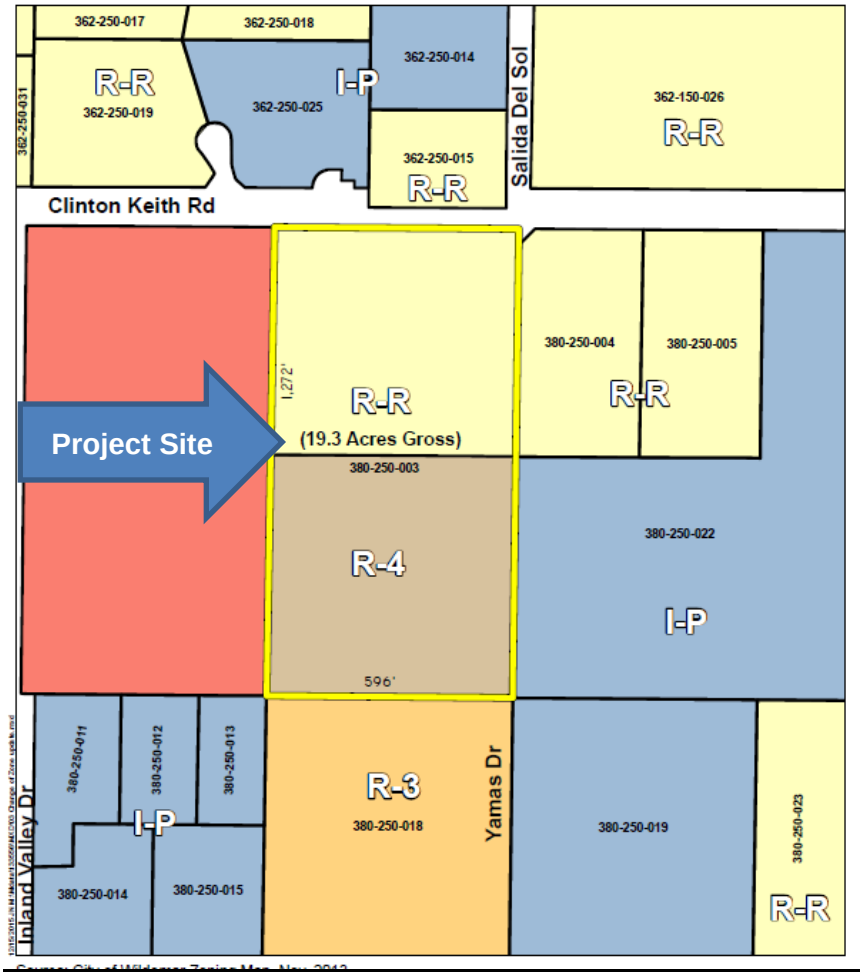
State law restricts the number of general plan amendments that may be adopted in a calendar year to no more than four amendments. However, multiple amendments within the same resolution only count as one amendment. Due to the number of general plan amendment requests that are being processed by the planning

department, staff determined that the general plan amendments requested by the applicant for this project and for its Horizons project should be combined into one resolution. Because the general plan amendment for this project is combined with the proposed general plan amendment for the Horizons project, the City Council must wait until after the close of the public hearing for both projects before it can vote to approve the resolution with the general plan amendments.

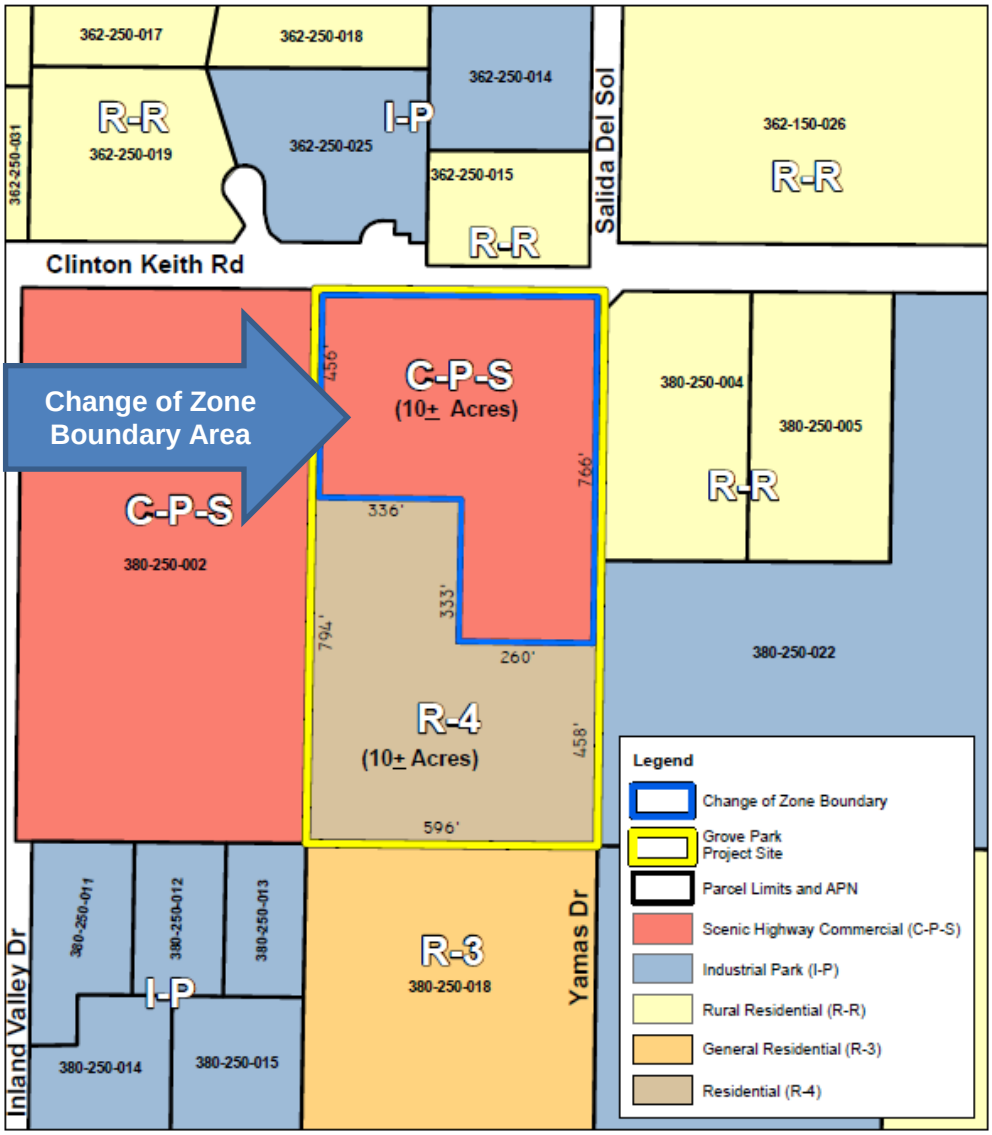
Change of Zone (CZ):

The existing zoning on the project site is Rural Residential (R-R) and Planned Residential (R-4). The Grove Park development project requires the approval of a change of zone on the area proposed for commercial/office development as a part of the project. The Applicant is requesting to change the zoning designation for this area to Scenic Highway Commercial (C-P-S). The residential portion of the project is consistent with the existing R-4 zoning. The following two (2) exhibits reflect the existing and proposed land use amendment. Though the boundary line between the zoning districts on site will be moved, the amount of land zoned R-4 on the project site will not be substantially changed.

Existing Zoning Designation Exhibit



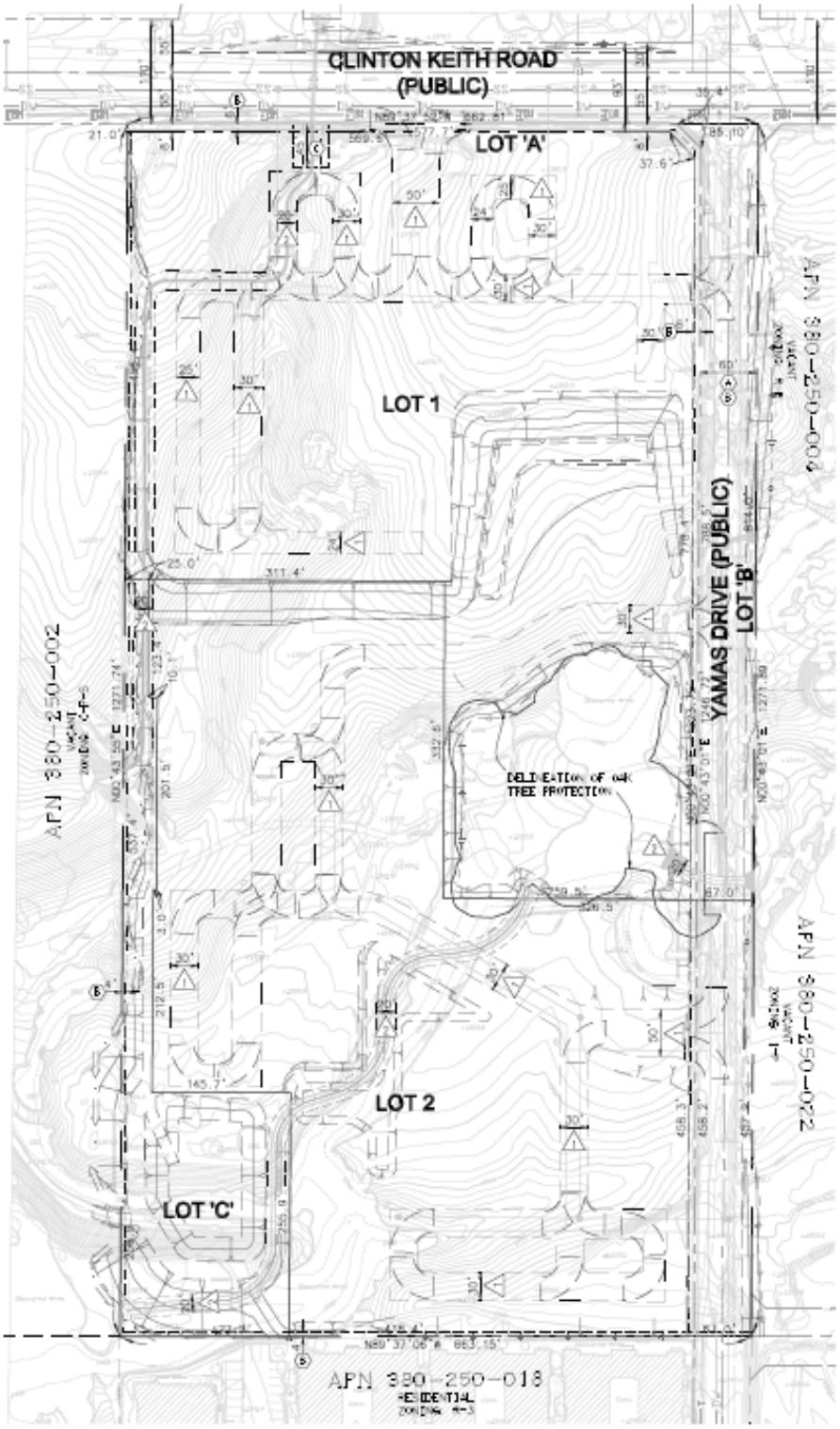
Proposed Change of Zone Exhibit



Tentative Parcel Map No. 36673:

The Grove Park Mixed-use development project requires the approval of a tentative parcel map to subdivide the project site. Specifically, the parcel map proposes to subdivide the 19.4± acre site into 3 lots. Lot 1 is 9.8± acres in size and will apply to the commercial/office site. Lot 2 is 8.1 acres in size and will apply to the 162-unit multi-family apartment site. Lot 3 is 1.4 acres and has been dedicated for the required detention basin. The following exhibit reflects the proposed subdivision map.

Proposed Parcel Map No. 36673 Exhibit



Plot Plan No. 14-0069:

Commercial Retail / Office Site Plan Layout:
The proposed commercial/office portion of the project site requires approval of a plot plan to develop the 55,000± square-foot center. This site is Lot 1 of Parcel Map No. 36673. There is an existing Live Oak tree area that will be preserved in place. The retail/office center is comprised of 4 buildings as follows:

- Building A (Retail Building) – 6,000 square feet / single-story….intended as a multi-tenant retail building or possible restaurant.
- Building B (Office Building) – 35,000 square feet / 2-story….intended as a multi-tenant professional office building and similar office uses.
- Building C (Retail Building) – 8,000 square feet / single-story….intended as a multi-tenant retail building.
- Building D (Retail Building) – 6,000 square feet / single-story….intended as a multi-tenant retail building or possible restaurant.

The proposed commercial/office development is a permitted use subject to a plot plan approval as required by Chapter 17.76 of the Zoning Ordinance. There are no retail or office users identified at this time, thus, any future use seeking a business registration will be evaluated to determine if the use is permitted by right or if a conditional use permit is required. Physical development of the 4 buildings is also subject to the development standards of Chapter 17.76.030 of the C-P-S zone. This section establishes standards and requirements related to lot area, setbacks, building height, etc. The table below summarizes compliance with these standards.

Development Standards Table (17.76.030)

Development Standards	Minimum Dev. Standard	Proposed Project	Meets/Exceeds Requirements
Building Height	50 feet max.	48 feet (at highest point)	Yes
Required Setbacks			
Front Setback	• 0 feet (up to 35' bld. ht.) • 2' for each foot above 35'	• 34' minimum • 210' (office bld.)	Yes Yes
Rear Setback	• 0 feet (up to 35' bld. ht.) • 2' for each foot above 35'	• 12' minimum • 95' (office bld.)	Yes
Side Setback	• 0 feet (up to 35' bld. ht.) • 2' for each foot above 35'	• 20' minimum • 180' (office bld.)	Yes

Off-Street Parking (Section 17.188):

The proposed commercial/office development is subject to the parking requirements outlined in Chapter 17.188.030 of the Zoning Ordinance. Based on the square-footage of the retail/office center, the project is required to provide of 285 spaces (175 spaces for the office building & 110 spaces for the retail buildings). The proposed site plan provides 286 total parking spaces. The table below summarizes the parking standards.

Parking Standards Table (17.188)

Parking Standards	Minimum Parking Requirement Standard	Proposed Project	Meets/Exceeds Requirements
Office Building (35,000 s.f.)	1 sp. / 200 s.f 175 spaces	176 spaces	Yes
Commercial Retail Buildings (20,000 s.f)	5.5 spaces / 1,000 s.f. 110 spaces	110 spaces	Yes
Parking Stall Size (open)	9' x 18' 11' x 18' (end stalls)	9' x 18' 11' x 18' (end stalls)	Yes
On-site Drive Aisles	24 feet	24 feet minimum	Yes
Open Parking Area Shading	50%	63%	Yes
Open Parking Area Landscaping	10%	15%	Yes

Traffic / Vehicular Access:

A detailed traffic study was prepared for the project as part of the DEIR process. The proposed Grove Park mixed-use project will generate traffic that will have impacts in the immediate area surrounding the project site. Based on the traffic analysis, Salida del Sol, Yamas Drive and Clinton Keith Road have been conditioned per mitigation measure 4.16.6.1A to install a traffic signal with protected left-turn phasing on the eastbound and westbound approaches of Clinton Keith Road and construct the intersection with the following geometrics:

- Northbound Approach: One left-turn lane, one shared through/right-turn lane.
- Southbound Approach: One left-turn lane, one shared through/right-turn lane.
- Eastbound Approach: One left-turn lane, one shared through/right-turn lane.
- Westbound Approach: One left-turn lane, one shared through/right-turn lane.

Primary vehicular access to and from the commercial retail/office site be provided via an enhanced entry way located on Clinton Keith Road with a restricted right-in/right-out configuration. Secondary access to the site will be provided via Yamas Drive.

The project has been conditioned to improve Clinton Keith Road and Yamas Drive. Clinton Keith Road is an urban arterial with a 152-foot right-of-way, and the project has been conditioned to dedicate and improve the southerly 76 feet. Yamas Drive is a collector street with a 74-foot right-of-way, and the project has been conditioned to dedicate and improve the westerly 37 feet. Both streets will be constructed to city improvement standards.

Landscaping/Water Efficient Standards (Section 17.276):
The Applicant has provided a detailed conceptual landscape plan for staff's review. The purpose of Chapter 17.276 of the Zoning Ordinance is to establish water efficient landscape regulations that are "at least as effective in conserving water as" the State Model Water Efficient Landscape Ordinance in the context of conditions in the City in order to ensure that landscapes are planned, designed, installed, maintained, and managed in a manner that uses water efficiently, encourages water conservation, and prevents water waste. The intent of this chapter is to also encourage the cooperation between the City and local water purveyors to achieve irrigation efficiency and water conservation goals.

The landscape plans provide for a variety of landscape species (including drought tolerant turf) in varying sizes to accommodate the project. The landscape plans were reviewed by the City's Landscape Architect in accordance with the provisions of this code section. Based on this review, the conceptual landscape plans are consistent with city standards. During the construction plan check process, staff will perform a detailed landscape and irrigation plan review to determine that the proposed water usage meets the requirements of Chapter 17.276. Based on the conceptual landscape plans, the project is consistent with city standards.

Proposed Architecture:
The architectural theme for the commercial retail/office portion of the project can be characterized as a "modern Craftsman" that will match what is proposed for the apartment project on the southerly portion of the site. The design incorporates elements such as concrete tile roofs, standing seam metal roof, stucco walls, wood posts & railings, decorative gable end and beam details, corbels & wood trellis's, decorative louvers and shutters. The proposed office building is designed in a similar fashion with similar materials.

Staff has provided reduced size exhibits of the site plan, landscape plan and architectural elevations on the following pages.

Colored Overall Site Plan / Landscape Plan Exhibit

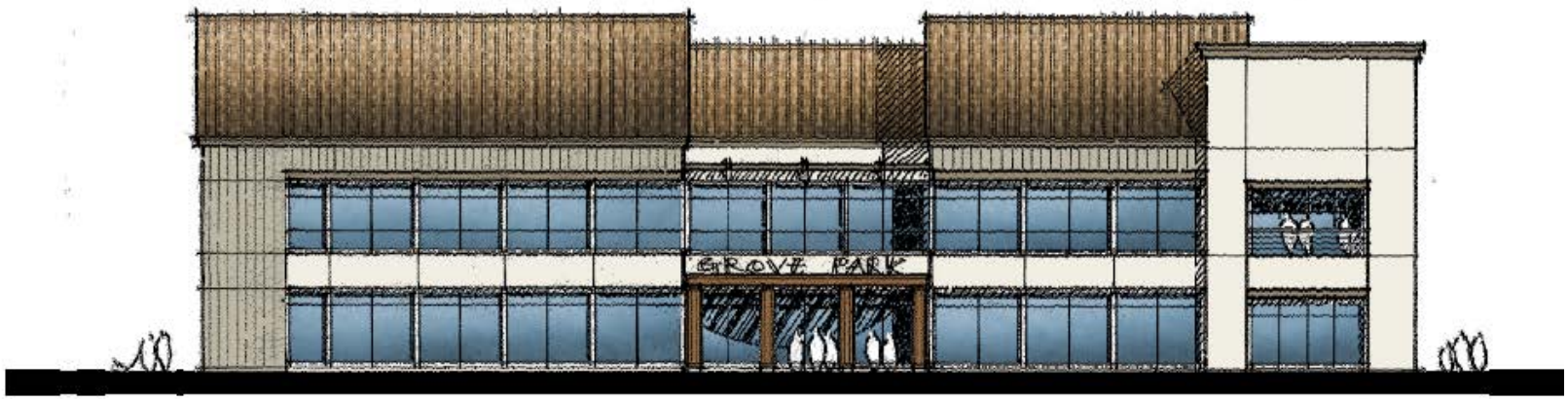


Proposed Architectural Elevations Exhibits



1. FRONT (Main Entry Side)

CHARACTER ELEVATION (RETAIL BLDG.-A)



2. Right



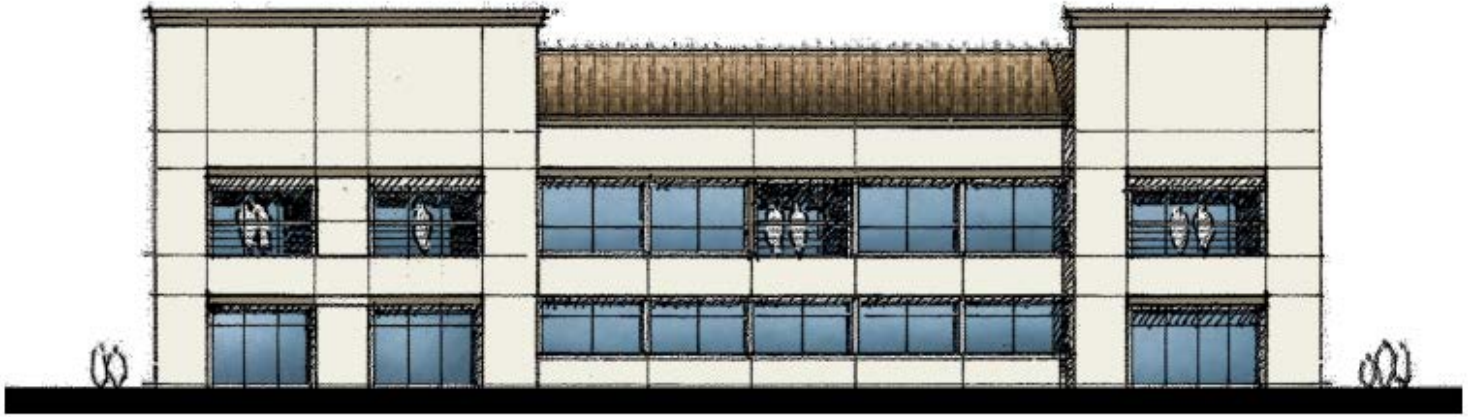
1. FRONT (Main Entry Side)

GROVE PARK

CHARACTER ELEVATION (OFFICE BLDG.-B)



4. Left



3. Rear

CHARACTER ELEVATION (OFFICE BLDG.-B)



1. FRONT (Main Entry Side)

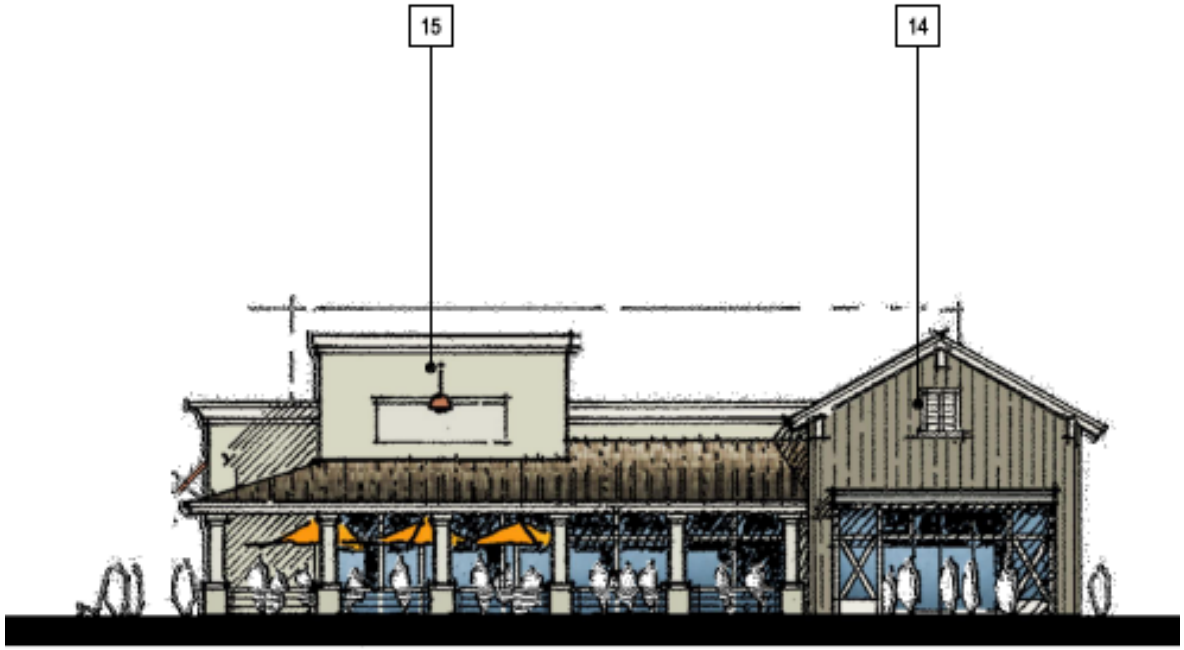
GROVE PARK

CHARACTER ELEVATION (RETAIL BLDG.-C)



1. FRONT (Main Entry Side)

CHARACTER ELEVATION (RETAIL BLDG.-D)



2. Right

CHARACTER ELEVATION (RETAIL BLDG.-D)

Multi-Family Apartments Site Plan Layout:

The proposed residential portion of the project site requires the approval of a plot plan to develop the proposed 162-unit apartment project. This development will be located on Lot 2 of TPM No. 36673. The residential portion includes 8, 3-story buildings comprised of 1, 2, and 3 bedrooms units. The site also includes a recreation building, pool and tot-lot adjacent to the 1.8 acre park/trail head site.

The proposed apartment project is a permitted use subject to a plot plan approval as required by Chapter 17.60.070 of the Zoning Ordinance. While the multi-family site has an R-4 zoning designation, development of the apartments is subject to the development standards of the R-3 zone (Chapter 17.44). This section establishes standards and requirements related to lot area, setbacks, building height, etc. The table below summarizes compliance with these standards.

Development Standards Table (17.44.020)

Development Standards	Minimum Dev. Standard	Proposed Project	Meets/Exceeds Requirements
Minimum Lot Area	7,200 square feet	8.10 acres	Yes
Minimum Lot Width/Depth	60 feet / 100 feet	498 / 663 feet	Yes
Required Setbacks			
Front Setback – Living Space / Main Structure	10 feet	22.5 feet (closest)	Yes
Rear Setback – Living Space / Main Structure	10 feet	29.7 feet (closest)	Yes
Side Setback – Living Space / Main Structure	5 feet	20.2 feet (closest)	Yes
Building Height	50 feet maximum	52 (2-stories)	Yes (with exception) [1]
Lot Coverage	50% of net lot area	35%	Yes

Off-Street Parking (Section 17.188):

The apartment project site is subject to the multi-family parking requirements outlined in Chapter 17.188.030 of the Zoning Ordinance. Based on the number of units and bedrooms, the project is required to provide of 329 spaces. The proposed site plan provides 329 parking spaces. The table on the following page summarizes other parking standards applicable to the proposed project which has been met or exceeded.

[1] Chapter 17.172.150.B allows height exception above maximum provided the additional height is needed for maintenance and operation of a building. The extra 2 feet is needed to accommodate HVAC systems in the attic space.

Parking Standards Table (17.188)

Development Standards	Minimum Parking Requirement Standard	Proposed Project	Meets/Exceeds Requirements
Apartment Units			
1 bedroom/unit (1.25 sp./unit)	60 spaces	60 spaces	Yes
2 bedroom/unit (2.25 sp./unit)	203 spaces	203 spaces	Yes
3 bedrooms/unit (2.75 sp./unit)	66 spaces	66 spaces	Yes
total spaces	**329 spaces**[2]	**329 spaces**	**Yes**
Parking Stall Size (open/covered)	9' x 18' 11' x 18' (end stalls)	9' x 18' 11' x 18' (end stalls)	Yes
Garage Stall Size	9' x 18'	20' x 20'	Yes
On-site Drive Aisles	28 feet	28 feet	Yes
Open Parking Area Shading	50%	71%	Yes
Open Parking Area Landscaping	10%	15%	Yes

Traffic / Vehicular Access:

A detailed traffic study was prepared for the project as part of the DEIR process. The proposed Grove Park mixed-use project will generate traffic that will have impacts in the immediate area surrounding the project site. Based on the traffic analysis, Salida del Sol, Yamas Drive and Clinton Keith Road have been conditioned per mitigation measure 4.16.6.1A to install a traffic signal with protected left-turn phasing on the eastbound and westbound approaches of Clinton Keith Road and construct the intersection with the following geometrics:

- Northbound Approach: One left-turn lane, one shared through/right-turn lane.
- Southbound Approach: One left-turn lane, one shared through/right-turn lane.
- Eastbound Approach: One left-turn lane, one shared through/right-turn lane.
- Westbound Approach: One left-turn lane, one shared through/right-turn lane.

Primary vehicular access to and from the commercial retail/office site be provided via an enhanced entry way located on Clinton Keith Road with a restricted right-in/right-out configuration. Secondary access to the site will be provided via Yamas Drive.

[2] The total number of spaces includes open/visitor parking spaces in the ratio. There is no separate standard for open/visitor parking. The applicant is providing covered parking areas with tile roofs.

The project has been conditioned to improve Clinton Keith Road and Yamas Drive. Clinton Keith Road is an urban arterial with a 152-foot right-of-way, and the project has been conditioned to dedicate and improve the southerly 76 feet. Yamas Drive is a collector street with a 74-foot right-of-way, and the project has been conditioned to dedicate and improve the westerly 37 feet. Both streets will be constructed to city improvement standards.

Landscaping/Water Efficient Standards (Section 17.276):
The Applicant has provided a detailed conceptual landscape plan for staff's review. The purpose of Chapter 17.276 of the Zoning Ordinance is to establish water efficient landscape regulations that are "at least as effective in conserving water as" the State Model Water Efficient Landscape Ordinance in the context of conditions in the City in order to ensure that landscapes are planned, designed, installed, maintained, and managed in a manner that uses water efficiently, encourages water conservation, and prevents water waste. The intent of this chapter is to also encourage the cooperation between the City and local water purveyors to achieve irrigation efficiency and water conservation goals.

The landscape plans provide for a variety of landscape species (including drought tolerant turf) in varying sizes to accommodate the project. The landscape plans were reviewed by the City's Landscape Architect in accordance with the provisions of this code section. Based on this review, the conceptual landscape plans are consistent with city standards. During the construction plan check process, staff will perform a detailed landscape and irrigation plan review to determine that the proposed water usage meets the requirements of Chapter 17.276. Based on the conceptual landscape plans, the project is consistent with city standards.

Proposed Unit Type / Floor Plans:
The proposed unit types and floor plans reflect the development of the 162-unit apartment project. There are 8, 3-story buildings comprised of 48, 1-bedroom units (735 sq. ft.), 90, 2-bedroom units 1,064 sq. ft.), and 24, 3-bedroom units 1,281 sq. ft.). For ease of reference, the unit and floor plan information is provided in the following 2 tables.

Typical Unit Types / Floor Plan

Unit Type	Unit Quantity	# of Bedrooms / Bathrooms
Unit 1 (3-story)	48	1 bedroom / 1 bath
Unit 2 (3-story)	90	2 bedroom / 2.5 bath
Unit 3 (3-story)	24	3 bedroom / 2.5 bath
Total Counts	**162 Units**	

Typical Unit Types / Unit Size

Stories	# of Units	Unit Size (sq. ft.)
Unit 1 (3-story)	48	735 sq. ft.
Unit 2 (3-story)	90	1,064 sq. ft.
Unit 3 (3-story)	24	1,281 sq. ft.
Total Counts	**162 Units**	

Proposed Architecture:
The architectural theme for the apartment portion of the project can be characterized as a "modern Craftsman" that will match what is proposed for the commercial/retail project on the northerly portion of the site. The design incorporates elements such as concrete tile roofs, standing seam metal roof, stucco walls, wood posts & railings, decorative gable end and beam details, corbels & wood trellis's, decorative louvers and shutters. The proposed office building is designed in a similar fashion with similar materials.

Staff has provided reduced size exhibits of the site plan, landscape plan and architectural elevations on the following pages.

Colored Overall Site Plan / Landscape Plan Exhibit



Proposed Architectural Elevations Exhibits



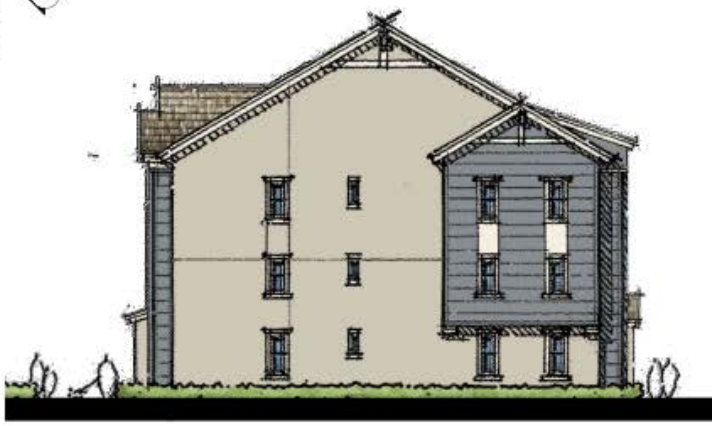
I. FRONT

CHARACTER ELEVATION (BLDG.-A)



4. LEFT





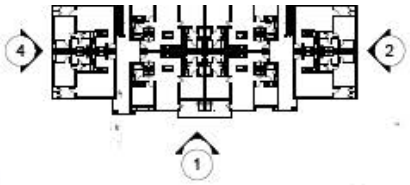
2. RIGHT



3. REAR

PARK

CHARACTER ELEVATION (BLDG.-A)





4. LEFT

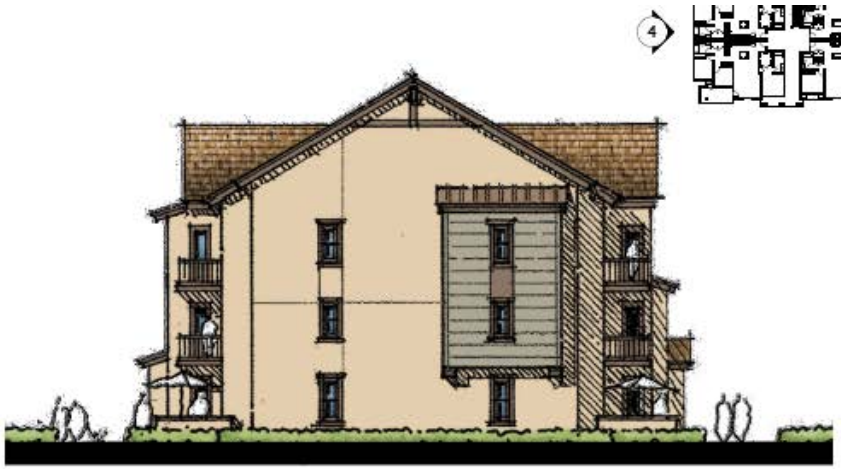


2. RIGHT

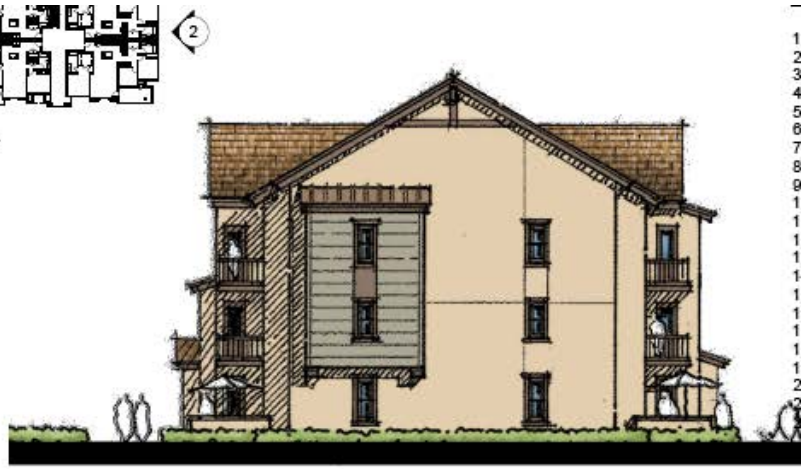


3. REAR

CHARACTER ELEVATION (BLDG.-C)



4. LEFT



2. RIGHT

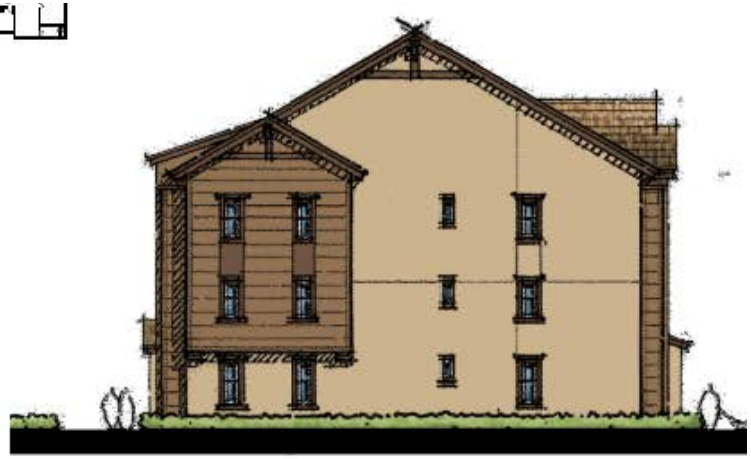


3. REAR

CHARACTER ELEVATION (BLDG.-D)



4. LEFT



2. RIGHT



3. REAR

CHARACTER ELEVATION (BLDG.-E)

PROJECT ANALYSIS / FINDINGS OF FACT

EIR Findings of Fact:

The Planning Commission recommend the City Council, in light of the whole record before it, including but not limited to, the DEIR (w/technical appendices), FEIR, Findings of Fact, Statement of Overriding Considerations, and MMRP and all documents incorporated by reference therein, any comments received and responses provided, and other substantial evidence (within the meaning of Public Resources Code § 21080(e) and § 21082.2) within the record and/or provided at the public hearing, find and determine as follows:

1. Preparation of EIR: An Environmental Impact Report was prepared for the Grove Park Mixed-Use Development project and processed in accordance with the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the CEQA Guidelines (14 California Code of Regulations § 15000 et seq.), and the City's local CEQA Guidelines.

2. Notice: The City has complied with CEQA Guidelines § 15085 and §15087 by providing a Notice of Completion of the Draft EIR to OPR and a Notice of Availability to responsible and trustee agencies, including the Riverside County Clerk, and other persons and agencies.

3. Review Period: The City has complied with CEQA Guidelines §§ 15087 and 15105 by making the Draft EIR available to the public for review/comment for the required 45-day period of time commencing on September 3, 2015 and concluding on October 19, 2015.

4. Response to Comments: The City has responded to all 5 written comments received during the public review/comment period and included both the comments and the responses to the comments as part of the Final EIR included as Exhibit 2 to Resolution No. 2016-06. In response to these comments, the City has made minor revisions to the Draft EIR. These revisions are identified in the Final EIR and do not constitute significant additional information and do not require recirculation of the Draft EIR.

5. Avoidance / Reduction Significant Effects: The EIR identifies potentially significant effects on the environment that could result, if the project were adopted without changes or alterations, in the project and imposition of mitigation measures. Based thereon, the Planning Commission recommends the City Council further find that:

    a) Changes, alterations, and mitigation measures have been incorporated into, or imposed as conditions of approval on, the project.

    b) These changes, alterations, and mitigation measures will avoid all but one of the significant environment effects identified in the EIR or lessen their impact below the threshold of significance.

c) These changes, alterations, and mitigation measures are fully enforceable because they have either resulted in an actual change to the project as proposed or they have been imposed as conditions of approval on the project.

d) The City has prepared a Mitigation Monitoring and Reporting Program (MMRP) included as Exhibit 4 of Resolution No. 2016-06 to track compliance with these changes, alterations, and mitigation measures identified in the Grove Park Mixed-Use Development project EIR.

e) For the one unavoidable environmental impact (transportation/traffic impact 4.16.6.5), specific economic and legal considerations make infeasible the mitigation measures identified in the FEIR.

6. Statement of Overriding Considerations: Approval of the project will result in one (1) one significant impact that can not be mitigated related to transportation/traffic (Impact 4.16.6.5); however, all other impacts have been mitigated through changes, alterations and mitigation measures to a less than significant level. Pursuant to Section 15093 of CEQA, the Planning Commission recommends that the City Council adopt a Statement of Overriding Considerations for transportation/traffic (Impact 4.16.6.5) as discussed and addressed in the DEIR & FEIR (Statement of Facts and Findings).

7. Independent Judgment: The DEIR and FEIR reflects the independent judgment and analysis of the City.

General Plan Amendment (GPA) Analysis:

The Grove Park development project requires the approval of a general plan amendment for the commercial/office part of the project. The Applicant is requesting to change the General Plan land use designation for this area to Commercial Retail (CR). The residential component of the project is consistent with the existing HHDR land use designation. Though the boundary line between the land use designations on site will be moved, the amount of land designated HHDR on the project site will not be substantially changed.

The CR land use designation is intended for the development of a variety of commercial, retail and office uses. The proposed commercial retail/office project fits perfectly into this land use designation. Staff is supporting the proposed GPA to Commercial Retail (CR) because this land use designation is intended for the development of retail and office uses. Below are the findings to support the general plan amendment.

General Plan Amendment (GPA) Findings of Fact:
Pursuant to Government Code Section 65350 – 65362 and Chapter 17.08.040(F)(2) of the Zoning Ordinance, the City Council hereby makes the following findings in support of the Grove Park Mixed-Use Development project General Plan Amendment from Business Park (BP) to Commercial Retail (CR) on the northerly 10± acre of the project site (Lot 1 of PM 36673):

A. The proposed change does not involve a change in or conflict with the City of Wildomar Vision, any general planning principles in Appendix B to the General Plan, or any Foundation Component designation in the General Plan.

Evidence: The proposed land use amendment for the Grove Park Mixed-Use Development project does not involve a change in or conflict with the City of Wildomar Vision (Chapter 2 of the Gen. Plan), any general planning principles in Appendix B to the General Plan, or any Foundation Component designation in the General Plan in that both the current and the proposed land use designations (BP and CR & HDR, respectively) fall within the "Community Development" Foundation Component of the General Plan. Thus, the proposed land use designation change from BP to CR (on the northerly 10± acres) does not conflict with the property's "Community Development" Foundation Component designation.

Further, the Vision outlined in Chapter 2 of the General Plan states that each element of the General Plan contains a description of how it implements the Vision in the form of specific policies related to each element (page V-2). Thus, consistency with specific General Plan policies demonstrates consistency with the vision. The proposed Grove Park Mixed-Use Development project achieves the vision as it is consistent with those land use and housing policies discussed in Finding B below. Finally, the proposed general plan amendment is consistent with the general planning principles set forth in Appendix B to the General Plan, in that Appendix B encourages compact, higher density development (App. B, Sec. I.G.) in a manner that encourages a wide range of housing choices within the City (App. B, Sec. I.D.). Further, Appendix B encourages commercial retail related development that provides support services for the Wildomar community.

B. The proposed amendment would either contribute to the purposes of the General Plan or, at a minimum, would not be detrimental to them.

Evidence: The proposed general plan amendment will contribute to the purposes of the General Plan and will not be detrimental in that as part of the DEIR and development review process it was determined that the proposed commercial retail project did not require any changes to other Elements of the Wildomar General Plan, thereby, resulting in the proposed general plan amendment being internally consistent. The proposed amendment furthers the following land use and housing element policies related to the proposed project:

LU 2.1 The proposed commercial retail portion of the project will accommodate a land use development that is in accordance with patterns and distribution of land uses that are depicted on the General Plan Land Use map proposed for the subject site.

LU 4.1 The proposed commercial retail portion of the project will accommodate a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed commercial retail portion of the project will be developed in accordance with the proposed General Plan land use designation that ensures compatibility and minimizes impacts.

LU 23.1 The proposed land use amendment resulting in the commercial retail portion of the project is properly located and designated for commercial development in accordance with the General Plan.

LU23.6 The proposed commercial portion of the project will have proper mitigation measures to protect the neighboring residential areas from Noise, light, fumes , odors, vehicular traffic , parking and operational hazards.

LU23.7 The proposed commercial portion of the project will be served by water and sewer along Clinton Keith Road to meet the projects demands.

LU 23.8 The proposed land use amendment will provide needed services and jobs for the Wildomar community in accordance with the General Plan.

C. Special circumstances or conditions have emerged that were unanticipated in preparing the General Plan.

Evidence: The proposed general plan amendment is needed to address circumstances and conditions that that were unanticipated when the General Plan was prepared. Currently, the economy dictates a need for commercial retail designation rather than a Business Park / clean industry designation. At the time the General Plan land use designations were determined, there was a greater emphasis on Business Park / industry / office uses. Given the type of project proposed and the amenities being provided, the proposed amendment meets this finding.

Change of Zone (CZ) Analysis:

The existing zoning on the project site is Rural Residential (R-R) and Planned Residential (R-4). The Grove Park development project requires the approval of a change of zone on the area proposed for commercial/office development as a part of the project. The Applicant is requesting to change the zoning designation for this area to Scenic Highway Commercial (C-P-S). The residential portion of the project is consistent with the existing R-4 zoning and R-3 development standards (refer to Chapter 17.60.070 of the WMC). Though the boundary line between the zoning districts on site will be moved, the amount of land zoned R-4 on the project site will not be substantially changed.

According to the general plan zoning consistency table, the C-P-S zone is highly consistent with the CR land use designation. The C-P-S zone allows for commercial retail and office uses such as proposed with this project. With development of the site under the C-P-S zone standards, the proposed project is consistent with the change of zone and general plan. Below are the findings to support the change of zone.

Change of Zone Finding of Fact:

In accordance with the State of California, Government Code Sections 65855, and Chapter 17.280 of the Wildomar Zoning Ordinance, the City Council, in light of the whole record before it, including but not limited to the City Council staff report and all documents incorporated by reference herein, the City's General Plan and any other evidence within the record or provided at the public hearing of this matter, recommend the City Council find and determine as follows:

A. The proposed change of zone is in conformance with the adopted General Plan for the City of Wildomar.

Evidence: The applicant is proposing to amend the general plan land use designation from Business Park (BP) to Commercial Retail (CR) on the northerly 10+ acres of the project site that is proposed for commercial/office use. The Change of Zone from R-R to C-P-S for the Grove Park Mixed-Use Development project, upon approval of the proposed GPA to CR, is consistent with, and implements, the following goals and polices of the General Plan:

LU 2.1 The proposed commercial retail portion of the project will accommodate a land use development that is in accordance with patterns and distribution of land uses that are depicted on the General Plan Land Use map proposed for the subject site.

LU 4.1 The proposed commercial retail portion of the project will accommodate a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed commercial retail portion of the project will be developed in accordance with the proposed General Plan land use designation that ensures compatibility and minimizes impacts.

LU 23.1 The proposed land use amendment resulting in the commercial retail portion of the project is properly located and designated for commercial development in accordance with the General Plan.

LU23.6 The proposed commercial portion of the project will have proper mitigation measures to protect the neighboring residential areas from Noise, light, fumes , odors, vehicular traffic , parking and operational hazards.

LU23.7 The proposed commercial portion of the project will be served by water and sewer along Clinton Keith Road to meet the projects demands.

LU 23.8 The proposed land use amendment will provide needed services and jobs for the Wildomar community in accordance with the General Plan.

Tentative Parcel Map (TPM No. 36673) Analysis:

The Grove Park Mixed-Use development project requires the approval of a tentative parcel map to subdivide the project site. Specifically, the parcel map proposes to subdivide the 19.4± acre site into 3 lots. Lot 1 is 9.8± acres in size and will apply to the commercial/office site, and Lot 2 is 8.5± acres in size and will apply to the 162-unit multi-family apartment site. Lot 3 is 1.1 acres and has been dedicated for the required detention basin.

The C-P-S zone does not have a minimum lot size or lot width and depth requirement. Lot 1 will accommodate the commercial retail/office development and is 9.8± acres in size, thus, this parcel meets and exceeds the minimum development standards. The R-4 zone requires a minimum lot size of 7,200 square feet and a minimum lot width & depth of 60 feet & 100 feet, respectively. Parcel 2 is 8.5± acres in size and has a lot width & depth of 498 feet and 522 feet, respectively. Given this, Lot 2 meets and exceeds the minimum development standards. Lot 3 is 1.1± acres in size and being used as a detention basin. This parcel has a lot width and depth of 141 feet and 704 feet, respectively. Based on this, the Lot 3 meets and exceeds the minimum development standards.

In summary, the proposed parcel map is consistent with the General Plan and Zoning Ordinance. Outlined below are the findings for Council consideration to support the tentative parcel map.

Tentative Parcel Map (TPM No. 36673) Findings of Fact:

In accordance with Wildomar Municipal Code Title 16 and Title 17, and Government Code § 66473.1, § 66473.5 and § 66474, the Planning Department recommends the Planning Commission, in light of the whole record before it, including but not limited to

the Planning Department's staff report and all documents incorporated by reference therein, the City's General Plan, Subdivision Ordinance, Zoning Ordinance, standards for public streets and facilities, and any other evidence within the record or provided at the public hearing of this matter, recommend the City Council hereby find and determine as follows:

A. The proposed Parcel map is consistent with the City's General Plan and any applicable specific plan as specified in Government Code Section 65451.

Evidence: The proposed Tentative Parcel Map No. 36672 is consistent with the City's General Plan in that the land use designation of Commercial Retail (CR) is intended to provide for commercial and office related land uses to the Wildomar community. With its close proximity other retail and residential projects, the Grove Park Mixed-Use Development project will provide valuable commercial retail and office services and jobs for Wildomar residents consistent with the General Plan. Further, the 162-unit apartment project, is consistent with the General Plan in that the existing HHDR land use designation specifically allows for multi-family dwellings including apartments and condominiums. As these units are proposed as "rental" units, the project will provide important housing opportunities to Wildomar residents. Further, the HHDR land use designation has a density range of 20+ units per acre. The apartment as proposed has a density of 20 units per acre which falls within the allowable density range. Thus, the proposed Parcel map is consistent with the General Plan. There is no specific plan governing this project or the general area.

The project also promotes the following land use policies:

LU 4.1 The proposed retail and apartment project will accommodate a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed retail and apartment project will be developed in accordance with the proposed General Plan land use designations that ensures compatibility and minimizes impacts.

LU 22.1 The proposed retail and apartment project will accommodate the development of commercial, office and multi-family residential units in an area that is appropriately designated by the General Plan.

LU 22.4 The proposed retail and apartment project will provide a specific housing type, style and density that is accessible to and meets the needs of a range of lifestyles, physical abilities and income levels.

LU 22.10 The proposed retail and apartment project are designed to consider the surrounding areas to visually enhance, and not degrade, the appearance of adjacent residential structures.

LU 23.1 The proposed land use amendment resulting in the commercial retail/office project is properly located and designated for commercial development in accordance with the General Plan.

LU 23.8 The proposed land use amendment resulting in the commercial retail/office project in a commercially designated area that will provide needed services and jobs for the Wildomar community in accordance with the General Plan.

H-1.1 The proposed apartment project will help ensure a sufficient supply of properly planned land to meet housing needs identified in the City's Regional Housing Needs Allocation (RHNA) required in the Housing Element.

H-6.1 The proposed apartment project will utilize energy conservation measures in that each enclosed garage space has an EV charging outlet for electric vehicles, and will be designed to meet Green Building code standards.

B. The design or improvement of the proposed subdivision is consistent with the City's General Plan and any applicable specific plan.

Evidence: The proposed subdivision has been designed to meet all City standards applicable to residential subdivisions and commercial projects which are designed to provide satisfactory pedestrian and vehicular circulation, including emergency vehicle access and on-site and off-site public improvements. Further, all streets, utilities, and drainage facilities have been designed and are required to be constructed in conformance with City standards. There is no specific plan governing this project.

C. The site is physically suitable for the type and proposed density of development.

Evidence: The project site encompasses approximately 19.4± acres. The tentative parcel map proposes to subdivide the project area into three (3) lots to accommodate the commercial retail/office and apartment site, including a lot for a required detention basin. Given the density allowed by the HHDR designation of 20+ units per acre, the apartment project meets this density as it is set at 20 units per acre. Further, in terms of the 55,000± commercial retail/office parcel, the C-P-S zone does not have a minimum lot size so this parcel is physically suitable for the project as it 9.8 acres in size. The apartment project site with its R-4 zoning has a minimum lot size 4 acres; however multi-family uses in the R-4 zone are subject to the R-3 development standards (refer to Chapter 17.60.070 of the WMC). As this parcel is approximately 8.1 acres it exceeds the minimum 7,200 square-foot lot size which results in the site being physically suitable. Given these facts, the proposed Parcel Map is physically suitable for the type and proposed density of development.

D. The design of the subdivision or proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Evidence: The City has prepared an Environmental Impact Report (EIR) for the Grove Park Mixed-Use development project, including TPM No. 36673. The EIR analyzed all the required environmental issues required by CEQA related to fish and wildlife, including their respective habitats. The EIR was circulated for a 45-day public review period in accordance with CEQA law. A Determination of Biological Equivalent or Superior Preservation (DBESP) analysis was prepared for this project and reviewed by the U.S. Fish and Wildlife Agency and the California Department of Fish and Wildlife. Both agencies concur with the analysis and recommended conditions outlined in the DBESP and did not have any negative comments. Thus, it has been determined that the design of the subdivision and proposed improvements will not likely cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat project with implementation of the proposed mitigation measures as outlined in the Mitigation Monitoring and Report Program (MMRP) and DBESP. Therefore, the proposed Parcel map meets this finding.

E. The design of the subdivision or type of improvements is not likely to cause serious public health problems.

Evidence: The design of the subdivision is in conformance with the City's General Plan, Zoning Code and Subdivision Ordinance. The design and construction of all improvements to accommodate the project have been conditioned to in accordance with all applicable City of Wildomar ordinances, codes, and standards including, but not limited to, the California Uniform Building Code, the City's Ordinances relating to stormwater runoff management and adopted public works standards. As the City's ordinances, codes, and standards have been created based on currently accepted standards and practices for the preservation of the public health, safety and welfare, the proposed Parcel map project meets this finding.

F. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

Evidence: No easements of record or easements established by judgment of a court of competent jurisdiction for public access across the site have been disclosed in a search of the title records for the site and the City does not otherwise have any constructive or actual knowledge of any such easements.

Plot Plan Analysis:

The proposed project requires the approval of a plot plan to develop 55,000+ square foot retail/office center and a 162 unit multi-family apartment project with related site amenities and a detention basin. Based on the project description and proposed site plan for commercial retail/office and multi-family apartments, the Plot Plan is consistent with the General Plan and Zoning. Below are the findings to support the plot plan. Outlined below are the findings for Commission consideration to support the plot plan.

Plot Plan Findings of Fact:

Pursuant to Section 17.216.040 of the Wildomar Zoning Ordinance, staff recommends the Planning Commission, in light of the whole record before it, including but not limited to the Planning Department's staff report and all documents incorporated by reference herein, the City's General Plan and any other evidence within the record or provided at the public hearing of this matter, recommend the City Council find and determine as follows:

A. The proposed use is consistent with the Wildomar General Plan and Zoning Ordinance.

Evidence: The proposed 162-unit apartment and 55,000 square-foot commercial retail/office project are allowed use the R-4 and C-P-S zones subject to the approval of a plot plan. The proposed Plot Plan is consistent with the purpose and intent of the R-4 and C-P-S zones in that multi-family residential uses and commercial retail/offices are encouraged and intended to be located in these zone, respectively. With its close proximity other retail and residential projects, the Grove Park Mixed-Use Development project will provide valuable commercial retail and office services that are consistent and compatible with the General Plan. Further, the 162-unit apartment project, is consistent with the General Plan in that the existing HHDR land use designation specifically allows for multi-family dwellings including apartments and condominiums. As these units are proposed as "rental" units, the project will provide important housing opportunities to Wildomar residents. The proposed commercial retail project has also been reviewed to ensure all development standards outlined in the R-4/R-3 zone are met. Upon a detailed review of the development plans, all development standards outlined in the R-4/R-3 zone have been met and/or exceeded. Further, the design and layout of the project, the access and circulation have been configured to accommodate future development on adjacent parcels surrounding the project site.

In addition, the proposed use also is consistent with the following General Plan policies:

LU 4.1 The proposed retail and apartment project will accommodate a land use development proposal that is located and designed to visually enhance and not degrade the character of the surrounding area.

LU 6.1 The proposed retail and apartment project will be developed in accordance with the proposed General Plan land use designations that ensures compatibility and minimizes impacts.

LU 22.1 The proposed retail and apartment project will accommodate the development of commercial, office and multi-family residential units in an area that is appropriately designated by the General Plan.

LU 22.4 The proposed retail and apartment project will provide a specific housing type, style and density that is accessible to and meets the needs of a range of lifestyles, physical abilities and income levels.

LU 22.10 The proposed retail and apartment project are designed to consider the surrounding areas to visually enhance, and not degrade, the appearance of adjacent residential structures.

LU 23.1 The proposed land use amendment resulting in the commercial retail/office project is properly located and designated for commercial development in accordance with the General Plan.

LU 23.8 The proposed land use amendment resulting in the commercial retail/office project in a commercially designated area that will provide needed services and jobs for the Wildomar community in accordance with the General Plan.

H-1.1 The proposed apartment project will help ensure a sufficient supply of properly planned land to meet housing needs identified in the City's Regional Housing Needs Allocation (RHNA) required in the Housing Element.

H-6.1 The proposed apartment project will utilize energy conservation measures in that each enclosed garage space has an EV charging outlet for electric vehicles, and will be designed to meet Green Building code standards.

B. The overall development of the land shall be designed to conform to the logical development of the land and to be compatible with the present and future logical development of the surrounding property.

Evidence: The proposed project has been designed to conform to the logical development of the land and to be compatible with the present and future logical development of the surrounding property. The project site, upon approval of the general plan amendment to CR and the change of zone to C-P-S, and the existing land use designation of HHDR and zoning designation of R-4 is intended for commercial retail/office uses and multi-family residential uses, respectively. As a

result, the proposed Grove Park Mixed-Use Development project meets this finding.

C. The Plot Plan considers the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion.

Evidence: The proposed commercial retail/office and apartment project considers the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion in that primary access to the site will only occur from Clinton Keith Road and Yamas Drive in accordance with Public Works and Fire Department standards. Both Clinton Keith Road and Yamas Drive will be fully improved to Public Works street standards (including curb, gutter and sidewalks) to facilitate the safe off-site and on-site traffic flow generated by the project. Further, a traffic study was prepared for the proposed project and was extensively analyzed in the DEIR. As a result, there are several traffic mitigation measures that will be implemented to mitigate traffic congestion. As a result, the proposed Grove Park Mixed-Use Development project meets this finding.

D. The Plot Plan takes into consideration topographical and drainage conditions, including the need for dedication and improvements of necessary structures.

Evidence: The construction of the project has been designed and conditioned to comply with all applicable City ordinances, codes, and standards including, but not limited to, requirements relating to storm water runoff management and other drainage control regulations. The project drainage has been designed to accommodate a series of filtration and detention areas (within and around the drive aisles and parking areas) to capture storm runoff. Further the project was required to prepare a Hydrology/Hydraulic study and Preliminary Water Quality Management Plan as part of the Environmental Impact Report (EIR) which analyzed and addressed in detail all drainage impacts that could have resulted from this project. As a result, the proposed Grove Park Mixed-Use Development project meets this finding.

E. All plot plans which permit the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Title 16 (Subdivisions) in such a manner that each building is located on a separate legally divided parcel.

Evidence: The project does include a tentative parcel map (TPM 36673) to subdivide the property to accommodate the proposed commercial retail/office and apartment project. The tentative parcel map has been conditioned to be recorded prior to any occupancy of the project, therefore, the proposed Grove Park Mixed-Use Development project meets this finding.

PUBLIC COMMUNICATION / NOTICING

In accordance with Government Code Sections 65090, 65353 and 65854, and Wildomar Municipal Code section 17.08.100, 17.216.050, and 07.280.040, the City of Wildomar Planning Department, on January 27, 2016 mailed a public hearing notice to all property owners within a 600-foot radius of the project boundaries notifying said property owners of the date and time of the public hearing for which the Grove Park Mixed-Use Development project (PA No. 14-0069) would be considered by the City Council. Further, in accordance with Government Code Sections 65090, 65353 and 65854, and Wildomar Municipal Code section 17.08.100, 17.216.050, and 07.280.040, the City of Wildomar Planning Department, on January 29, 2016 published a legal notice in the "Press Enterprise", a local newspaper of general circulation, in compliance with State law notifying the general public of the public hearing for which the Grove Park Mixed-Use Development project (PA No. 14-0069) would be considered by the City Council

Submitted by:
Matthew C. Bassi
Planning Director

Approved by:
Gary Nordquist
City Manager

ATTACHMENTS

A. Resolution No. 2016-___ - DEIR Resolution
   - Exhibit 1 - Grove Park Project DEIR (under separate cover)
   - Exhibit 1A - Grove Park Project DEIR Technical App. (under separate cover
   - Exhibit 2 - Grove Park Project FEIR
   - Exhibit 3 - Grove Park EIR Findings of Fact/Overriding Considerations
   - Exhibit 4 - Grove Park Mitigation Monitoring Program (MMRP)

B. Resolution No. 2016-___ - GPA Resolution
C. Resolution No. 2016-___ - Change of Zone Resolution
   - Exhibit 1 - Draft Council Ordinance

D. Resolution No. 2016-___ - Tentative Parcel Map Resolution
   - Exhibit 1 - Grove Park TPM Conditions of Approval Matrix

E. Resolution No. 2016-___ - Plot Plan Resolution
   - Exhibit 1 - Grove Park Plot Plan Conditions of Approval Matrix

F. Grove Park TPM No. 36673 Exhibit
G. Grove Park Plot Plan Package
H. Grove Park Architectural Design Package
I. Grove Park Colored Elevations
J. Grove Park Landscape Plans Package

INCORPORATED HEREIN BY REFERENCE THE FOLLOWING:

- City of Wildomar General Plan and General Plan EIR
- City of Wildomar Subdivision Ordinance (Title 16 of the WMC)
- City of Wildomar Zoning Ordinance (Title 17 of the WMC)

ATTACHMENT D

Grove Park
Approved TTM No. 36672 Exhibit

TENTATIVE PARCEL MAP NO. 36673

IN THE CITY OF WILDOMAR, STATE OF CALIFORNIA

OWNER / APPLICANT

STRATA KEITH, LLC
4370 LA JOLLA VILLAGE DRIVE #960
SAN DIEGO, CA 92122
(858)546-0900 (p)
(858)546-8725 (f)

ENGINEER

RBF CONSULTING
40810 COUNTY CENTER DRIVE, SUITE 100 TEMECULA, CALIFORNIA
92591-6022 PHONE: 951.676.8042 FAX: 951.676.7240

ASSESSOR PARCEL NUMBER

380-250-003

UTILITIES

SEWER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
WATER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
GAS:	SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC:	SOUTHERN CALIFORNIA EDISON COMPANY
TELEPHONE:	GENERAL TELEPHONE
CABLE TELEVISION:	SOUTHLAND CABLEVISION

GENERAL NOTES

THOMAS BROS. COORD'S:	927, H-1
EXISTING GENERAL PLAN:	BP AND HHDR
PROPOSED GENERAL PLAN	CR AND HHDR
EXISTING ZONING:	R-R AND R-4
PROPOSED ZONING:	R-4 AND C P S
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	APARTMENTS / COMMERCIAL / OPEN SPACE
EXISTING SURROUNDING LAND USE:	VACANT/APARTMENTS
TOTAL APARTMENT UNITS:	162
TOTAL OPEN SPACE LOTS:	N/A
PROJECT ACREAGE:	GROSS AREA 19.4 AC
	LOT 1 (COMMERCIAL SITE) 9.8 AC
	LOT 2 (APARTMENT SITE) 8.5 AC
	LOT C (DRAINAGE/DETENTION) 1.1 AC
	LOT 1
	GROSS AREA 9.8 AC
	NET USEABLE AREA 4.8 AC
	PUBLIC PARK 1.9 AC
	PRESERVED OAK AREA 1.3 AC
	SLOPE 0.4 AC
	PUBLIC ROADS 1.4 AC
	LOT 2
	GROSS AREA 8.1 AC
	NET USEABLE AREA 6.8 AC
	SLOPE 0.6 AC
	PUBLIC ROADS 0.7 AC
	LOT C
	GROSS AREA=NET AREA 1.4 AC
	CLINTON KEITH ROAD (LOT A) 0.2 AC
	YAMAS ROAD (LOT B) 1.9 AC
PROJECT DENSITY:	APARTMENTS 20.0 DU/ACRE
MINIMUM LOT SIZE:	N/A
SCHOOL DISTRICT:	ELSINORE UNIFIED SCHOOL DISTRICT
COMMUNITY SERVICE DISTRICT;	N/A
F.E.M.A. PANEL NUMBER	06065C2705G

THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.

PROPERTY IS NOT SUBJECT TO OVERFLOW, INUNDATION OR FLOOD HAZARD (ZONE X PANEL 06065C2705G)

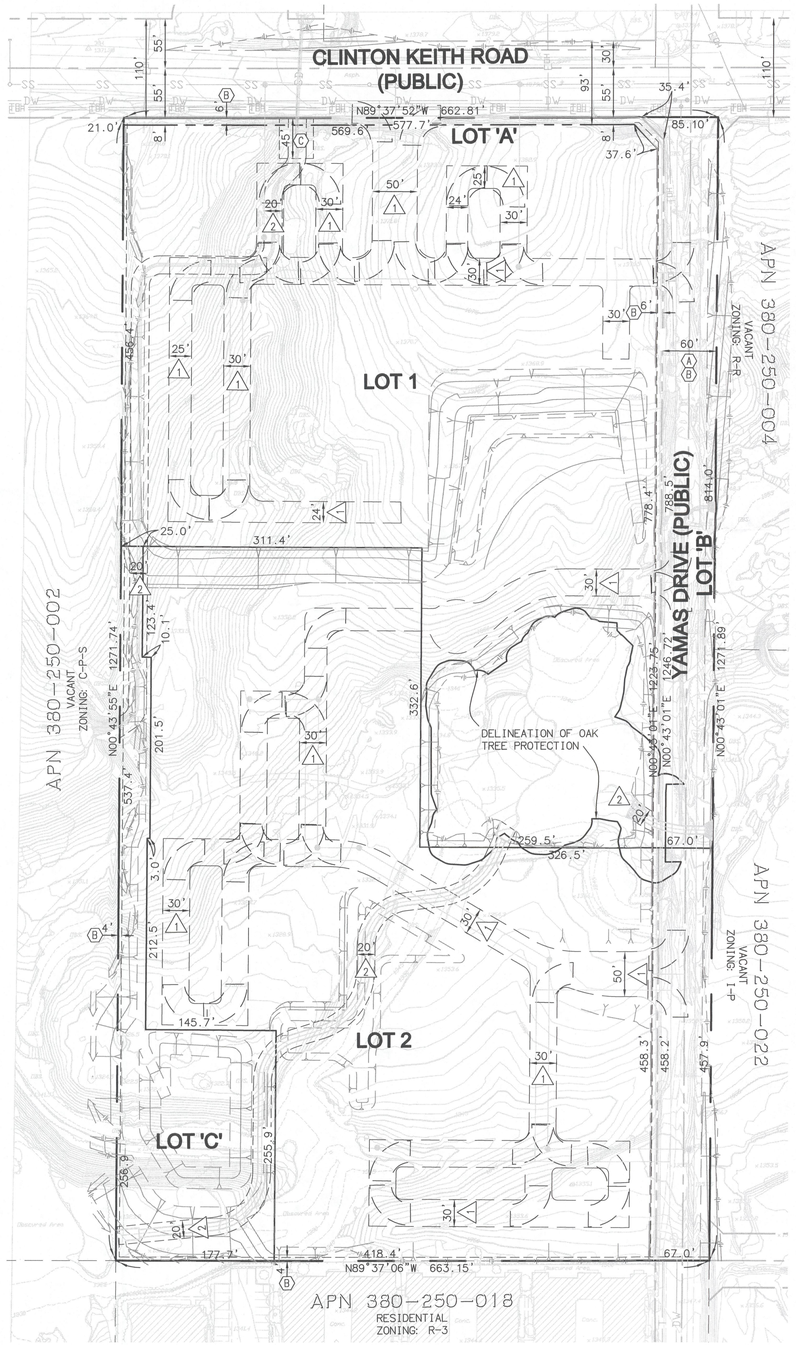
ALL STREET PROPOSED HEREON ARE PRIVATE UNLESS OTHERWISE INDICATED.

LEGAL DESCRIPTION

PARCCEL 6, PARCEL MAP NO. 9637, IN BOOK 58, PAGES 1-5, INCLUSIVE, OF PARCEL MAPS, IN THE CITY OF WILDOMAR, COUNTY OR RIVERSIDE, STATE OF CALIFORNIA.

SOURCE OF TOPO

INLAND AERIAL SURVEYS, INC.
951-687-4252
PHOTOGRAPHY DATED 1/22/2013



PROPOSED EASEMENT NOTES:

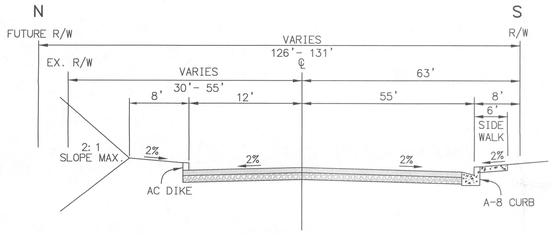
1. INDICATES AN EASEMENT FOR ACCESS AND UTILITY PURPOSES TO BE RESERVED ON FINAL MAP.
2. INDICATES AN EASEMENT FOR STORM DRAIN PURPOSES TO BE DEDICATED ON FINAL MAP.

EXISTING EASEMENT NOTES

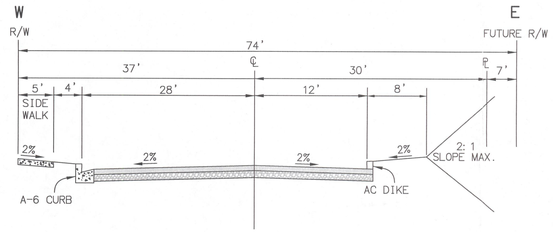
(A) AN EASEMENT FOR INGRESS, EGRESS, AND PUBLIC UTILITY PURPOSES RECORDED MARCH 2, 1977, AS INSTRUMENT NO. 77-34360 OFFICIAL RECORDS, AND SHOWN ON PARCEL MAP 9637.

(B) AN EASEMENT FOR PUBLIC UTILITY PURPOSES TO SOUTHERN CALIFORNIA EDISON COMPANY RECORDED DECEMBER 13, 1978 AS INSTRUMENT NO. 261602 OF OFFICIAL RECORDS.

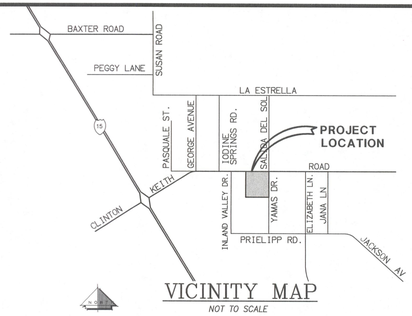
(C) AN EASEMENT FOR CLINTON KEITH ROAD WIDENING TO THE COUNTY OF RIVERSIDE RECORDED MARCH 27, 1991 AS INSTRUMENT NO. 91-000099150 OF OFFICIAL RECORDS. TO BE VACATED ON FINAL MAP.



CLINTON KEITH ROAD
152' R/W URBAN ARTERIAL HIGHWAY (PUBLIC)
NOT TO SCALE



YAMAS DRIVE
74' R/W COLLECTOR STREET (PUBLIC)
NOT TO SCALE



VICINITY MAP
NOT TO SCALE

TOWNSHIP 6 SOUTH, RANGE 3 WEST, SECTION 31



FIRE ACCESS TYPICAL TURNING TEMPLATE
NOT TO SCALE

LEGEND

- TRACT BOUNDARY
- R/W
- STREET ℄
- PAD ELEVATION — XX.XX
- WATER SERVICE
- SEWER SERVICE
- AIR RELEASE VALVE
- FIRE HYDRANT
- DRIVEWAY
- STREET LIGHT
- SLOPE
- ACCESS RAMP
- CONCTRETE PAD
- LOT NUMBER — 20

CONDITIONALLY APPROVED
☐ BY THE PLANNING DEPARTMENT
☐ BY THE PLANNING DIRECTOR
☐ BY THE PLANNING COMMISSION
☒ BY THE CITY COUNCIL
...FOR THE CITY OF WILDOMAR ON 2/10/16
APPLICATION NOS. #14-0069
PLANNER [signature]
RECEIVED DEC 17 2015 CITY OF WILDOMAR

PLANNING APPLICATION NO. 14-0069

05/11/2015

DATE	REVISIONS

RBF CONSULTING
A Baker Company

GROVE PARK

40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

H:\PDATA\133556\CADD\MAPPING\TPM\133556-TPM-001.DWG TBURNSIDE 7/22/15 3:09 pm

ATTACHMENT E

Grove Park
Approved Grading/Site Plan Exhibits

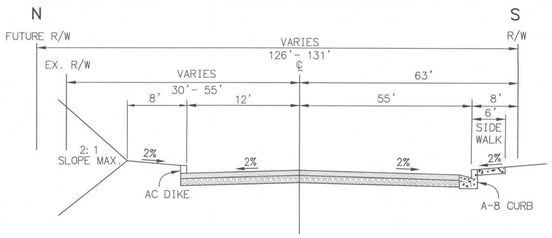
CONCEPTUAL GRADING AND SITE PLAN

FOR

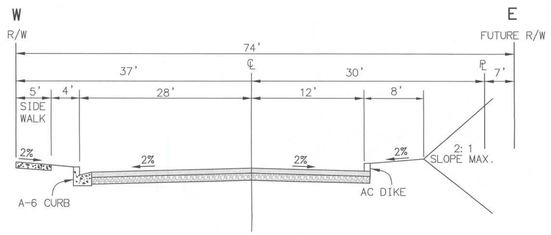
GROVE PARK

TPM 36673

WILDOMAR, CALIFORNIA



CLINTON KEITH ROAD
152' R/W URBAN ARTERIAL HIGHWAY (PUBLIC)
NOT TO SCALE



YAMAS DRIVE
74' R/W COLLECTOR STREET (PUBLIC)
NOT TO SCALE

PROJECT SUMMARY:

GROSS AREA	19.4 AC
LOT 1 (COMMERCIAL SITE)	9.8 AC
LOT 2 (APARTMENT SITE)	8.5 AC
LOT C (DRAINAGE / DETENTION)	1.1 AC
LOT 1:	
GROSS AREA	9.8 AC
NET USEABLE AREA	4.8 AC
PUBLIC PARK	1.9 AC
PRESERVED OAK AREA	1.3 AC
SLOPE	0.4 AC
PUBLIC ROADS	1.4 AC
TOTAL FLOOR AREA	±55,000 SF
PARKING REQUIRED	285 SPACES (5.5/1,000 SF)
PARKING PROVIDED	286 SPACES
LOT 2:	
GROSS AREA	8.1 AC
NET USEABLE AREA	6.8 AC
SLOPE	0.6 AC
PUBLIC ROADS	0.7 AC
TOTAL YIELD	162 UNITS
	20 DU/AC
1 BED (735 SF)	48 UNITS (30%)
2 BED (1064 SF)	90 UNITS (56%)
3 BED (1281 SF)	24 UNITS (14%)
PARKING REQUIRED	
1 BED (1.25 SPACES/UNIT)	60 SPACES
2 BED (2.25 SPACES/UNIT)	203 SPACES
3 BED (2.75 SPACES/UNIT)	66 SPACES
TOTAL	329 SPACES
PARKING PROVIDED	329 SPACES
-CARPORT	162 SPACES
-OPEN	167 SPACES
LOT "C":	
GROSS AREA = NET AREA	1.4 AC
OPEN SPACE:	
*ASSUMES 3.29 PEOPLE /DU	
*3.0 AC/1,000 PEOPLE REQ'D	
162 DU X 3.29 PEOPLE/DU=533 PEOPLE	
533 PEOPLE X 3.0 AC/1,000 PEOPLE=	1.6 AC REQ'D
PROVIDED	
-PUBLIC PARK	1.9 AC
-APARTMENT O.S.	0.5 AC
-OAK GROVE AREA	1.3 AC

GENERAL DESCRIPTION

1. EXISTING GENERAL PLAN: BP AND HHDR
2. PROPOSED GENERAL PLAN: CR AND HHDR
3. EXISTING ZONING: R-R AND R-4
4. PROPOSED ZONING: R-4 AND CPS
5. EXISTING LAND USE: VACANT
6. PROPOSED LAND USE: APARTMENTS / COMMERCIAL / OPEN SPACE
7. PROPOSED WATER AND SEWER SERVICE WILL BE PROVIDED BY: ELSINORE VALLEY MUNICIPAL WATER DISTRICT
8. ALL UTILITIES WILL BE UNDERGROUND
   GAS ---------- SOUTHERN CALIFORNIA GAS COMPANY
   ELECTRIC ---------- SOUTHERN CALIFORNIA EDISON
   TELEPHONE ---------- VERIZON
   CATV ---------- TIME-WARNER
9. SCHOOL DISTRICT: LAKE ELSINORE UNIFIED SCHOOL DISTRICT
10. PROPOSED NUMBER OF LOTS: 2
11. THIS TENTATIVE MAP IS EXCLUSIVELY UNDER THE OWNERSHIP OF THE SUBDIVIDER AND INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE SUBDIVIDER.
12. THOMAS BROTHER'S GUIDE – PAGE 927, H-1
13. THE PROJECT SITE CONTAINS: 19.35 ACRES GROSS (RECORDED)
    17.6 ACRES NET (RECORDED)
14. THE SUBJECT PROPERTIES ARE NOT WITHIN A FEMA FLOOD HAZARD AREA.
15. ALL UTILITIES SHOWN HEREON ARE PER RECORD UTILITY PLANS AND SHOULD BE VERIFIED BY A FIELD SURVEY PRIOR TO CONSTRUCTION.
16. SEISMIC FAULTS MAY BE PRESENT ON SITE. REFER TO GEOTECHNICAL REPORT.

LEGAL DESCRIPTION FOR APN # 380-250-003

PARCEL 6 OF PARCEL MAP NO. 9637, IN THE CITY OF WILDOMAR, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 58, PAGES 1 THROUGH 5, INCLUSIVE, OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

BENCHMARK

RIV. CO. BM. # T-58-81
ELEVATION=1215.467
DATUM=NGVD29

BASIS OF BEARING

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM, ZONE VI, NAD83 (EPOCH 2007.0) AS DETERMINED LOCALLY BY A LINE BETWEEN CONTINUOUS OPERATING REFERENCE STATIONS (CORS) BILL AND DVLS BEING N05-05-38.82E AS DERIVED FROM GEODETIC VALUES PUBLISHED BY THE CALIFORNIA SPATIAL REFERENCE CENTER (CSRC) AND/OR NATIONAL GEODETIC SURVEY (NGS), RESPECTIVELY.

ASSESORS PARCEL NUMBERS

380-250-003

PROPOSED EASEMENT NOTES:

1. INDICATES AN EASEMENT FOR ACCESS AND UTILITY PURPOSES TO BE RESERVED ON FINAL MAP.
2. INDICATES AN EASEMENT FOR STORM DRAIN PURPOSES TO BE DEDICATED ON FINAL MAP.

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(C) AN EASEMENT FOR CLINTON KEITH ROAD WIDENING TO THE COUNTY OF RIVERSIDE RECORDED MARCH 27, 1991 AS INSTRUMENT NO. 91-000099150 OF OFFICIAL RECORDS.

UNADJUSTED EARTHWORK QUANTITIES

CUT : 67,200 C.Y.
FILL: 145,500 C.Y.
NET: 78,300 C.Y. (RAW IMPORT)

SOURCE OF TOPOGRAPHY

ASSOCIATED DATA COMPILED FROM AERIAL PHOTOGRAPHY DATED 01-22-13 BY:

INLAND AERIAL SURVEYS, INC.
7117 ARLINGTON AVENUE, SUITE A
RIVERSIDE, CA 92503
Ph (951) 687-4252 Fx (951) 687-4120
ias@inlandaerial.com

JOB ADDRESS

THE SITE IS BORDERED BY CLINTON KEITH ROAD TO THE NORTH, FUTURE YAMAS DR. EXTENSION TO THE EAST AND A VACANT LOT WITH INLAND VALLEY DR. TO THE WEST.

OWNER / APPLICANT

STRATA KEITH, LLC
4370 LA JOLLA VILLAGE DRIVE
SUITE 960
SAN DIEGO, CA 92122
(858)546-0900 (p)
(858)546-8725 (f)

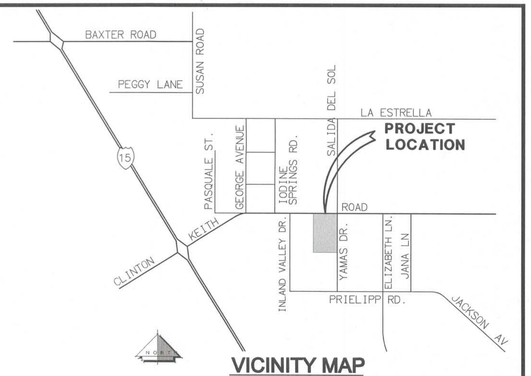
SOILS ENGINEER

GEOCON WEST, INC.
41571 CORNING PLACE, SUITE 101
MURRIETA, CA 92562-7065
TEL: (951) 304-2300
FAX: (951) 304-2392

LIGHTING REQUIREMENTS

AT A MINIMUM, THE LIGHTING IMPROVEMENTS WITHIN THIS SITE ARE TO ADHERE TO THE FOLLOWING CRITERIA:

1. APPLICABLE CITY AND COUNTY LIGHTING STANDARDS INCLUDING COUNTY OF RIVERSIDE ORDINANCE 655 (PALOMAR LIGHTING DISTRICT).
2. IN COMPLIANCE WITH TITLE 8, CHAPTER 8.64 (LIGHT POLLUTION OF THE CITY MUNICIPAL CODE) DETAILED LIGHTING PLANS AND OTHER REQUIRED ITEMS SHALL BE SUBMITTED PRIOR TO GRADING OR BUILDING PERMIT APPROVALS.
3. FOOT CANDLE LEVELS FOR EACH AREA (TRAILS, SIDEWALKS, STREETS, ETC.) SHALL BE BASED ON IES STANDARDS.
4. LIGHTING CONTROL PER CA. TITLE 24 REQUIREMENTS.



VICINITY MAP

NOT TO SCALE

TOWNSHIP 5 SOUTH, RANGE 3 WEST, SECTION 31
THOMAS GUIDE RIV CO 2008
927 G1

LEGEND

RIDGELINE	R
TOP OF SLOPE	TS
TOP OF CURB	TC
FLOW LINE	FL
HIGH POINT	HP
LOW POINT	LP
FINISHED GRADE	FG
FINISHED SURFACE	FS
GRADE BREAK	GB
FIRE HYDRANT	FH
STREET LIGHT	ST. LT.
CURB & GUTTER	C&G
SIDEWALK	S/W
STORM DRAIN	SD
EXISTING	EX
PROPOSED	PROP
DOUBLE CHECK DETECTOR ASSEMBLY	DCDA
DOMESTIC WATER	DW
CATCH BASIN	CB
SANITARY SEWER	SS
MANHOLE	MH

LEGEND, CONT'D

FINISHED CONTOUR	1340
EXISTING CONTOUR	1340
TOP	
TOE	
LOT NUMBERS	LOT 1
BUILDING NUMBERS	25
FINISH FLOOR ELEVATION	FF = 1345.25
PAD ELEVATION	PE = 1344.5
PROPOSED FINISHED GRADE	17.0
PROPOSED RATE OF GRADE	1.0%
RIGHT OF WAY	
CENTERLINE	
PROPOSED EASEMENT	
RIDGE LINE/GRADE BREAK	
DAYLIGHT LINE	
PROPOSED STORM DRAIN	
PROPOSED SEWER LINE	
PROPOSED WATER LINE	
SIDEWALK	
FIRE HYDRANT	
MANHOLE	
ADA PARKING STALL	
ELECTRIC VEHICLE PARKING STALL	(E)
FENCE	
COVERED PARKING	

CONDITIONALLY APPROVED
☐ BY THE PLANNING DEPARTMENT
☐ BY THE PLANNING DIRECTOR
☐ BY THE PLANNING COMMISSION
☑ BY THE CITY COUNCIL
...FOR THE CITY OF WILDOMAR ON 11 10 15
APPLICATION Nos. #14-0069
PLANNER

RECEIVED 11 17 20 CITY OF WILDOMAR

05/11/2015

PLANNING APPLICATION NO. 14-0069

RBF CONSULTING
A Baker Company

GROVE PARK
CONCEPTUAL GRADING PLAN
CITY OF WILDOMAR - COUNTY OF RIVERSIDE

40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

SHEET 1 OF 4 SHEETS

H:\PDATA\133556\CADD\LAND\DLV\GRADING\CONCEPTUAL\133556-CG-001.DWG TBURNSIDE 7/22/15 2:58 PM

APN 362-250-025

APN 362-250-015

APN 362-150-026

APN 380-250-002

APN 380-250-004

CLINTON KEITH RD

YAMAS DR

LIMITS OF GRADING

PROP AC DIKE

OPEN ACCESS NO GATE

TRACT BOUNDARY

PROP. R/W

1 FF=1375.25 PE=1374.5 6,000 SF

2 FF=1376.85 PE=1376.1 6,000 SF

3 FF=1374.25 PE=1373.5 8,000 SF

4 FF=1372.55 PE=1371.8 35,000 SF

5 FF=1343.95 PE=1343.2

6 FF=1345.65 PE=1344.9

7 FF=1341.85 PE=1341.1

LOT 1

LOT 2

COVERED PKG. (TYP.)**

PROP. SUBSURFACE DETENTION UNITS

PROPOSED BIORETENTION PLANTER
PLANTER BOTTOM = 1353.0

PUBLIC PARK AND TRAILHEAD

ONE WAY EXIT AND EVA/GATE WITH KNOX BOX

RET. WALL

PRESERVE AREA DELINEATION

FENCE PER LANDSCAPE ARCHITECT PLAN

V-DITCH

PROP SD

PROP SS

PROP DW

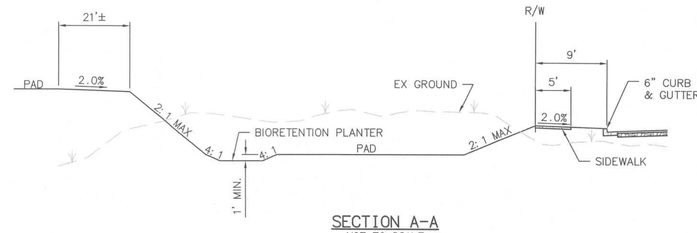
PROP FH

PROP AC DIKE

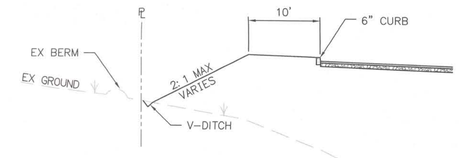
MATCHLINE SEE SHEET 3

FIRE ACCESS TYPICAL TURNING TEMPLATE
NOT TO SCALE

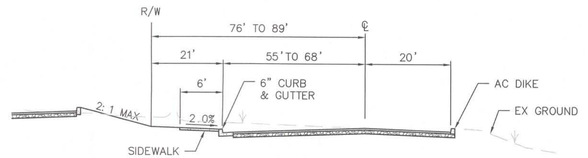
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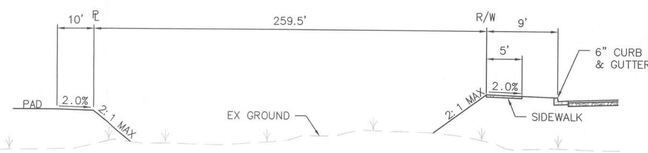
SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE



SECTION C-C
NOT TO SCALE



SECTION D-D
NOT TO SCALE

PLANNING APPLICATION NO. 14-0069

RBF CONSULTING
A Baker Company

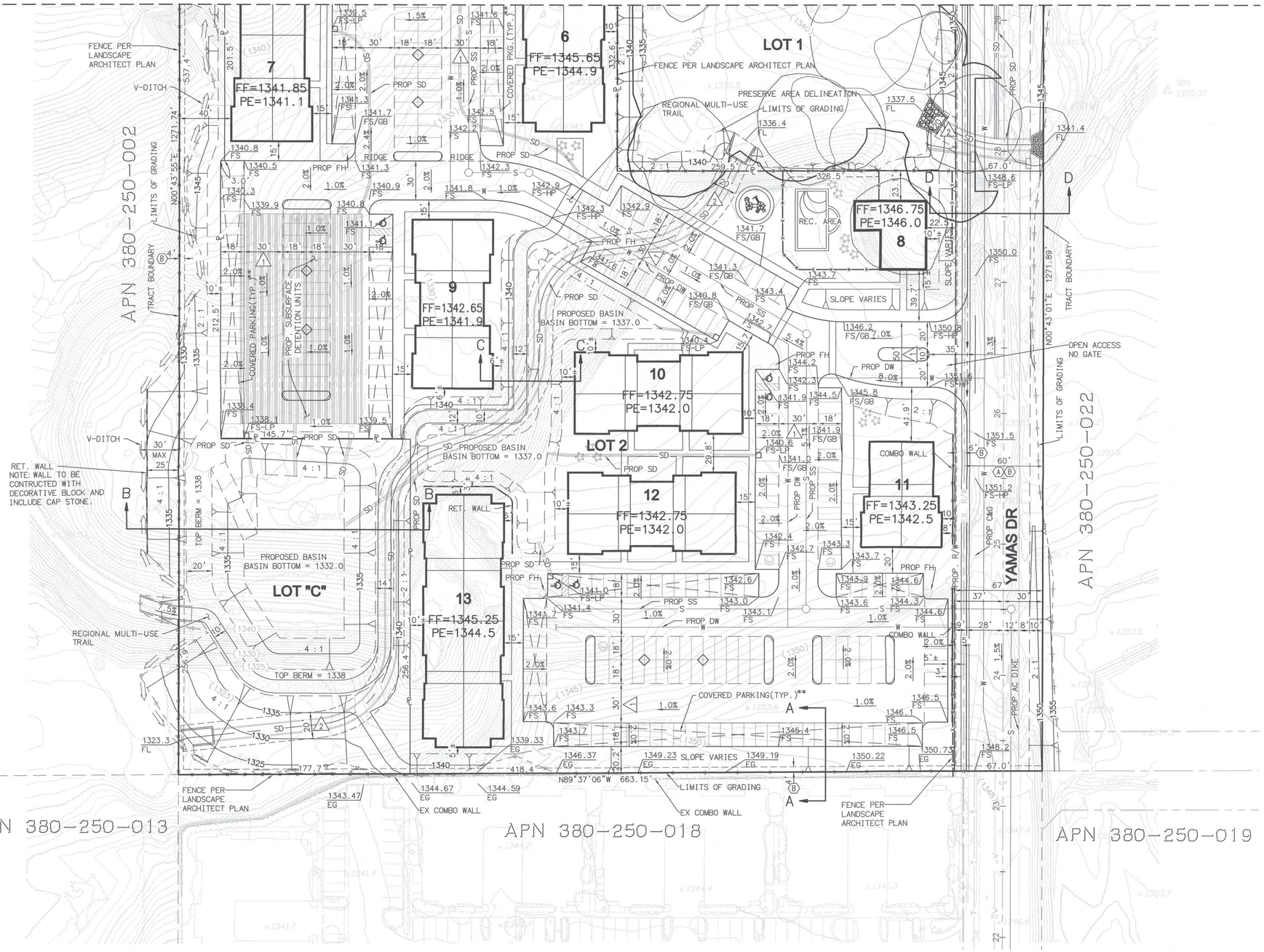
GROVE PARK
CONCEPTUAL GRADING PLAN
CITY OF WILDOMAR - COUNTY OF RIVERSIDE

40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

SHEET 2 OF 4 SHEETS

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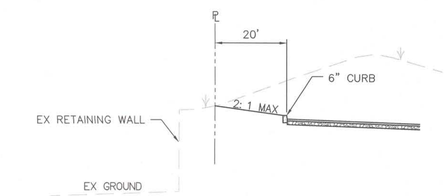
MATCHLINE SEE SHEET 2



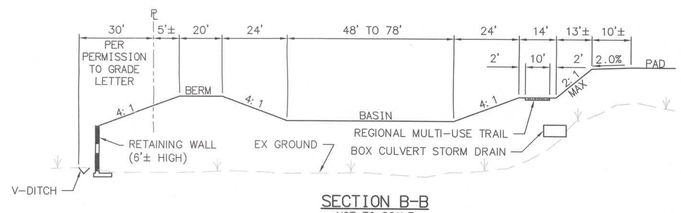
FIRE ACCESS TYPICAL TURNING TEMPLATE
NOT TO SCALE

SCALE 1"=40'

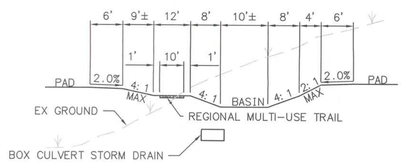
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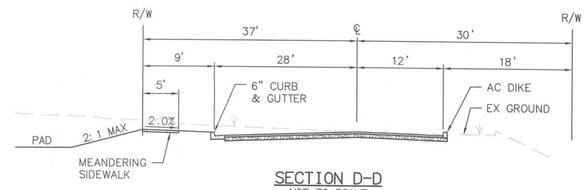
SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE



SECTION C-C
NOT TO SCALE



SECTION D-D
NOT TO SCALE

PLANNING APPLICATION NO. 14-0069

RBF CONSULTING
A Baker Company

GROVE PARK
CONCEPTUAL GRADING PLAN
CITY OF WILDOMAR – COUNTY OF RIVERSIDE

40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

SHEET 3 OF 4 SHEETS

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APN 380-250-013

APN 380-250-002

APN 380-250-018

APN 380-250-002

APN 362-250-015

APN 362-150-026

APN 380-250-019

APN 380-250-022

APN 380-250-004

CLINTON KEITH RD

YAMAS DR

MULTI-USE TRAIL

SIDEWALK (TYP.)

LOT 1

LOT 2

PUBLIC PARK AND TRAILHEAD

1 2 3 4 5 6 7 8 9 10 11 12 13

LEGEND

- SIDEWALK
- MULTI-USE TRAIL
- ADA PARKING
- ELECTRIC VEHICLE PARKING
- COVERED PARKING
- MULTI-USE TRAIL CONNECTION

SCALE: 1"=50'

50 25 0 50 100 150

SCALE: 1"=50'

PLANNING APPLICATION NO. 14-0069

RBF CONSULTING
A Baker Company

40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

GROVE PARK
PEDESTRIAN CIRCULATION EXHIBIT
CITY OF WILDOMAR - COUNTY OF RIVERSIDE

SHEET 4 OF 4 SHEETS

H:\PDATA\133556\CADD\LAND\DLV\GRADING\CONCEPTUAL\133556-CG-004.DWG TBURNSIDE 7/22/15 3:06 PM

ATTACHMENT F

Grove Park
Approved Architectural Plan Exhibits

GROVE PARK

WILDOMAR, CALIFORNIA

SHEET INDEX

A0.0 TITLE SHEET

A1.0 SITE PLAN
A1.1 ILLUSTRATIVE SITE PLAN

A2.0 MF BUILDING PLAN - A. (12 Units / 3-Story)
A2.1 MF BUILDING PLAN - C. (24 Units / 3-Story)
A2.2 MF BUILDING PLAN - D. (24 Units / 3-Story)
A2.3 MF BUILDING PLAN - E. (18 Units / 3-Story)

A3.0 UNIT PLAN - 1,2 & 3

A4.0 CHARACTER ELEV. - MF BLDG. A (Front)
A4.1 CHARACTER ELEV. - MF BLDG. A (Right, Rear & Left)
A4.2 CHARACTER ELEV. - MF BLDG. C (Front)
A4.3 CHARACTER ELEV. - MF BLDG. C (Right, Rear & Left)
A4.4 CHARACTER ELEV. - MF BLDG. D (Front)
A4.5 CHARACTER ELEV. - MF BLDG. D (Right, Rear & Left)
A4.6 CHARACTER ELEV. - MF BLDG. E (Front)
A4.7 CHARACTER ELEV. - MF BLDG. E (Right, Rear & Left)
A4.8 CHARACTER ELEV. - TRASH ENCLOSURE & CARPORT

A5.0 CHARACTER ELEV. - RETAIL BLDG. A (Front)
A5.1 CHARACTER ELEV. - RETAIL BLDG. A (Right, Rear & Left)
A5.2 CHARACTER ELEV. - OFFICE BLDG. B (Front & Right)
A5.3 CHARACTER ELEV. - OFFICE BLDG. B (Rear & Left)
A5.4 CHARACTER ELEV. - RETAIL BLDG. C (Front)
A5.5 CHARACTER ELEV. - RETAIL BLDG. C (Right, Rear & Left)
A5.6 CHARACTER ELEV. - RETAIL BLDG. D (Front)
A5.7 CHARACTER ELEV. - RETAIL BLDG. D (Right, Rear & Left)

CONDITIONALLY APPROVED
BY THE PLANNING DEPARTMENT
BY THE PLANNING DIRECTOR
BY THE PLANNING COMMISSION
BY THE CITY COUNCIL
FOR THE CITY OF WILDOMAR ON 2/10/16
APPLICATION NO. #14-0069
PLANNER

RECEIVED
DEC 17 2015
CITY OF WILDOMAR

STRATA EQUITY GROUP, INC.

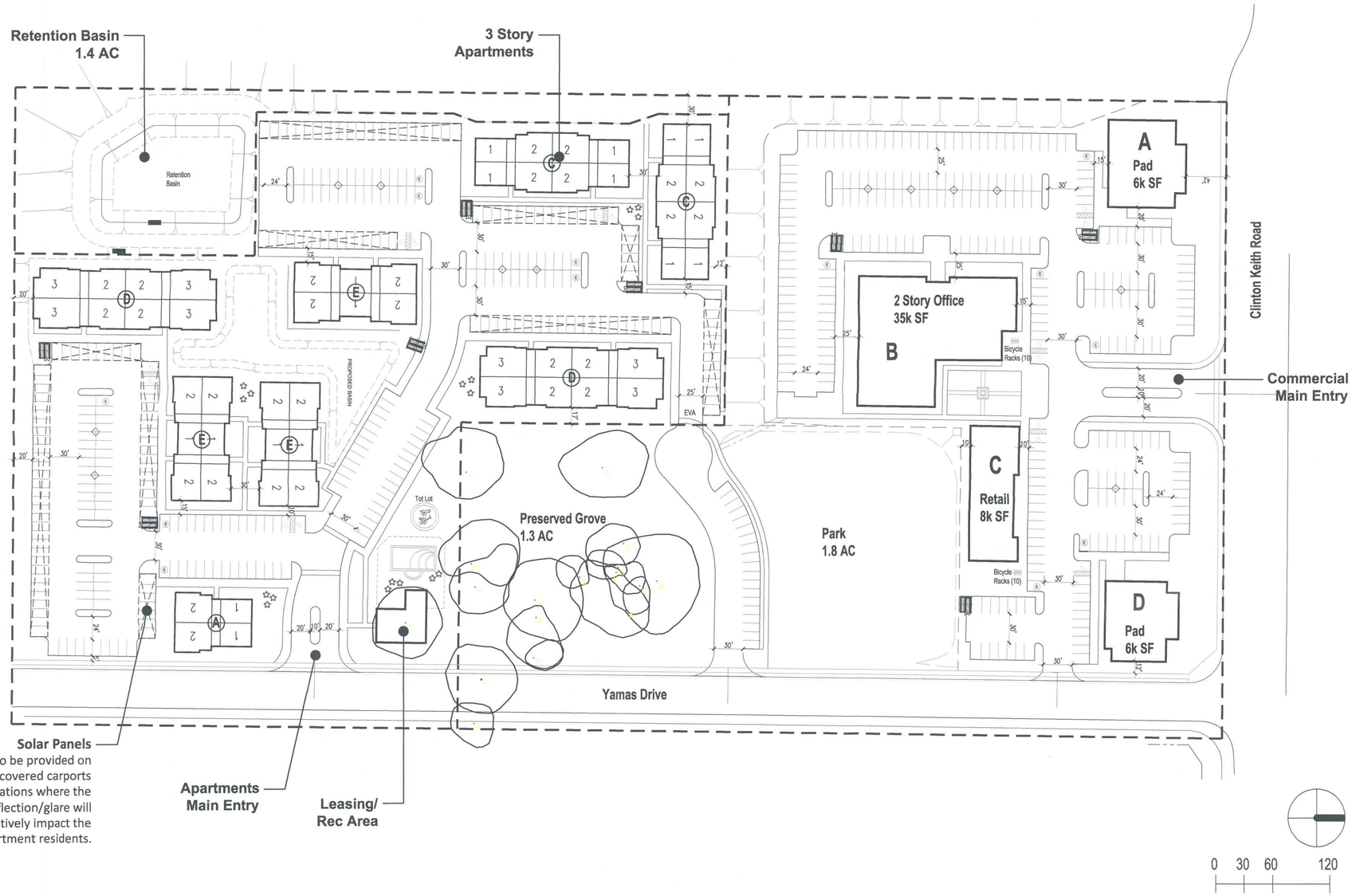
Strata Equity Group
4370 La Jolla Village Dr. Suite 960
San Diego, CA 92122
(858) 546-0900

WILDOMAR, CALIFORNIA

KTGY # 2013-0122

09.05.2014
12.05.2014

KTGY Group, Inc.
Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com



Project Summary

APARTMENTS	
Gross Area	8.1 AC
Net Useable Area	6.8 AC
Slope	0.6 AC
Public Roads	0.7 AC
Drainage/Detention (Lot C)	1.4 AC
Total Yield	162 Units
	20.7 DU/AC GROSS
1 Bed (735 SF)	48 Units (30%)
2 Bed (1064 SF)	90 Units (56%)
3 Bed (1281 SF)	24 Units (14%)
Parking Required	
1 Bed (1.25 spaces/unit)	60 Spaces
2 Bed (2.25 spaces/unit)	203 Spaces
3 Bed (2.75 spaces/unit)	66 Spaces
Total	329 Spaces
Parking Provided	329 Spaces
- Carport	162 Spaces
- Open	167 Spaces
Open Space	
*Assumes 3.29 people/du	
*3.0 ac/1,000 people req'd	
162 du x 3.29 people/du = 533 people	
533 people x 3.0 ac/1,000 people =	**1.6 ac req'd**
Provided	
- Apartment O.S.	0.5 AC
- Park	1.9 AC
- Oak Grove	1.3 AC
OFFICE / RETAIL	
Gross Area	9.8 AC
Net Useable Area	4.8 AC
Park	1.9 AC
Preserved Oaks	1.3 AC
Slope	0.4 AC
Public Roads	1.4 AC
Total Floor Area	+-55,000 SF
Parking Required	
- Office	175 Spaces (5/1000 SF)
- Commercial Retail	110 Spaces (5.5/1000 SF)
- Total	285 Spaces
Parking Provided	286 Spaces

GROVE PARK

SITE PLAN of Development

A1.0

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APARTMENTS

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Net Useable Area	6.8 AC
Slope	0.6 AC
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- Carport	162 Spaces
- Open	167 Spaces

Open Space
*Assumes 3.29 people/du
*3.0 ac/1,000 people req'd

162 du x 3.29 people/du = 533 people
533 people x 3.0 ac/1,000 people = 1.6 ac req'd

Provided	
- Apartment O.S.	0.5 AC
- Park	1.9 AC
- Oak Grove	1.3 AC

OFFICE / RETAIL

Gross Area	9.8 AC
Net Useable Area	4.8 AC
Park	1.9 AC
Preserved Oaks	1.3 AC
Slope	0.4 AC
Public Roads	1.4 AC
Total Floor Area	+-55,000 SF
Parking Required	
- Office	175 Spaces (5/1000 SF)
- Commercial Retail	110 Spaces (5.5/1000 SF)
- Total	285 Spaces
Parking Provided	286 Spaces

GROVE PARK

STRATA EQUITY GROUP, INC.

ILLUSTRATIVE SITE PLAN

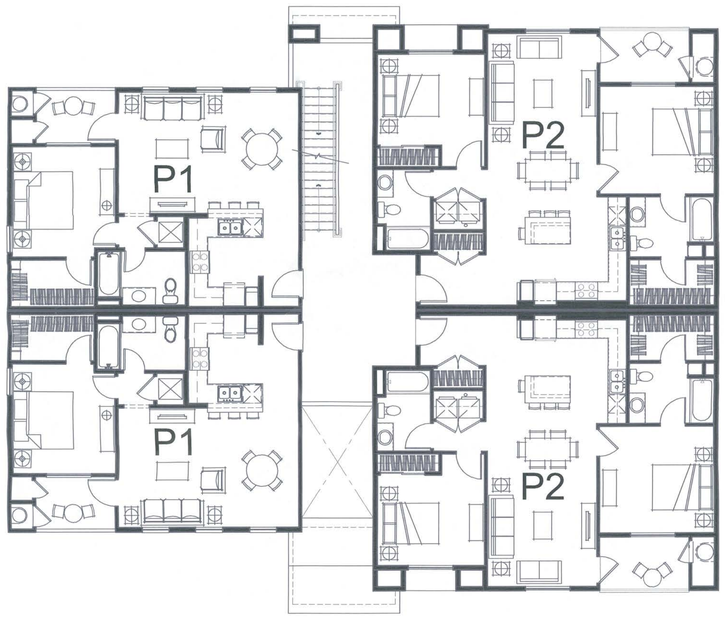
WILDOMAR, CALIFORNIA

KTGY # 2013-0122 DECEMBER 2014

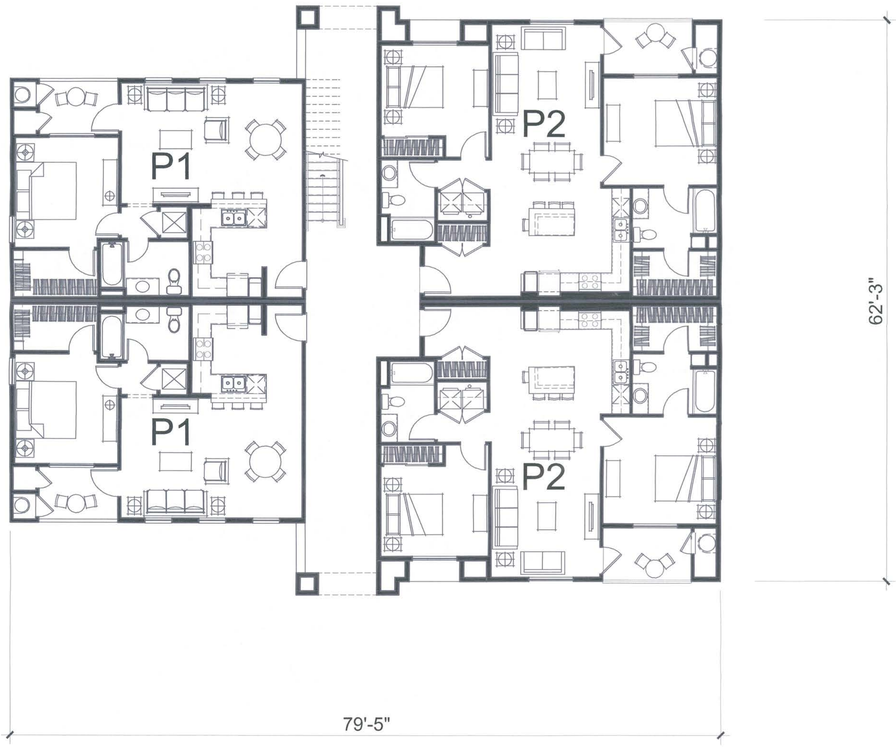
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A1.1

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2ND & 3RD
FLOOR .



1ST FLOOR .

0 4 8 16

GROVE PARK

TYPICAL BUILDING PLAN - BLDG. A

A2.0

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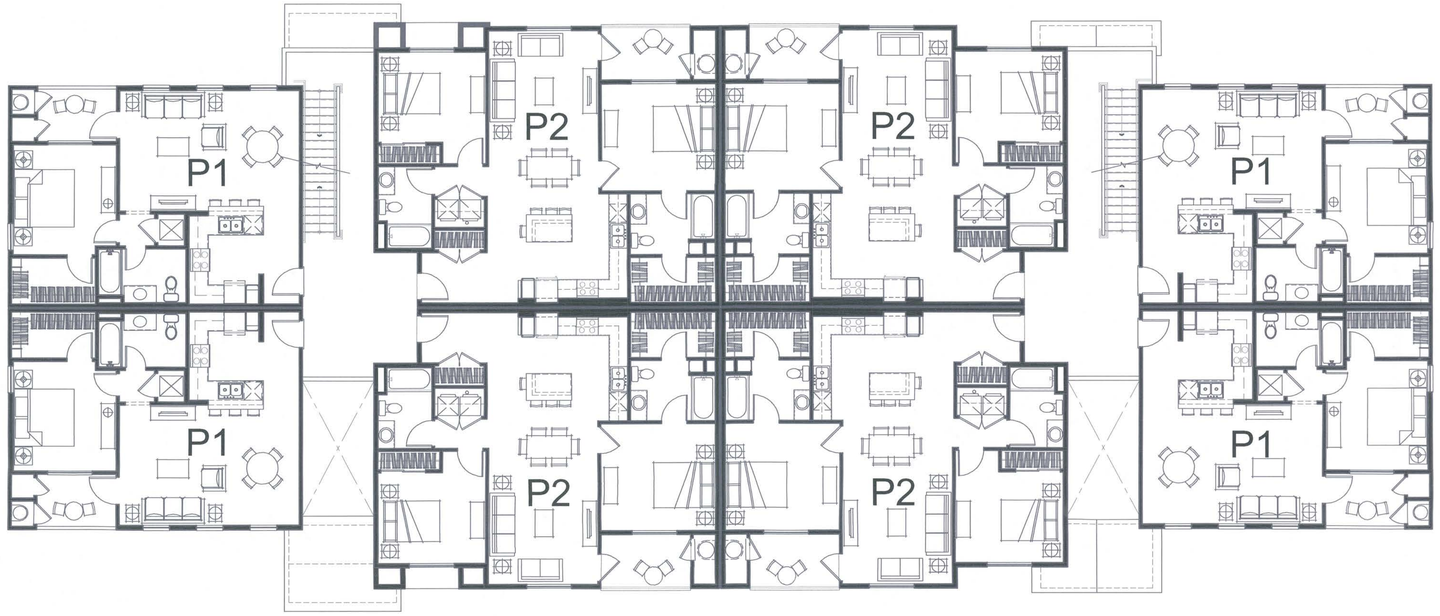
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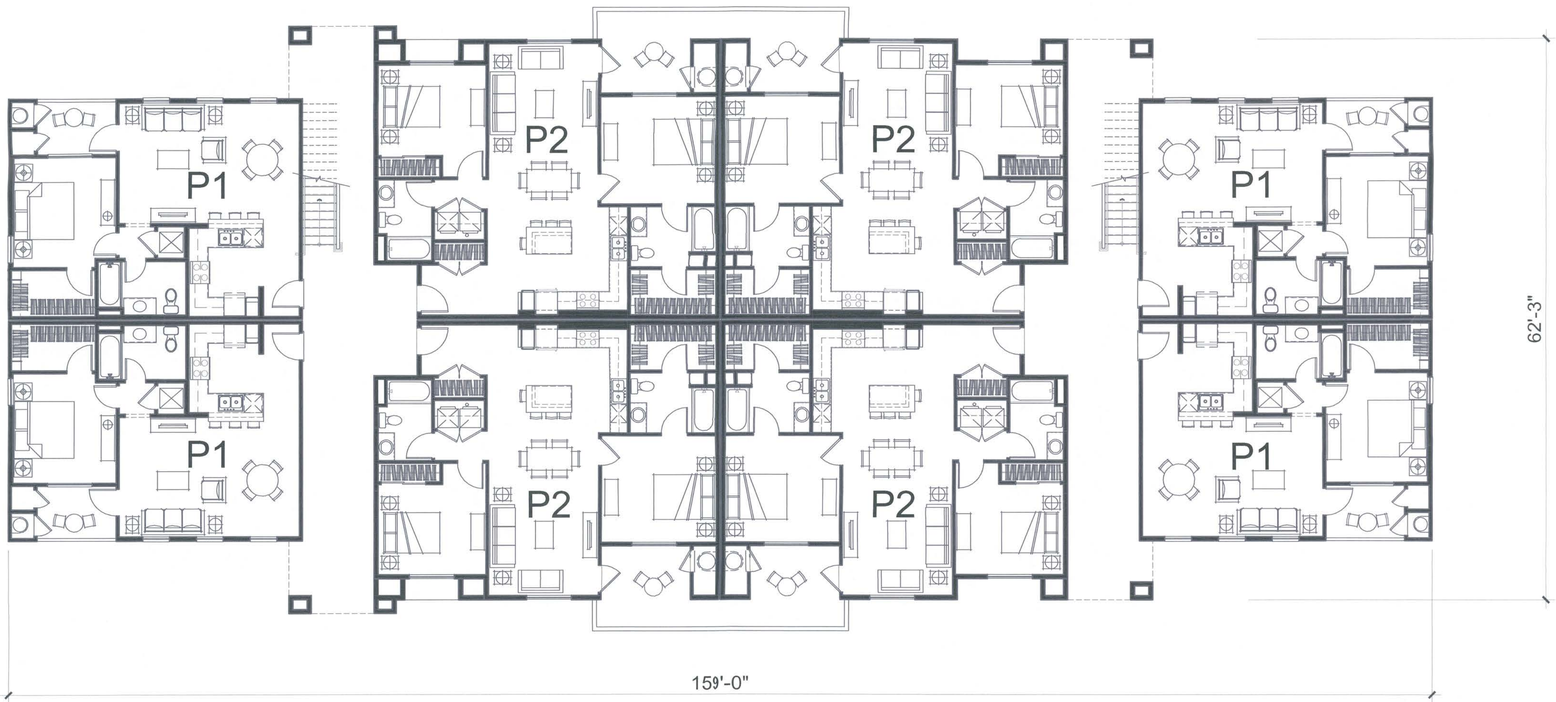
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2ND & 3RD
FLOOR .



1ST FLOOR .



0 4 8 16

GROVE PARK

TYPICAL BUILDING PLAN - BLDG. C

A2.1

WILDOMAR, CALIFORNIA

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2ND & 3RD
FLOOR .

1ST FLOOR .



0 4 8 16

GROVE PARK

TYPICAL BUILDING PLAN - BLDG. D

A2.2

WILDOMAR, CALIFORNIA

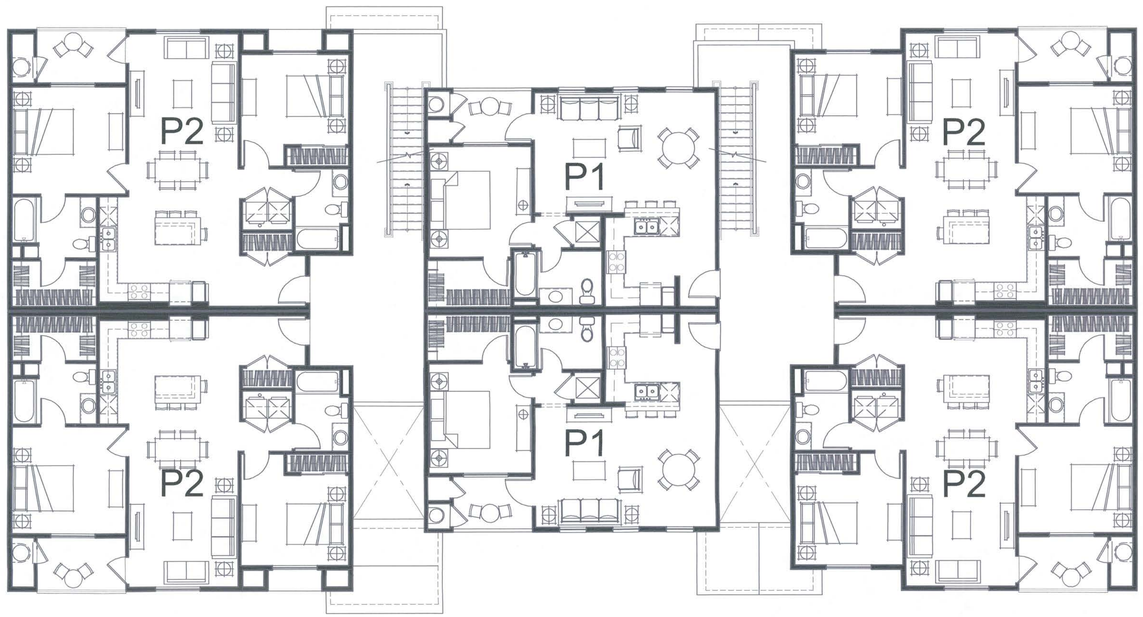
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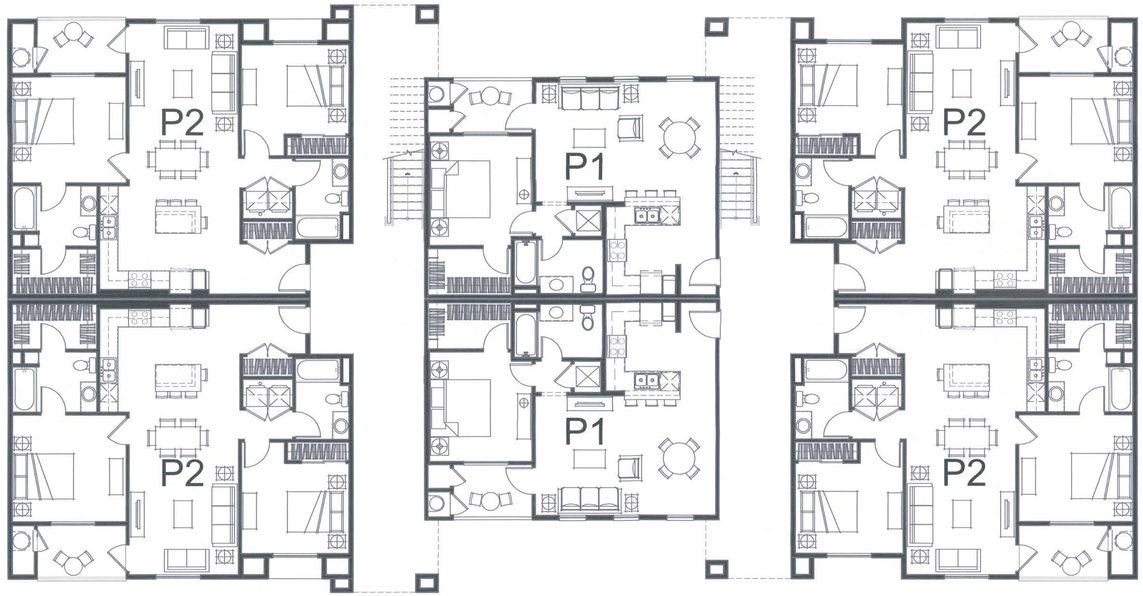
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2ND & 3RD
FLOOR .



1ST FLOOR .



62'-3"

126'-0"

0 4 8 16

GROVE PARK

TYPICAL BUILDING PLAN - BLDG. E

A2.3

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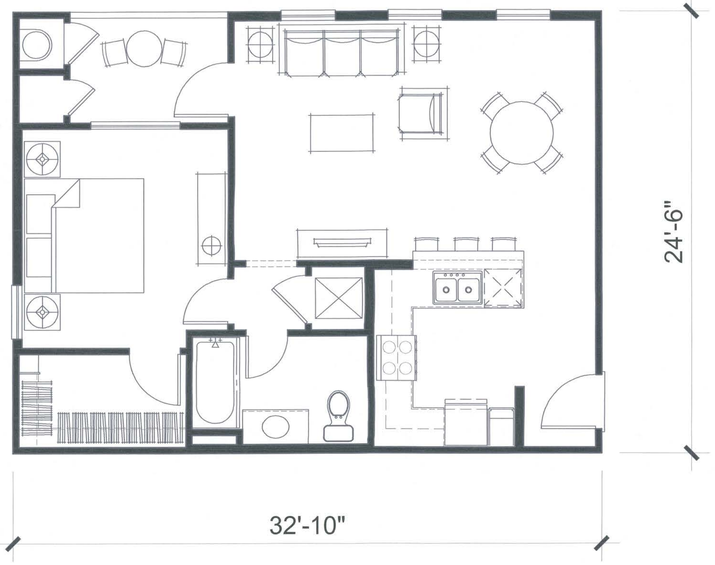
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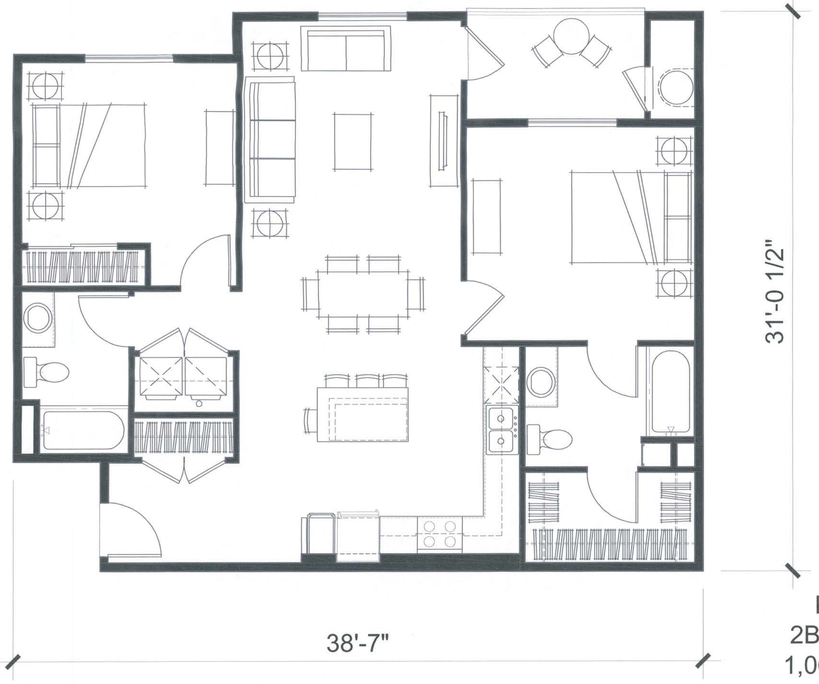
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PLAN1
1Bed, 1Bath
735 SQ.FT.



PLAN 2
2Bed, 2Bath
1,064 SQ.FT.



PLAN 3
3Bed, 2Bath
1,281 SQ.FT.

0 2 4 8

GROVE PARK

UNIT PLANS (APARTMENTS BLDG.)

A3.0

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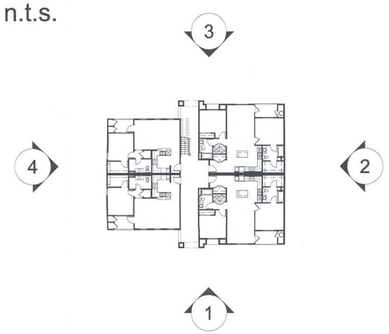
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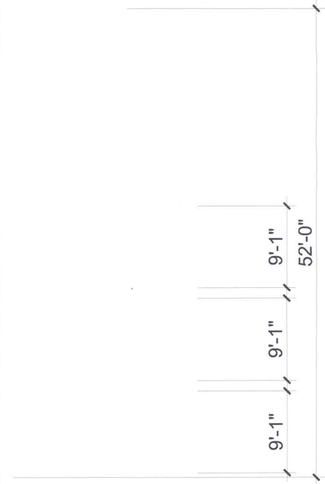
Key Map n.t.s.



Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame





1. FRONT

0 4 8 16

GROVE PARK

CHARACTER ELEVATION (BLDG.-A)

A4.0

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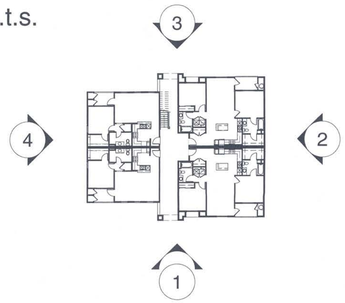
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Key Map n.t.s.





4. LEFT



2. RIGHT

Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame



3. REAR

GROVE PARK

CHARACTER ELEVATION (BLDG.-A)

0 4 8 16

A4.1

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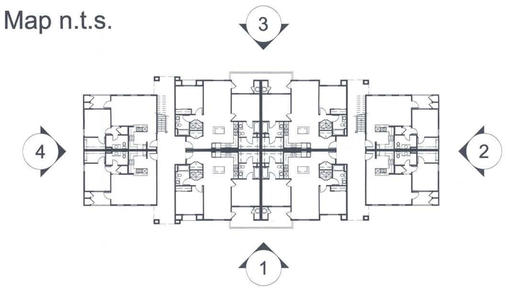
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Key Map n.t.s.



Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame



1. FRONT

0 4 8 16

GROVE PARK

CHARACTER ELEVATION (BLDG.-C)

A4.2

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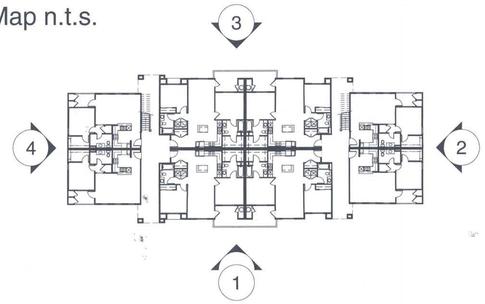
WILDOMAR, CALIFORNIA

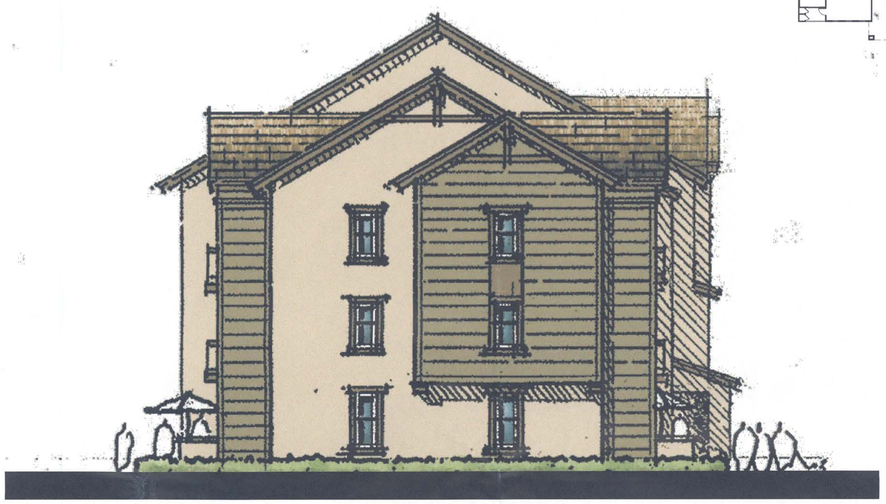
KTGY # 2013-0122

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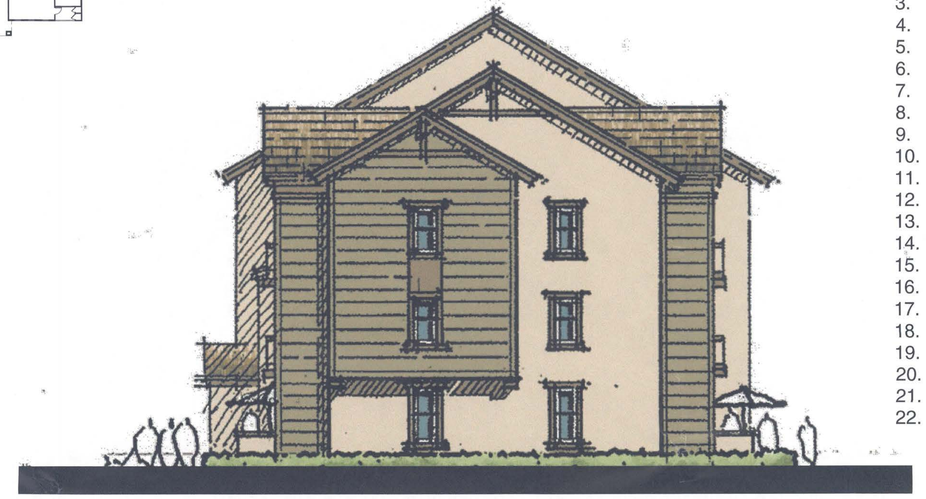
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Key Map n.t.s.





4. LEFT



2. RIGHT

Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame



3. REAR

0 4 8 16

GROVE PARK

CHARACTER ELEVATION (BLDG.-C)

A4.3

WILDOMAR, CALIFORNIA

KTGY # 2013-0122

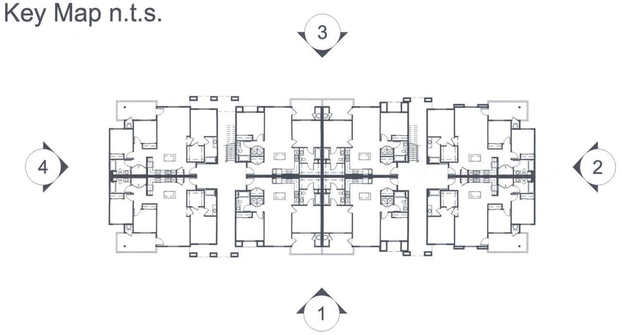
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Key Map n.t.s.



Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
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6. Wood Railing
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11. Corbels
12. Wood Trellis
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14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame



1. FRONT

0 4 8 16

GROVE PARK

CHARACTER ELEVATION (BLDG.-D)

A4.4

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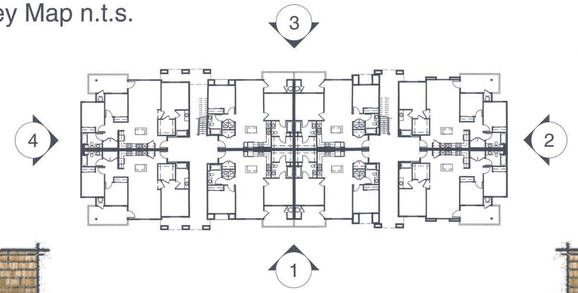
WILDOMAR, CALIFORNIA

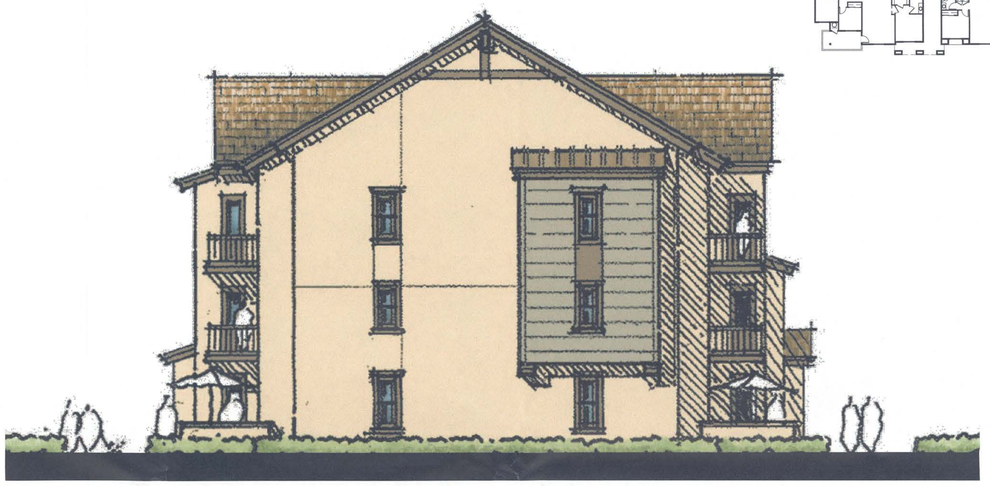
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09.05.2014
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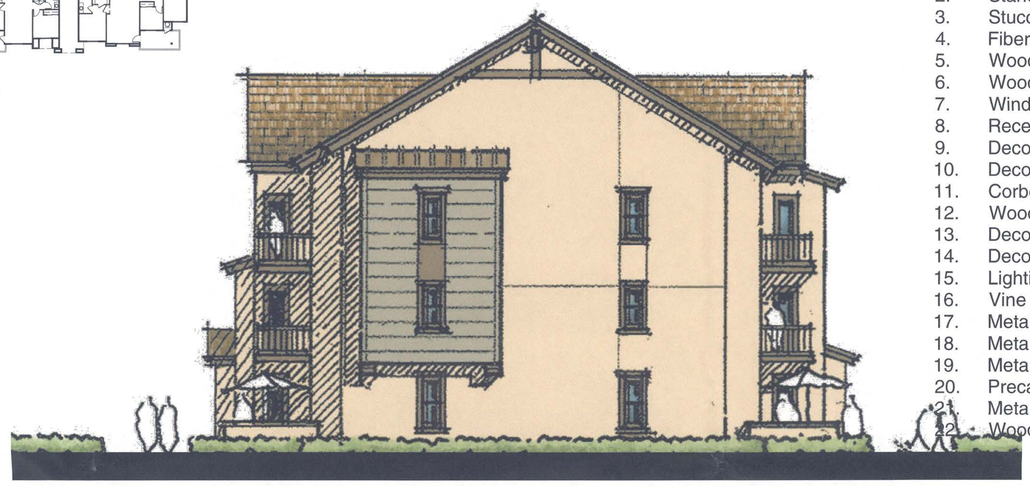
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Key Map n.t.s.





4. LEFT



2. RIGHT

Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame



3. REAR

0 4 8 16

GROVE PARK

CHARACTER ELEVATION (BLDG.-D)

A4.5

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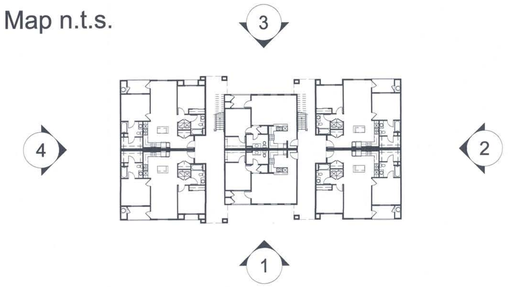
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12.05.2014

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Irvine, CA 92614
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Key Map n.t.s.



Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame



I. FRONT

0 4 8 16

GROVE PARK

CHARACTER ELEVATION (BLDG.-E)

A4.6

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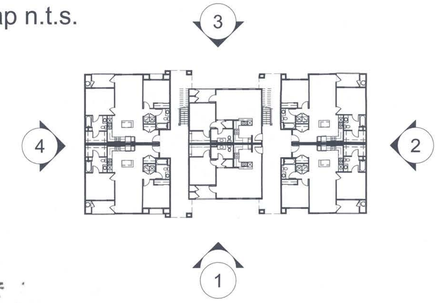
WILDOMAR, CALIFORNIA

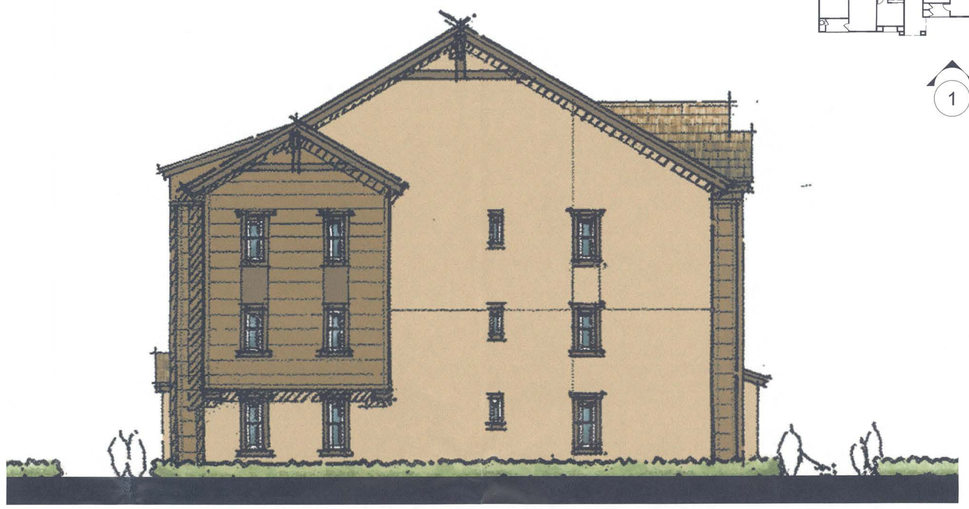
KTGY # 2013-0122

09.05.2014
12.05.2014

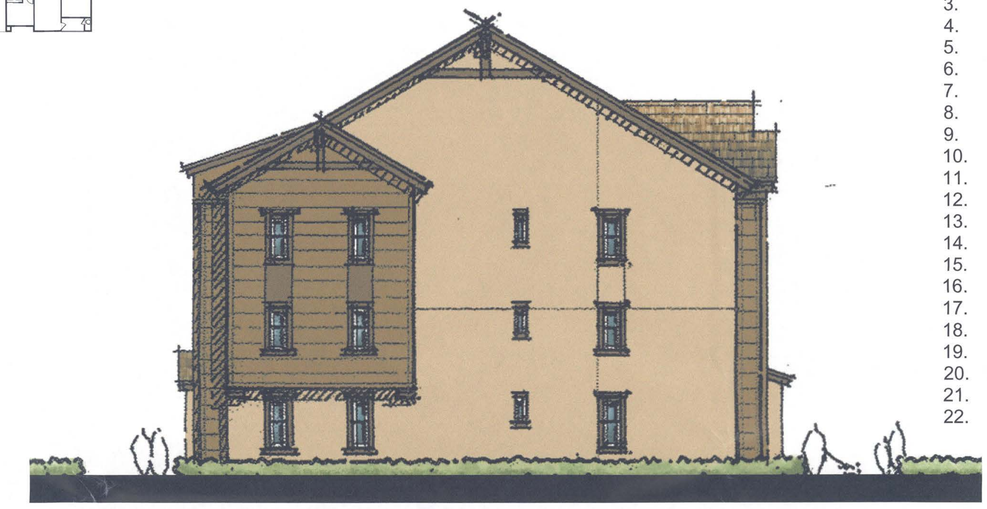
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Irvine, CA 92614
949.851.2133
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Key Map n.t.s.





4. LEFT



2. RIGHT



3. REAR

Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame

GROVE PARK

CHARACTER ELEVATION (BLDG.-E)

WILDOMAR, CALIFORNIA

KTGY # 2013-0122

09.05.2014
12.05.2014

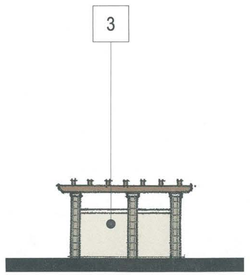
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A4.7

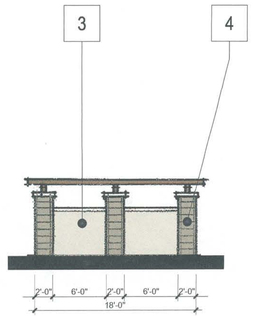
Strata Equity Group
4370 La Jolla Village Dr. Suite 960
San Diego, CA 92122
(858) 546-0900

STRATA EQUITY GROUP, INC.

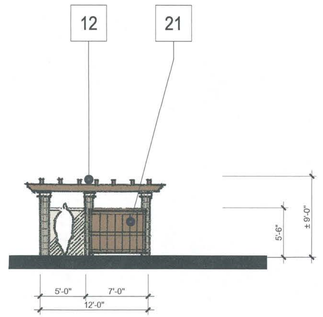
KTGY Group, Inc.
Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com



REAR

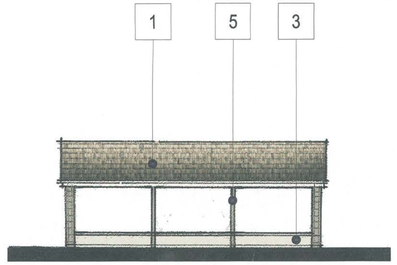


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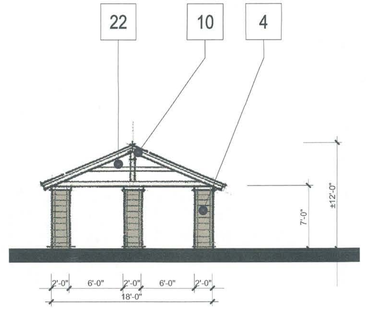


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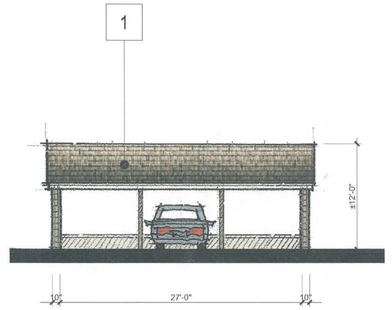
TRASH ENCLOSURE ELEVATION



REAR



SIDE



FRONT

CARPORT ELEVATION

Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame

0 4 8 16

GROVE PARK

CHARACTER ELEVATION (TRASH ENCLOSURE & CARPORT)

A4.8

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San Diego, CA 92122
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WILDOMAR, CALIFORNIA

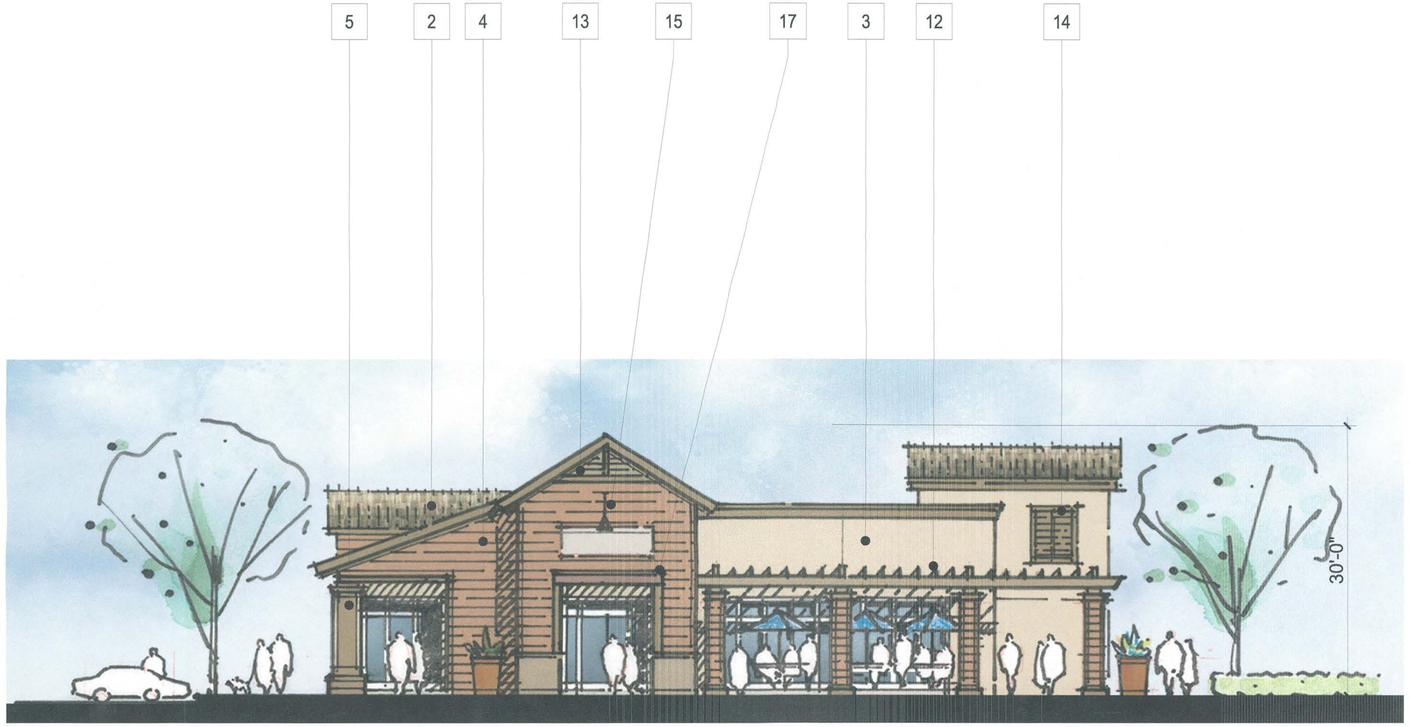
KTGY # 2013-0122

09.05.2014
12.05.2014

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Architecture+Planning
17922 Fitch
Irvine, CA 92614
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Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame



1. FRONT (Main Entry Side)

0 4 8 16

GROVE PARK

CHARACTER ELEVATION (RETAIL BLDG.-A)

A5.0

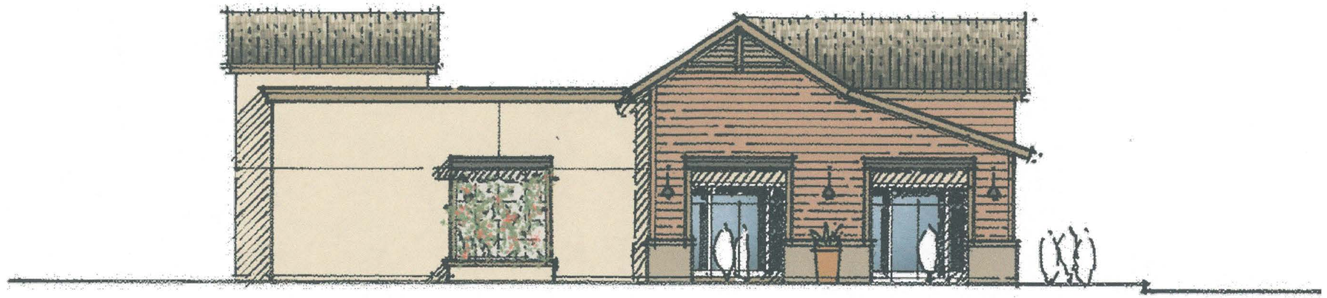
Strata Equity Group
4370 La Jolla Village Dr. Suite 960
San Diego, CA 92122
(858) 546-0900

WILDOMAR, CALIFORNIA

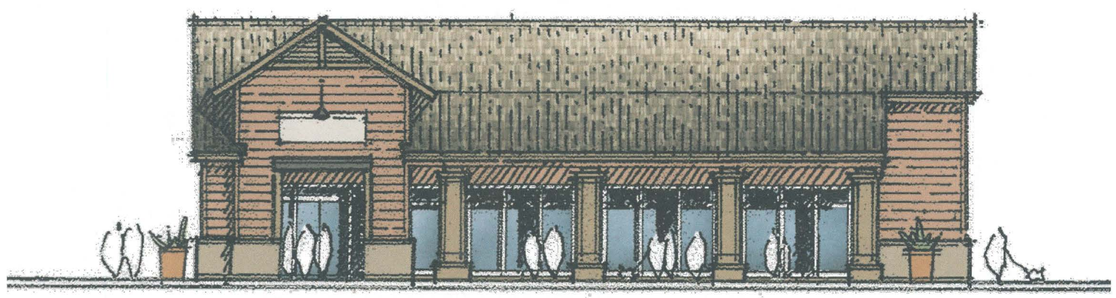
KTGY # 2013-0122

09.05.2014
12.05.2014

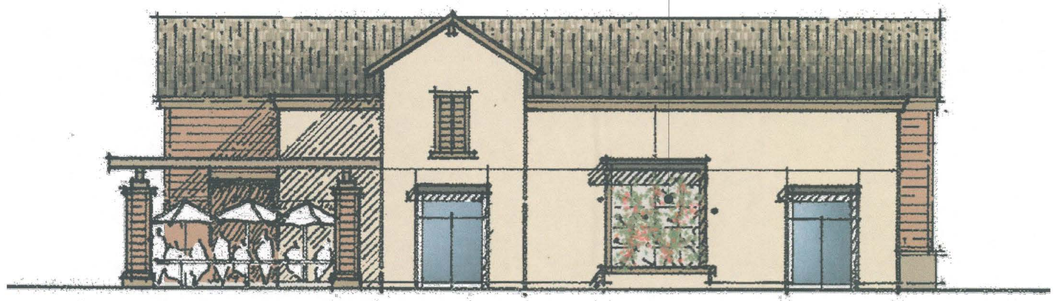
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Irvine, CA 92614
949.851.2133
ktgy.com



3. Rear



4. Left



2. Right

Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame

0 4 8 16

GROVE PARK

CHARACTER ELEVATION (RETAIL BLDG.-A)

A5.1

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WILDOMAR, CALIFORNIA

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ktgy.com



2. Right



1. FRONT (Main Entry Side)

Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame

GROVE PARK

CHARACTER ELEVATION (OFFICE BLDG.-B)

0 4 8 16

A5.2

STRATA EQUITY GROUP, INC.

Strata Equity Group
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San Diego, CA 92122
(858) 546-0900

WILDOMAR, CALIFORNIA

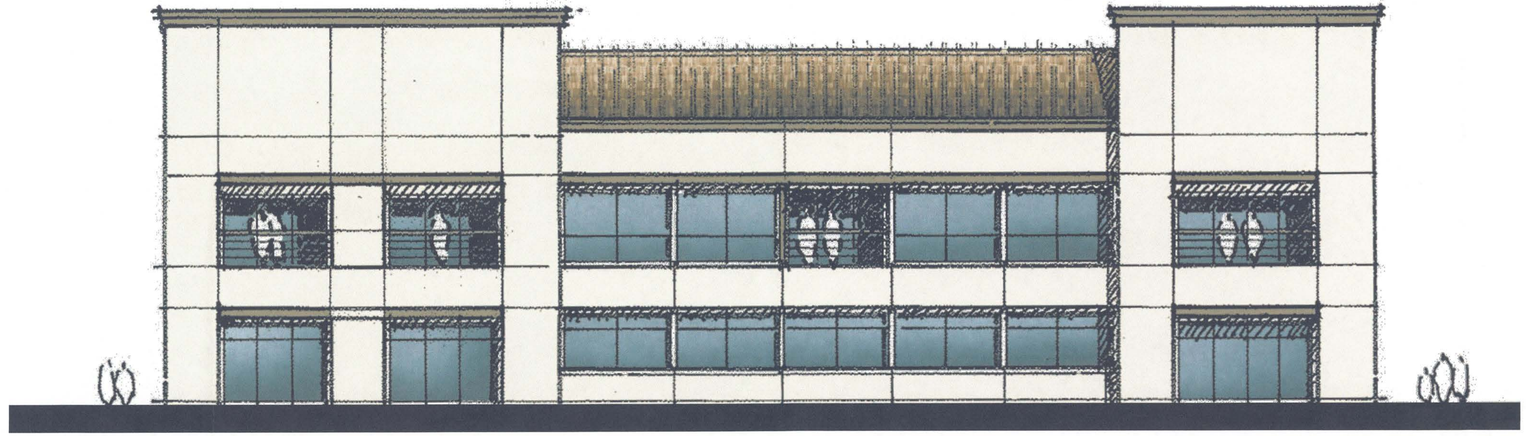
KTGY # 2013-0122

09.05.2014
12.05.2014

KTGY Group, Inc.
Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com



4. Left



3. Rear

Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame

0 4 8 16

GROVE PARK

CHARACTER ELEVATION (OFFICE BLDG.-B)

A5.3

Strata Equity Group
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San Diego, CA 92122
(858) 546-0900

WILDOMAR, CALIFORNIA

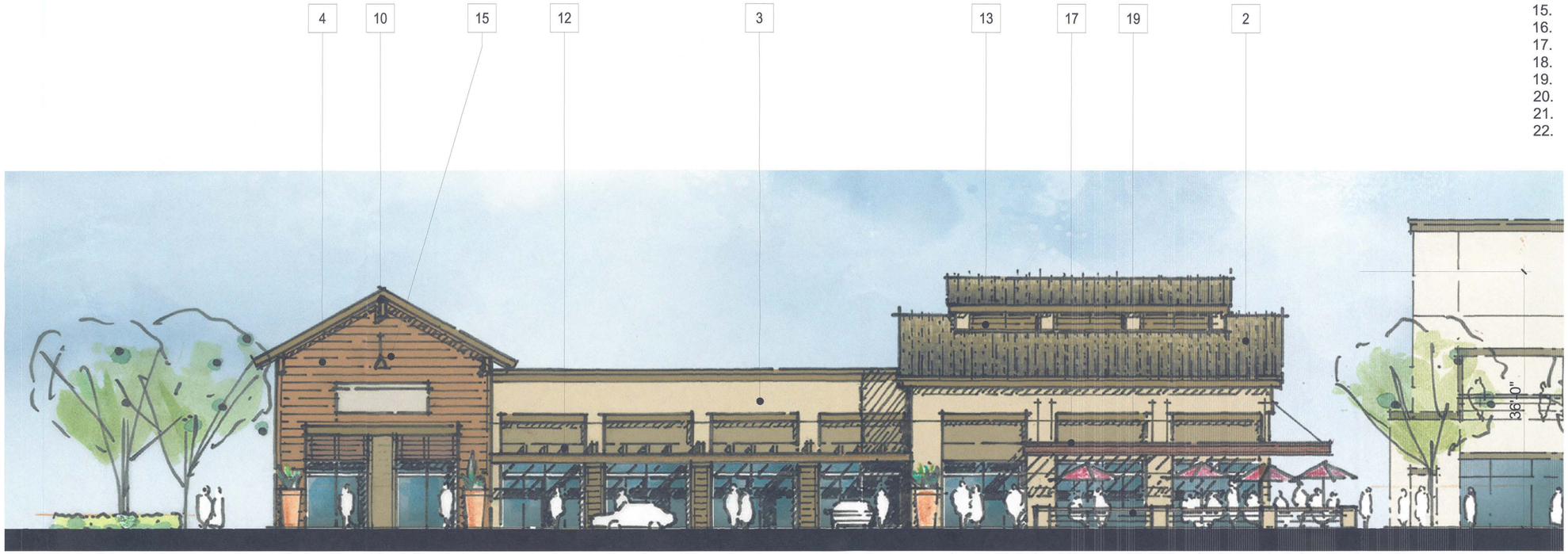
KTGY # 2013-0122

09.05.2014
12.05.2014

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Architecture+Planning
17922 Fitch
Irvine, CA 92614
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ktgy.com

Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame



1. FRONT (Main Entry Side)

0 4 8 16

GROVE PARK

CHARACTER ELEVATION (RETAIL BLDG.-C)

A5.4

STRATA EQUITY GROUP, INC.

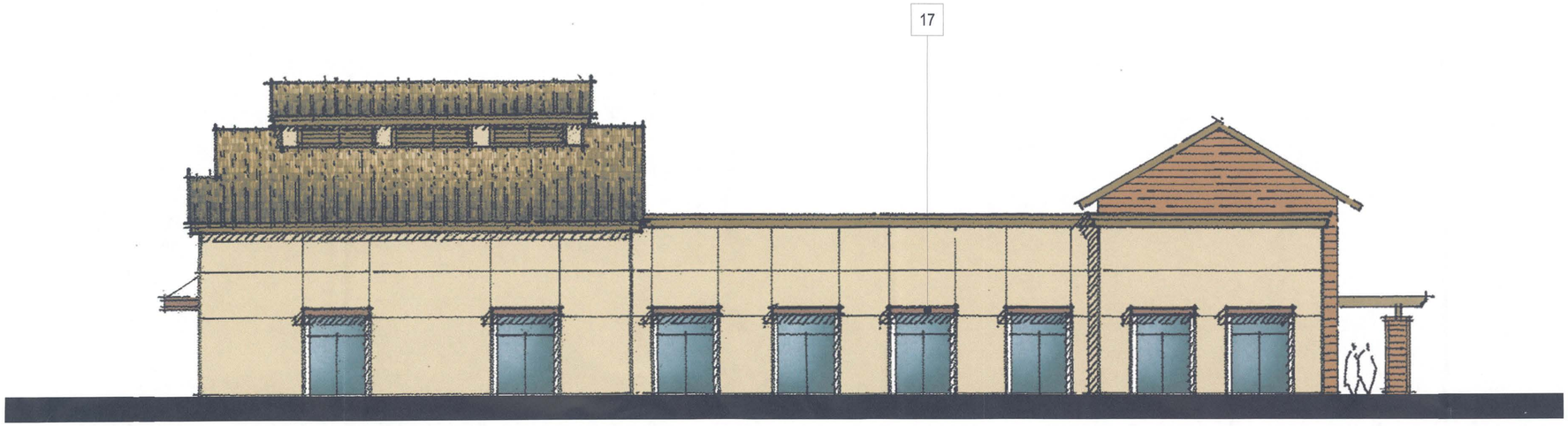
Strata Equity Group
4370 La Jolla Village Dr. Suite 960
San Diego, CA 92122
(858) 546-0900

WILDOMAR, CALIFORNIA

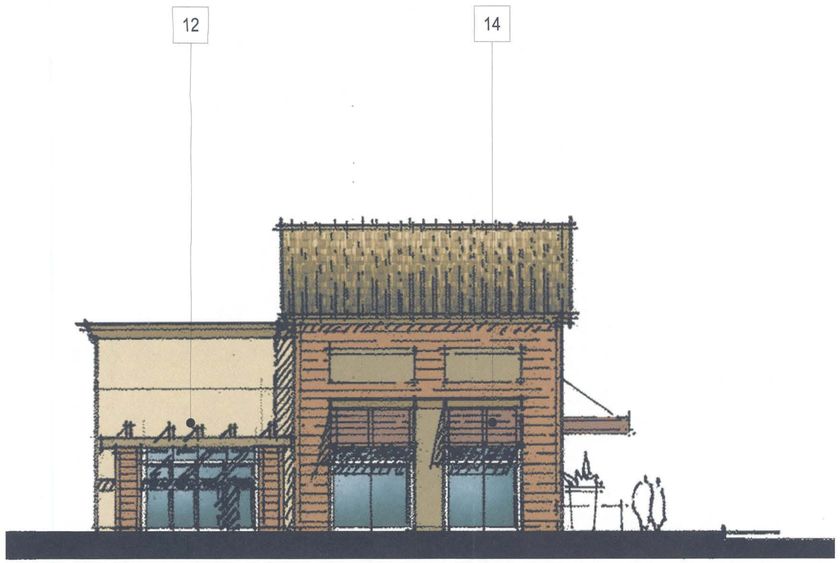
KTGY # 2013-0122

09.05.2014
12.05.2014

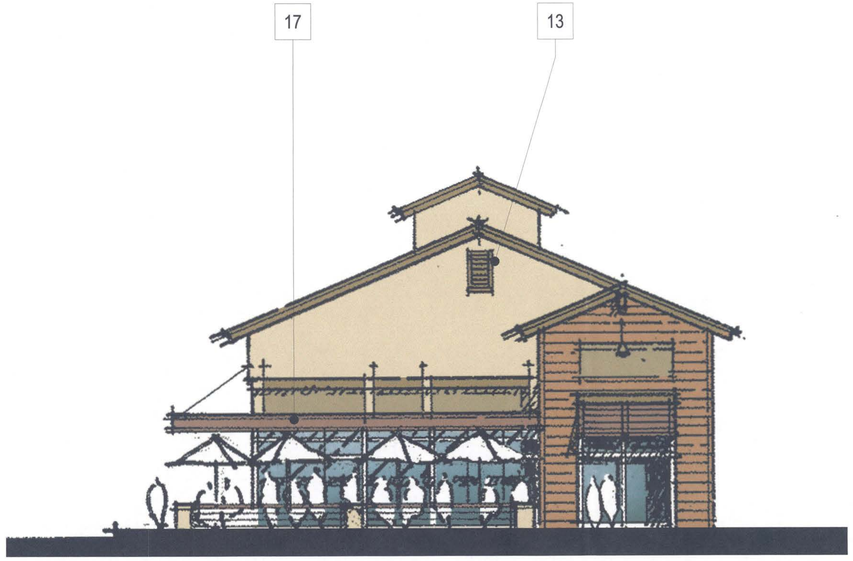
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Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com



3. Rear



4. Left



2. Right

Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame

0 4 8 16

GROVE PARK

CHARACTER ELEVATION (RETAIL BLDG.-C)

A5.5

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San Diego, CA 92122
(858) 546-0900

WILDOMAR, CALIFORNIA

KTGY # 2013-0122

09.05.2014
12.05.2014

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Architecture+Planning
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Irvine, CA 92614
949.851.2133
ktgy.com

Material Legend :

1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame



1. FRONT (Main Entry Side)

0 4 8 16

GROVE PARK

CHARACTER ELEVATION (RETAIL BLDG.-D)

A5.6

STRATA EQUITY GROUP, INC.

Strata Equity Group
4370 La Jolla Village Dr. Suite 960
San Diego, CA 92122
(858) 546-0900

WILDOMAR, CALIFORNIA

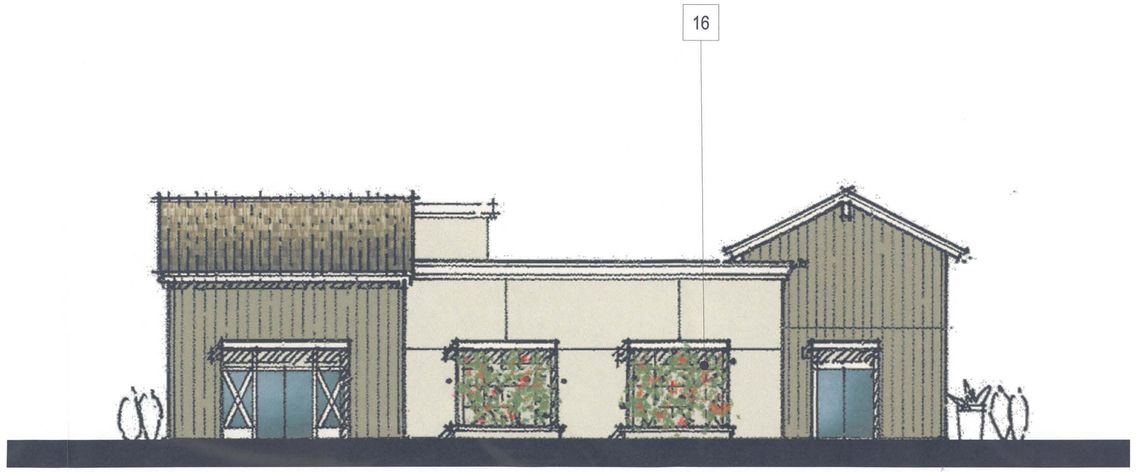
KTGY # 2013-0122

09.05.2014
12.05.2014

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Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com

Material Legend :

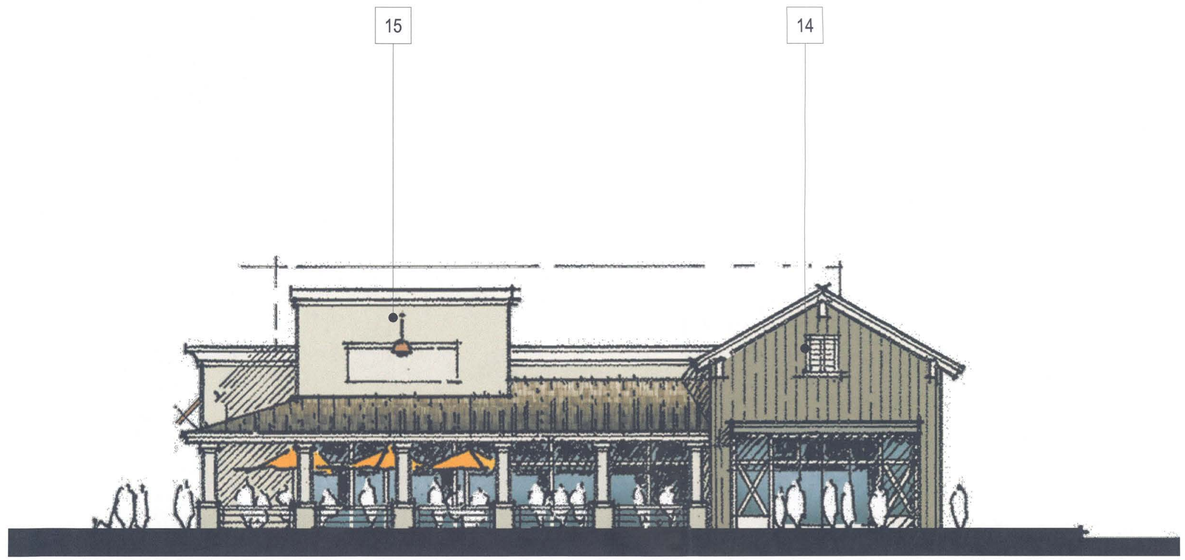
1. Concrete Tile Roof
2. Standing Seam Metal Roof
3. Stucco Wall
4. Fiber Cement Siding
5. Wood Post
6. Wood Railing
7. Window/Door Trim
8. Recessed Window
9. Decorative Gable End Details
10. Decorative Beam
11. Corbels
12. Wood Trellis
13. Decorative Louver
14. Decorative Shutter
15. Lighting Fixture
16. Vine Net
17. Metal Canopy
18. Metal Clad Post
19. Metal Railing
20. Precast Round Post
21. Metal Door
22. Wood Frame



3. Rear



4. Left



2. Right

0 4 8 16

GROVE PARK

CHARACTER ELEVATION (RETAIL BLDG.-D)

A5.7

Strata Equity Group
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San Diego, CA 92122
(858) 546-0900

WILDOMAR, CALIFORNIA

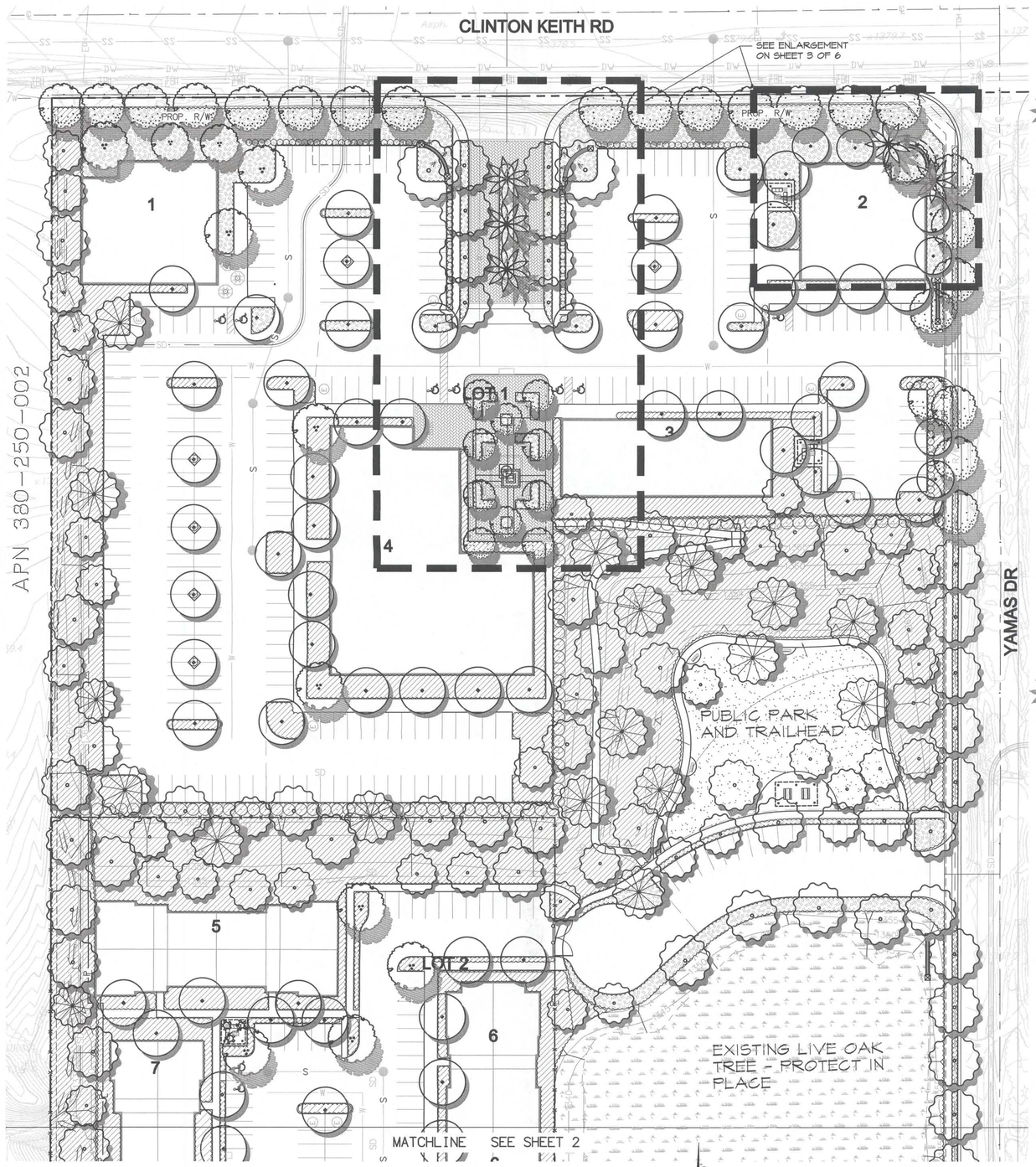
KTGY # 2013-0122

09.05.2014
12.05.2014

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Irvine, CA 92614
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ktgy.com

ATTACHMENT G

Grove Park
Approved Landscape Plans Exhibits



LANDSCAPE ZONES AND PLANT PALETTE

ALL PLANTS, TREES, SHRUBS, VINES, GRASSES AS PER COUNTY OF RIVERSIDE ORD. 859 LIST OR AS APPROVED PER CITY PLANNING DIRECTOR.

CLINTON KIETH COMMERCIAL

SYMBOL

BOTANICAL NAME	COMMON NAME	WUCOLS
ACCENT / STREET TREES, SUCH AS;		
JACARANDA MIMOSIFOLIA	JACARANDA	M
LAGERSTROEMIA INDICA	CRAPE MYRTLE	M
PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT PEAR	M
PHOENIX DACTYLIFERA	DATE PALM	L
WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	L

NOTES: MINIMUM 24" BOX SIZES ; MINIMUM 36" AND 48" BOX BOX SIZES AT ENTRY AND BUILDING CORNERS; PALMS 18' B.T.H. MINIMUM; PALMS MAY ONLY BE USED IN LOCATIONS SHOWN ON THIS PLAN AND/ OR A MAXIMUM OF 15% OF TREE PALETTE.

CANOPY TREES, SUCH AS;		
FRAXINUS VELUTINA	ARIZONA ASH	M
LOPHOSTEMON CONFERTA	BRISBANE BOX	M
MAGNOLIA GRANDIFLOA	MAGNOLIA	M
PISTACIA CHINENSIS	CHINEESE PISTACHE	M
QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	M
ULMUS PARVIFOLIA	EVERGREEN ELM	

NOTE: MINIMUM 24" BOX SIZES

LANDSCAPE BUFFER TREES, SUCH AS;		
EUCALYPTUS SPECIES	EUCALYPTUS	
LIQUIDAMBAR STYRACIFLUA	SWEET GUM	
PINUS CANARIENSIS	CANARY ISLAND PINE	
PINUS ELDARICA	AFGHAN PINE	

NOTE: MINIMUM 15 GALLON SIZES

SHRUBS, SUCH AS;		
LIGUSTRUM JAPONICUM 'TEXANUM'	TEXAS PRIVET	M
OLEA EUROPAEA 'LITTLE OLLIE'	DWARF OLIVE	L
PHOTINIA X FRASERI	FRASERS PHOTINIA	M
PITTOSPORUM TOBIRA	TOBIRA	M
PRUNUS CAROLINIANA 'COMPACTA'	CAROLINA CHERRY	M
RHAPHIOLEPIS INDICA	INDIA HAWTHORN	M
XYLOSMA CONGESTUM 'COMPACTA'	COMPACT SHINY XYLOSMA	M

NOTE: MINIMUM 5 AND 15 GALLON SIZES

GROUND COVERS, SUCH AS;		
COTONEASTER BUXIFOLIUS	COTONEATER	M
LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	L
MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L

NOTE: MINIMUM 1 GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

DROUGHT TOLERANT VARIETIES OF TURF

ORGANIC GROUND COVERS, SUCH AS;
COBBLE STONE
CRUSHED ROCK
DECOMPOSED GRANITE
COURSE ORGANIC BARK MULCH

YAMAS DRIVE MULTI-FAMILY

SYMBOL

BOTANICAL NAME	COMMON NAME	WUCOLS
ACCENT / STREET TREES, SUCH AS;		
BRAHEA ARMATA	MEXICAN BLUE PALM	
JACARANDA MIMOSIFOLIA	JACARANDA	M
LAGERSTROEMIA INDICA	CRAPE MYRTLE	M
PHOENIX DACTYLIFERA	DATE PALM	L
PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT PEAR	L
WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	L

NOTES: MINIMUM 24" BOX SIZES ; MINIMUM 36" AND 48" BOX BOX SIZES AT ENTRY AND BUILDING CORNERS;PALMS 18' B.T.H. MINIMUM; PALMS MAY ONLY BE USED IN LOCATIONS SHOWN ON THIS PLAN AND/ OR A MAXIMUM OF 15% OF TREE PALETTE.

CANOPY TREES, SUCH AS;		
FRAXINUS VELUTINA	ARIZONA ASH	M
LOPHOSTEMON CONFERTA	BRISBANE BOX	M
MAGNOLIA GRANDIFLOA	MAGNOLIA	M
PISTACIA CHINENSIS	CHINEESE PISTACHE	M
QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	M
ULMUS PARVIFOLIA	EVERGREEN ELM	M

NOTE: MINIMUM 15 GALLON AND 24" BOX SIZES

LANDSCAPE BUFFER TREES, SUCH AS;		
EUCALYPTUS SPECIES	EUCALYPTUS	M
LIQUIDAMBAR STYRACIFLUA	SWEET GUM	M
PINUS CANARIENSIS	CANARY ISLAND PINE	L
PINUS ELDARICA	AFGHAN PINE	L

NOTE: MINIMUM 15 GALLON AND 24" BOX SIZES

SHRUBS, SUCH AS;		
AGAVE SPECIES	AGAVE	L
CALLISTEMON VIMINALIS 'LITTLE JOHN'	DWARF BOTTLEBRUSH	M
DASYLIRION SPECIES	DESERT SPOON	L
GREVILLEAE 'NOELLI'	NOEL'S GREVILLEA	L
MYRTUS COMMUNIS 'COMPACTA'	COMPACT MYRTLE	M
NERIUM OLEANDER	DWARF OLEANDER	L
PRUNUS CAROLINIANA 'COMPACTA'	CAROLINA CHERRY	M
RHAPHIOLEPIS INDICA	INDIAN HAWTHORN	M
VIBURNUM TINUS 'SPRING BOUQUET'	LAURUSTINUS	M

NOTE: MINIMUM 5 GALLON SIZES

GROUND COVERS, SUCH AS;		
BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
COTONEASTER SPECIES	COTONEATER	M
LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	L
MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L
ROSA SPECIES	CARPET ROSE	L

NOTE: MINIMUM 1 GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

ORGANIC GROUND COVERS, SUCH AS;
COBBLE STONE
CRUSHED ROCK
DECOMPOSED GRANITE
COURSE ORGANIC BARK MULCH

DROUGHT TOLERANT VARIETIES OF TURF AT PLAY AND USER AREAS

NATIVE AND CALIFORNIA FRIENDLY LANDSCAPED CORRIDOR

SYMBOL

BOTANICAL NAME	COMMON NAME	WUCOLS
CANOPY TREES, SUCH AS;		
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	M
POPULUS FREMONTII	FREEMONT COTTONWOOD	M
QUERCUS AGRIFOLIA	LIVE OAK	L
QUERCUS ENGELMANII	ENGELMAN OAK	L

NOTE: MINIMUM 15 GALLON SIZES

SHRUBS, SUCH AS;		
ENCELIA FARINOSA	BRITTLEBUSH	L
HETEROMELES ARBUTIFOLIA	TOYON	L
RHAMNUS CALIFORNICA	COFFEE BERRY	L
RHUS OVATA	SUGAR BUSH	L

NOTE: MINIMUM 5 GALLON SIZES

GROUND COVERS, SUCH AS;		
BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
BACCHARIS PILULARIS	COYOTE BRUSH	L
COTONEASTER SPECIES	COTONEATER	M
LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	L
MUHLENBERGIA RIGENS	DEER GRASS	M
MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L

NOTE: MINIMUM 1 GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

NATIVE HYDROSEED MIXES

ORGANIC GROUND COVERS, SUCH AS;
COBBLE STONE
CRUSHED ROCK
DECOMPOSED GRANITE
COURSE ORGANIC BARK MULCH
NATIVE HYDROSEED

LEGEND

- PRIMARY COMMUNITY ENTRY MONUMENT -TREES, LOW WALLS, BOULDERS AND OR HEDGE, AND UP-LIGHTS WITH SIGN PER CITY STANDARDS
- SECONDARY COMMUNITY ENTRY MONUMENT- TREES, LOW WALLS AND BOULDERS AND OR HEDGE, AND UP-LIGHTS WITH SIGN PER CITY STANDARDS
- DECORATIVE PAVEMENT SUCH AS INTERLOCKING PAVERS OR STAMPED CONCRETE
- OUTDOOR SEATING AREA INCLUDING SHADE TRELLIS, ACCENT TREES, BOULDERS AND FURNISHINGS, ETC.
- GROUP PICNIC AREA INCLUDING SHADE TRELLIS, ACCENT TREES, BOULDERS AND FURNISHINGS, ETC.

GENERAL NOTES

ALL LANDSCAPING, IRRIGATION AND RELATED IMPROVEMENTS SHALL BE DESIGNED, INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF WILDOMAR, THE COUNTY OF RIVERSIDE (AS REQUIRED), RIVERSIDE COUNTY FIRE DEPARTMENT AND THE ELSINORE VALLEY MUNICIPAL WATER DISTRICT. REFERENCE THE CITY OF WILDOMAR MUNICIPAL CODE CHAPTERS 17.188 (OFF-STREET VEHICULAR PARKING STANDARDS) AND "17.276 (WATER-EFFICIENT LANDSCAPES) AND APPLICABLE SECTIONS OF THE COUNTY OF RIVERSIDE MUNICIPAL CODE (ORDINANCES 348 - LAND USE, 457 - CALIFORNIA BUILDING CODE (EROSION CONTROL), 460 - SUBDIVISION, AND 461 - ROAD IMPROVEMENTS), THE COUNTYWIDE DESIGN STANDARDS & GUIDELINES (1-04), GUIDE TO CALIFORNIA FRIENDLY LANDSCAPING (12-04), CALIFORNIA FRIENDLY PLANT LIST (3-13), FIRE DEPARTMENT REQUIREMENTS, OAK TREE MANAGEMENT GUIDELINES, AND THE REQUIREMENTS OF THE ELSINORE VALLEY MUNICIPAL WATER DISTRICT.

WITH THE EXCEPTION OF THE PUBLIC PARK AREA, ALL LANDSCAPE IMPROVEMENTS DEPICTED HEREIN TO BE MAINTAINED BY PRIVATE PROPERTY OWNERS OR HOME OWNERS ASSOCIATION(S).

NO GRASS/TURF SHALL BE USED IN THE PROJECT FOR ORNAMENTAL PURPOSES, IT SHALL ONLY BE USED IN ACTIVE RECREATION AREAS SUCH AS PICNIC AREAS.

WATER USE CALCULATIONS

TOTAL LANDSCAPE AREA 349,000 SF

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)
MAWA = (ETO)(0.7)(LA)(0.62) = GALLONS PER YEAR
MAWA = 61.65 X 0.7 X 349,000 X 0.62 = 9,337,879 GALLONS PER YEAR

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM ACCORDINGLY FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN

SHADED PARKING CALCULATIONS

PARKING PROVIDED - COMMERCIAL AND APARTMENTS
286 + 167 (OPEN) = 453 SPACES
TOTAL AREA OF PARKING SPACES = 73,386 SF

TREE SHADE QUANTITY @ FULL (100%) - 38 @ 600 SF
TREE SHADE QUANTITY @ HALF (50%) - 71 @ 300 SF
TOTAL SHADE PROVIDED 45,900 SF
PERCENT SHADE = 63%

RECEIVED
DEC 17 2015
CITY OF WILDOMAR

CONDITIONALLY APPROVED
BY THE PLANNING DEPARTMENT
BY THE PLANNING DIRECTOR
BY THE PLANNING COMMISSION
BY THE CITY COUNCIL
FOR THE CITY OF WILDOMAR ON 2/10/16

PUBLIC PARK / TRAILHEAD

SPECIFIC PARK AMENITIES SHALL BE DETERMINED PRIOR TO FINAL MAP APPROVAL AND APPROVED BY CITY

PLANNING APPLICATION NO. 14-0069

REGISTERED LANDSCAPE ARCHITECT — JOHN PRESTON ANDREW — LIC. NO. 5152 — SIGNATURE — SEP. 30, 2017 RENEWAL DATE — STATE OF CALIFORNIA

CITY OF WILDOMAR — Est. 1888 — Inc. 2008 — Community - Opportunity - Prosperity

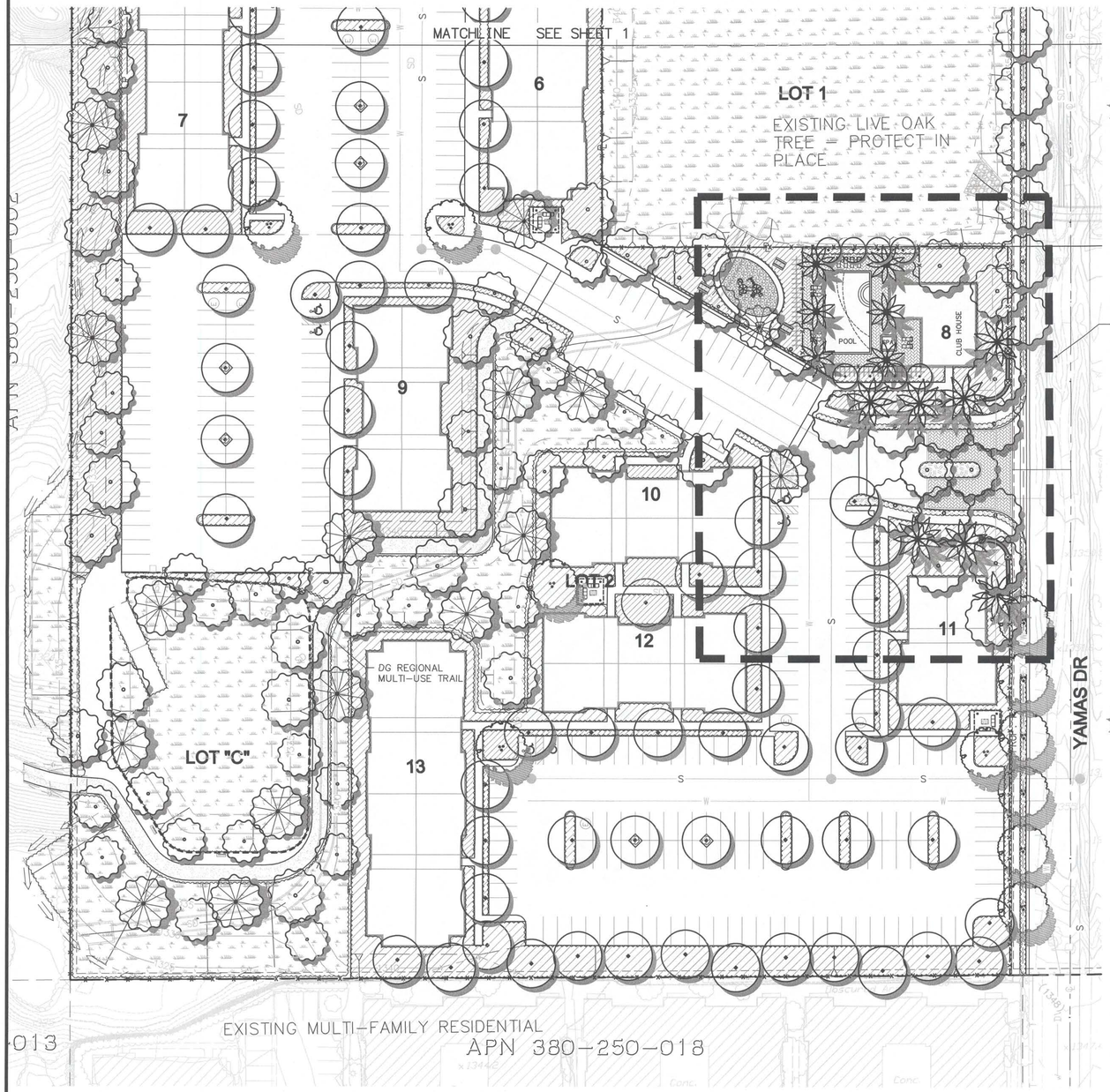
RBF CONSULTING — A Baker Company

GROVE PARK
CONCEPTUAL LANDSCAPE PLAN
CITY OF WILDOMAR - COUNTY OF RIVERSIDE

40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

#14-0069 SHEET 1 OF 7 SHEETS

H:\PDATA\133556\CADD\LAND\CADD_JN\RBF-IRVINE\150722 - UPDATED LS PLAN\133556-LS CONCEPT.DWG TBURNSIDE 12/16/15 5:05 pm



SEE ENLARGEMENT ON SHEET 4 OF 6

SCALE: 1"=40'

40 20 0 40 80 120

SCALE: 1"=40'

LANDSCAPE ZONES AND PLANT PALETTE

ALL PLANTS, TREES, SHRUBS, VINES, GRASSES AS PER COUNTY OF RIVERSIDE ORD. 859 LIST OR AS APPROVED PER CITY PLANNING DIRECTOR.

CLINTON KIETH COMMERCIAL

SYMBOL

BOTANICAL NAME	COMMON NAME	WUCOLS
ACCENT / STREET TREES, SUCH AS;		
JACARANDA MIMOSIFOLIA	JACARANDA	M
LAGERSTROEMIA INDICA	CRAPE MYRTLE	M
PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT PEAR	M
PHOENIX DACTYLIFERA	DATE PALM	L
WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	L

NOTES: MINIMUM 24" BOX SIZES ; MINIMUM 36" AND 48" BOX BOX SIZES AT ENTRY AND BUILDING CORNERS; PALMS 18' B.T.H. MINIMUM; PALMS MAY ONLY BE USED IN LOCATIONS SHOWN ON THIS PLAN AND/ OR A MAXIMUM OF 15% OF TREE PALETTE.

CANOPY TREES, SUCH AS;		
FRAXINUS VELUTINA	ARIZONA ASH	M
LOPHOSTEMON CONFERTA	BRISBANE BOX	M
MAGNOLIA GRANDIFLOA	MAGNOLIA	M
PISTACIA CHINENSIS	CHINEESE PISTACHE	M
QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	M
ULMUS PARVIFOLIA	EVERGREEN ELM	M

NOTE: MINIMUM 24" BOX SIZES

LANDSCAPE BUFFER TREES, SUCH AS;		
EUCALYPTUS SPECIES	EUCALYPTUS	
LIQUIDAMBAR STYRACIFLUA	SWEET GUM	
PINUS CANARIENSIS	CANARY ISLAND PINE	
PINUS ELDARICA	AFGHAN PINE	

NOTE: MINIMUM 15 GALLON SIZES

SHRUBS, SUCH AS;		
LIGUSTRUM JAPONICUM 'TEXANUM'	TEXAS PRIVET	M
OLEA EUROPAEA 'LITTLE OLLIE'	DWARF OLIVE	L
PHOTINIA X FRASERI	FRASERS PHOTINIA	M
PITTOSPORUM TOBIRA	TOBIRA	M
PRUNUS CAROLINIANA 'COMPACTA'	CAROLINA CHERRY	M
RHAPHIOLEPIS INDICA	INDIA HAWTHORN	M
XYLOSMA CONGESTUM 'COMPACTA'	COMPACT SHINY XYLOSMA	M

NOTE: MINIMUM 5 AND 15 GALLON SIZES

GROUND COVERS, SUCH AS;		
COTONEASTER BUXIFOLIUS	COTONEATER	M
LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	L
MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L

NOTE: MINIMUM 1 GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

DROUGHT TOLERANT VARIETIES OF TURF

ORGANIC GROUND COVERS, SUCH AS;
COBBLE STONE
CRUSHED ROCK
DECOMPOSED GRANITE
COURSE ORGANIC BARK MULCH

YAMAS DRIVE MULTI-FAMILY

SYMBOL

BOTANICAL NAME	COMMON NAME	WUCOLS
ACCENT / STREET TREES, SUCH AS;		
BRAHEA ARMATA	MEXICAN BLUE PALM	
JACARANDA MIMOSIFOLIA	JACARANDA	M
LAGERSTROEMIA INDICA	CRAPE MYRTLE	M
PHOENIX DACTYLIFERA	DATE PALM	L
PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT PEAR	L
WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	L

NOTES: MINIMUM 24" BOX SIZES ; MINIMUM 36" AND 48" BOX BOX SIZES AT ENTRY AND BUILDING CORNERS; PALMS 18' B.T.H. MINIMUM; PALMS MAY ONLY BE USED IN LOCATIONS SHOWN ON THIS PLAN AND/ OR A MAXIMUM OF 15% OF TREE PALETTE.

CANOPY TREES, SUCH AS;		
FRAXINUS VELUTINA	ARIZONA ASH	M
LOPHOSTEMON CONFERTA	BRISBANE BOX	M
MAGNOLIA GRANDIFLOA	MAGNOLIA	M
PISTACIA CHINENSIS	CHINEESE PISTACHE	M
QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	M
ULMUS PARVIFOLIA	EVERGREEN ELM	M

NOTE: MINIMUM 15 GALLON AND 24" BOX SIZES

LANDSCAPE BUFFER TREES, SUCH AS;		
EUCALYPTUS SPECIES	EUCALYPTUS	M
LIQUIDAMBAR STYRACIFLUA	SWEET GUM	M
PINUS CANARIENSIS	CANARY ISLAND PINE	L
PINUS ELDARICA	AFGHAN PINE	L

NOTE: MINIMUM 15 GALLON AND 24" BOX SIZES

SHRUBS, SUCH AS;		
AGAVE SPECIES	AGAVE	L
CALLISTEMON VIMINALIS 'LITTLE JOHN'	DWARF BOTTLEBRUSH	M
DASYLIRION SPECIES	DESERT SPOON	L
GREVILLEAE 'NOELLI'	NOEL'S GREVILLEA	L
MYRTUS COMMUNIS 'COMPACTA'	COMPACT MYRTLE	M
NERIUM OLEANDER	DWARF OLEANDER	L
PRUNUS CAROLINIANA 'COMPACTA'	CAROLINA CHERRY	M
RHAPHIOLEPIS INDICA	INDIAn HAWTHORN	M
VIBURNUM TINUS 'SPRING BOUQUET'	LAURUSTINUS	M

NOTE: MINIMUM 5 GALLON SIZES

GROUND COVERS, SUCH AS;		
BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
COTONEASTER SPECIES	COTONEATER	M
LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	L
MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L
ROSA SPECIES	CARPET ROSE	L

NOTE: MINIMUM 1 GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

ORGANIC GROUND COVERS, SUCH AS;
COBBLE STONE
CRUSHED ROCK
DECOMPOSED GRANITE
COURSE ORGANIC BARK MULCH

DROUGHT TOLERANT VARIETIES OF TURF AT PLAY AND USER AREAS

NATIVE AND CALIFORNIA FRIENDLY LANDSCAPED CORRIDOR

SYMBOL

BOTANICAL NAME	COMMON NAME	WUCOLS
CANOPY TREES, SUCH AS;		
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	M
POPULUS FREMONTII	FREEMONT COTTONWOOD	M
QUERCUS AGRIFOLIA	LIVE OAK	L
QUERCUS ENGELMANII	ENGELMAN OAK	L

NOTE: MINIMUM 15 GALLON SIZES

SHRUBS, SUCH AS;		
ENCELIA FARINOSA	BRITTLEBUSH	L
HETEROMELES ARBUTIFOLIA	TOYON	L
RHAMNUS CALIFORNICA	COFFEE BERRY	L
RHUS OVATA	SUGAR BUSH	L

NOTE: MINIMUM 5 GALLON SIZES

GROUND COVERS, SUCH AS;		
BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
BACCHARIS PILULARIS	COYOTE BRUSH	L
COTONEASTER SPECIES	COTONEATER	M
LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	L
MUHLENBERGIA RIGENS	DEER GRASS	M
MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L

NOTE: MINIMUM 1 GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

NATIVE HYDROSEED MIXES

ORGANIC GROUND COVERS, SUCH AS;
COBBLE STONE
CRUSHED ROCK
DECOMPOSED GRANITE
COURSE ORGANIC BARK MULCH
NATIVE HYDROSEED

LEGEND

PRIMARY COMMUNITY ENTRY MONUMENT -TREES, LOW WALLS, BOULDERS AND OR HEDGE, AND UP-LIGHTS WITH SIGN PER CITY STANDARDS

SECONDARY COMMUNITY ENTRY MONUMENT- TREES, LOW WALLS AND BOULDERS AND OR HEDGE, AND UP-LIGHTS WITH SIGN PER CITY STANDARDS

DECORATIVE PAVEMENT SUCH AS INTERLOCKING PAVERS OR STAMPED CONCRETE

OUTDOOR SEATING AREA INCLUDING SHADE TRELLIS, ACCENT TREES, BOULDERS AND FURNISHINGS, ETC.

GROUP PICNIC AREA INCLUDING SHADE TRELLIS, ACCENT TREES, BOULDERS AND FURNISHINGS, ETC.

PLANNING APPLICATION NO. 14-0069

REGISTERED LANDSCAPE ARCHITECT JOHN PRESTON ANDREW LIC. NO. 5982 SIGNATURE SEP. 30, 2017 RENEWAL DATE STATE OF CALIFORNIA

CITY OF WILDOMAR Est. 1999 Inc. 2008 Community • Opportunity • Family

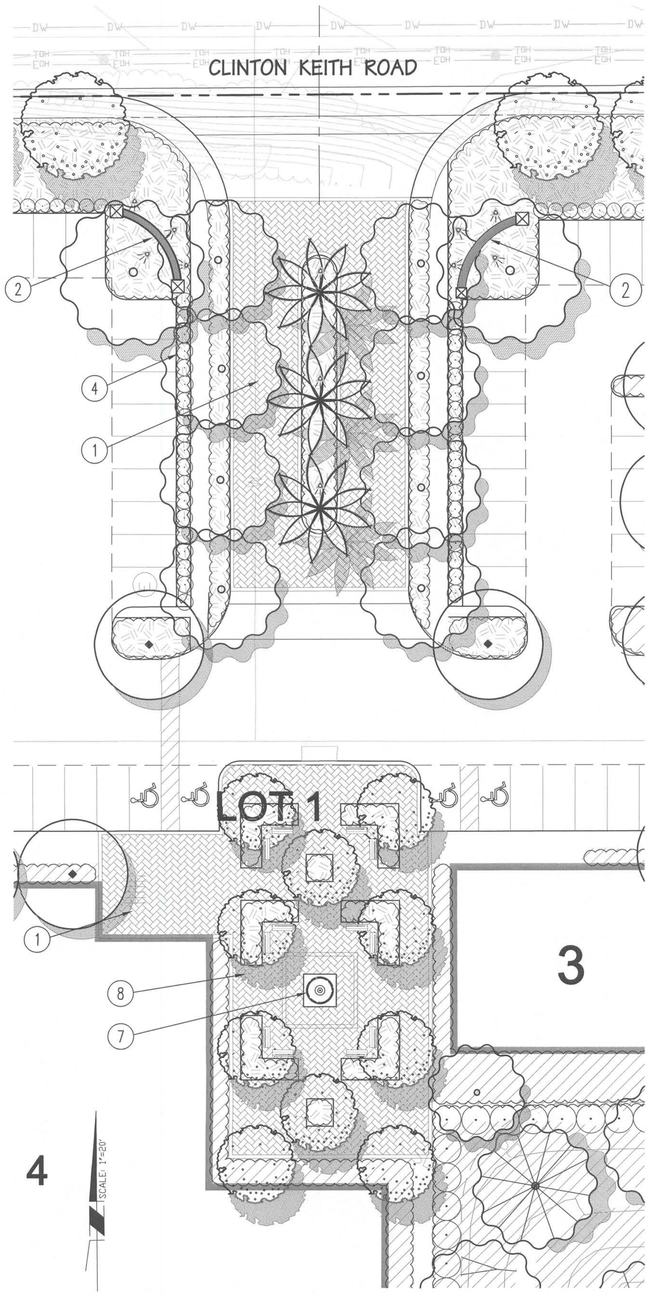
RBF CONSULTING A Baker Company

GROVE PARK
CONCEPTUAL LANDSCAPE PLAN
CITY OF WILDOMAR - COUNTY OF RIVERSIDE

40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

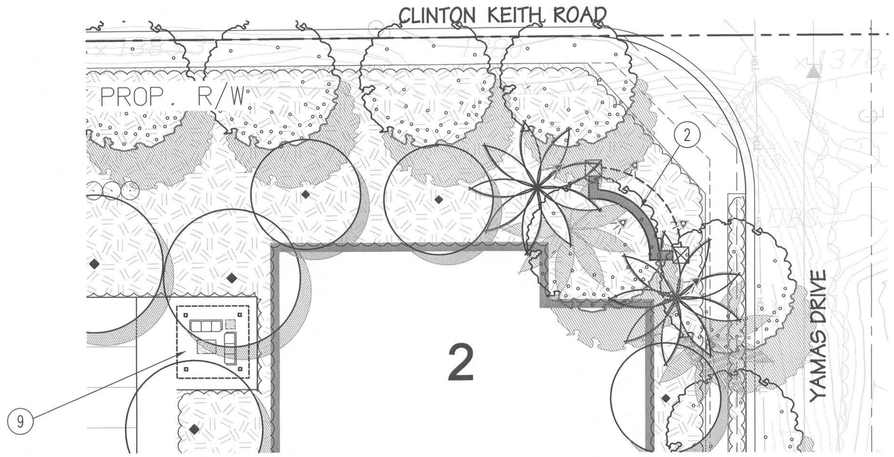
SHEET 2 OF 7 SHEETS

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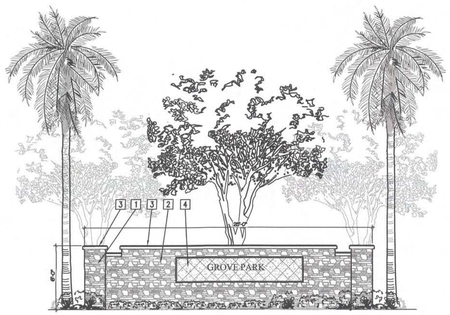
ENHANCED ENTRY LANDSCAPE AND MOUNMENT AT CLINTON KEITH ROAD AND PEDESTRIAN PLAZA

(A) SCALE: 1" = 20'-0"



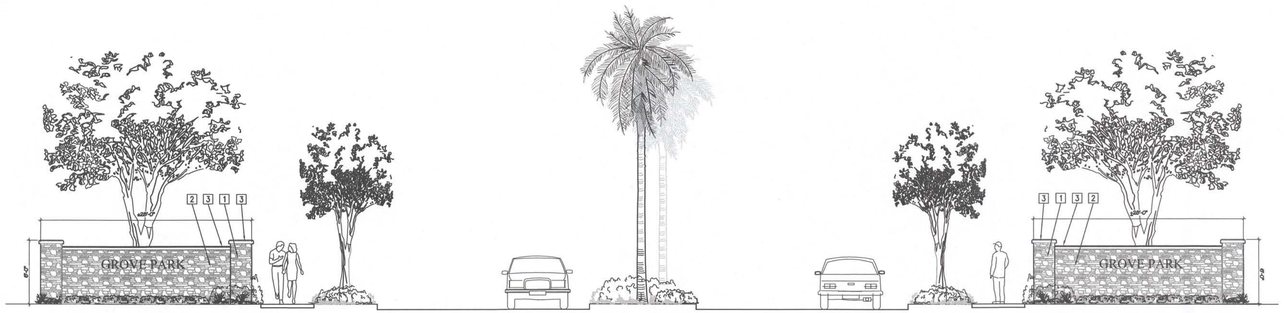
(C) THEMED LANDSCAPE CORNER

SCALE: 1" = 16'



(D) ELEVATION - THEMED LANDSCAPE CORNER

SCALE: NOT TO SCALE



ELEVATION - ENTRY LANDSCAPE AND MOUNMENT AT CLINTON KEITH ROAD

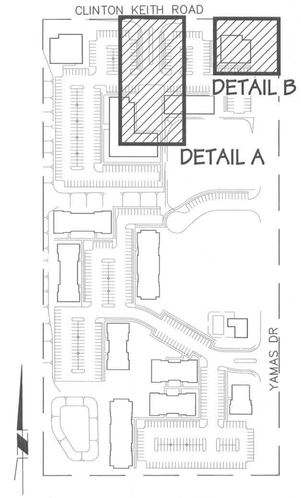
(B) SCALE: NOT TO SCALE

LANDSCAPE NOTES

1. ENRICHED PAVEMENT, SUCH AS INTERLOCKING PAVERS OR STAMPED CONCRETE
2. PRIMARY COMMUNITY ENTRY MONUMENT WITH SHIELDED UP-LIGHTS
3. SECONDARY COMMUNITY ENTRY MONUMENT
4. A ROW OF HEDGE TO SCREEN PARKING FROM STREET (15 GALLON SIZE MIN.)
5. 5' HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE
6. MONUMENT WALL WITH SHIELDED UP-LIGHTS
7. FOCAL POINT (ART OR WATER FEATURE)
8. PEDESTRIAN PLAZA AREA INCLUDING LIGHTING, BOLLARDS, WATER FEATURE, BENCHES, 48" BOX SIZE ACCENT TREES, PLANTER WALLS AND FURNISHINGS.
9. OUTDOOR SEATING AREA INCLUDING SHADE TRELLIS , ACCENT TREES, BOULDERS AND FURNISHINGS, ETC.

MATERIAL LEGEND

1. CULTURED STONE VENEER PILASTER
2. CULTURED STONE VENEER MONUMENT WALL
3. PRECAST CONCRETE CAP
4. STUCCO OR TILE BACKGROUND
5. DECORATIVE PAINTED TUBULAR STEEL FENCE AND GATE
6. DECORATIVE PAINTED TUBULAR STEEL VEHICLE ACCESS GATE
7. CULTURED STONE VENEER WALL



KEY MAP

NOT TO SCALE

PLANNING APPLICATION NO. 14-0069

REGISTERED LANDSCAPE ARCHITECT JOHN PRESTON ANDREW LIC. NO. 5152 SIGNATURE SEP. 30, 2017 RENEWAL DATE STATE OF CALIFORNIA DATE

CITY OF WILDOMAR Est. 1906 Inc. 2008 Community - Opportunity - Progress

RBF CONSULTING A Baker Company

GROVE PARK

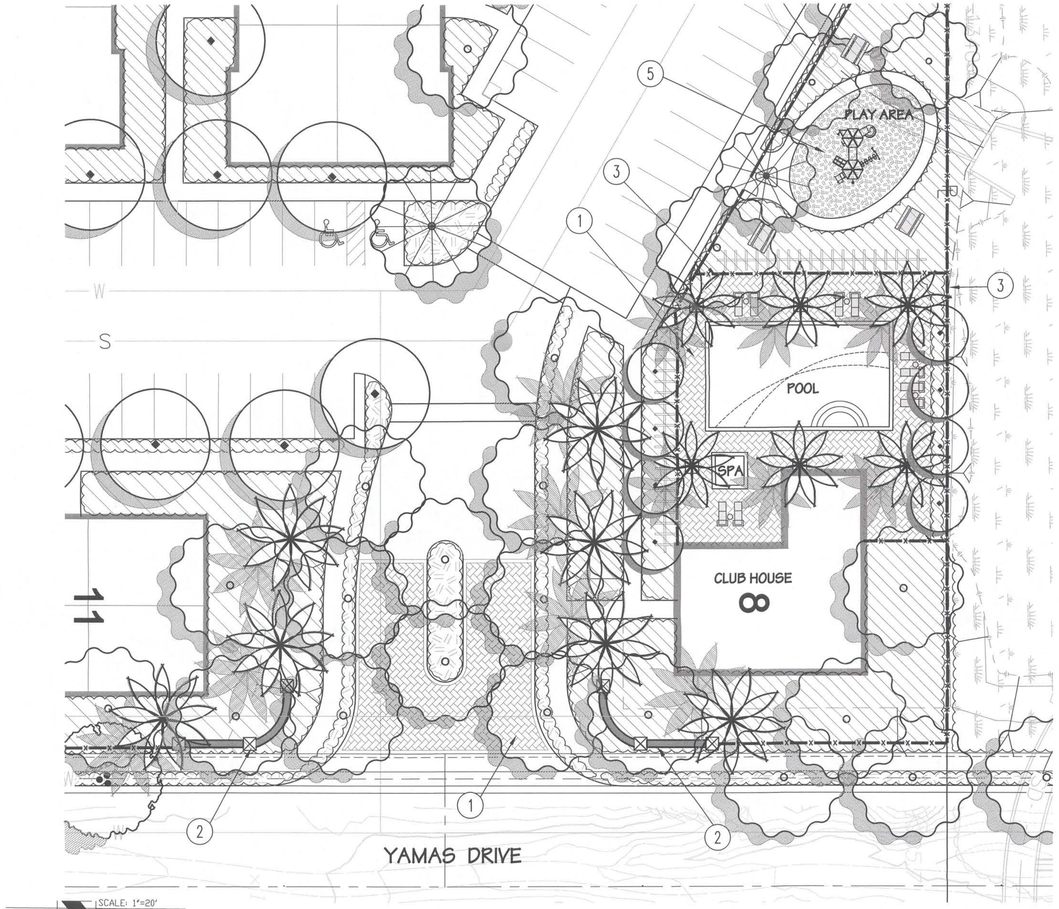
CONCEPTUAL LANDSCAPE PLAN

CITY OF WILDOMAR - COUNTY OF RIVERSIDE

40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
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SHEET 3 OF 7 SHEETS

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ENHANCED ENTRY LANDSCAPE AND MOUNMENT
AT YAMAS DRIVE AND
POOL AND PLAY AREA — SEE ELEVATION BELOW

(A) SCALE: 1" = 20'-0"



ELEVATION - ENHANCED ENTRY LANDSCAPE AND MOUNMENT
AT YAMAS DRIVE

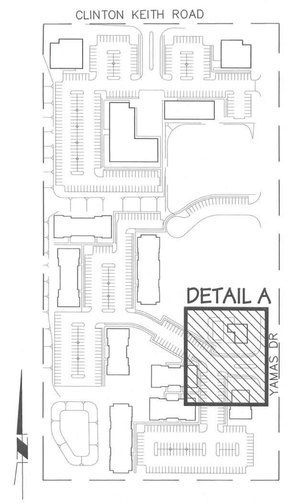
SCALE: NOT TO SCALE

LANDSCAPE NOTES

1. ENRICHED PAVEMENT, SUCH AS INTERLOCKING PAVERS OR STAMPED CONCRETE
2. PRIMARY COMMUNITY ENTRY MONUMENT WITH SHIELDED UP-LIGHTS
3. 5' HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE SEE DETAIL A ON SHEET 5
4. POOL AREA INCLUDING VINE TRELLIS, ACCENT TREES, BBQ, FIRE PIT, LIGHTING, SEAT WALLS AND SHADE TRELLIS , ETC.
5. PLAY AREA INCLUDING TOT LOT, BBQ, TRELLIS, PICNIC TABLES AND BENCHES, ETC.

MATERIAL LEGEND

1. CULTURED STONE VENEER PILASTER
2. CULTURED STONE VENEER MONUMENT WALL
3. PRECAST CONCRETE CAP
4. STUCCO OR TILE BACKGROUND
5. DECORATIVE PAINTED TUBULAR STEEL FENCE AND GATE
6. DECORATIVE PAINTED TUBULAR STEEL VEHICLE ACCESS GATE
7. CULTURED STONE VENEER WALL



KEY MAP
NOT TO SCALE

PLANNING APPLICATION NO. 14-0069

REGISTERED LANDSCAPE ARCHITECT — BRIAN PRESTON ANDREW — LIC. NO. 4164 — SIGNATURE — SEP. 30, 2017 RENEWAL DATE — DATE — STATE OF CALIFORNIA

CITY OF WILDOMAR — Est. 1880 — Inc. 2008 — Historic Opportunity Progress

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CONCEPTUAL LANDSCAPE PLAN
CITY OF WILDOMAR – COUNTY OF RIVERSIDE

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SHEET 4 OF 7 SHEETS

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APN 380-250-013

EXISTING MULTI-FAMILY RESIDENTIAL

APN 380-250-018

APN 380-250-002

APN 380-250-002

EXISTING FENCE

JOIN EXISTING FENCE

PROTECT IN PLACE EXISTING FENCE

JOIN EXISTING FENCE

LOT "C"

LOT 2

LOT 2

LOT 1

LOT 1

EXISTING LIVE OAK TREE - PROTECT IN PLACE

EVA GATE W/ KNOX BOX

POOL

SPA

CLUB HOUSE

PROP. R/W

PROP. R/W

PROP. R/W

CLINTON KEITH RD

YAMAS DR

YAMAS DR

1 2 3 4 5 6 7 9 10 11 12 13

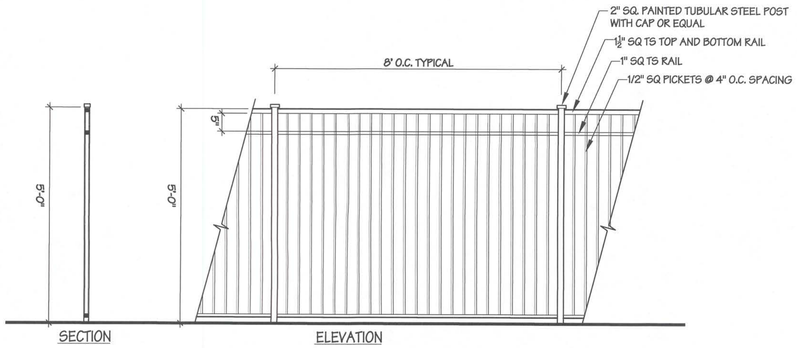
WALL AND FENCE LEGEND

- 5' HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE - SEE DETAIL A THIS SHEET
- 48" DECORATIVE PAINTED TUBULAR STEEL FENCE AND GATE AT PLAY AREA - SEE DETAIL B THIS SHEET
- 48" HIGH SPLIT RAIL FENCE AT LOT "C" AROUND BASIN - SEE DETAIL C THIS SHEET
- COMMUNITY ENTRY MONUMENTS SEE ENLARGEMENTS AND DETAILS ON SHEET 3 AND 4

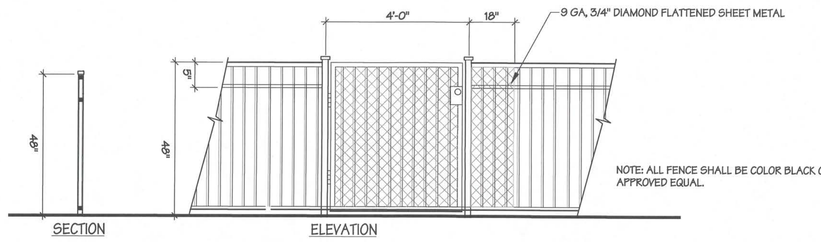
SCALE: 1"=50'

50 25 0 50 100 150

SCALE: 1"=50'

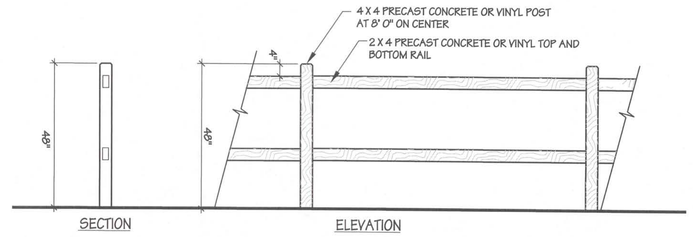


A 5' HIGH PAINTED TUBULAR STEEL FENCE
SCALE: NOT TO SCALE



NOTE: ALL FENCE SHALL BE COLOR BLACK OR APPROVED EQUAL.

B 48" HIGH PAINTED TUBULAR STEEL FENCE AND GATE
SCALE: NOT TO SCALE



C 48" HIGH SPLIT RAIL FENCE
SCALE: NOT TO SCALE

REGISTERED LANDSCAPE ARCHITECT JOHN PRESTON ANDREW LIC. NO. 5152 SIGNATURE SEP. 30, 2017 RENEWAL DATE DATE STATE OF CALIFORNIA

PLANNING APPLICATION NO. 14-0069

CITY OF WILDOMAR Est. 1886 Inc. 2008 Historic - Opportunity - Progress

RBF CONSULTING A Baker Company

GROVE PARK
FENCE PLAN
CITY OF WILDOMAR - COUNTY OF RIVERSIDE

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SHEET 5 OF 7 SHEETS

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PICNIC TABLE EXAMPLES







BENCH EXAMPLES







TRASH RECEPTACLE EXAMPLES









CONCRETE PAVER EXAMPLES







STAMPED CONCRETE EXAMPLES







PLANNING APPLICATION NO. 14-0069

REGISTERED LANDSCAPE ARCHITECT
JOHN WESTON ANDREW LIC NO. 3952
SIGNATURE
SEP. 30, 2017
RENEWAL DATE
DATE
STATE OF CALIFORNIA

CITY OF WILDOMAR
Est. 1896 Inc. 2008
Pride • Opportunity • Future

RBF CONSULTING
A Baker Company

GROVE PARK
PARK SITE FURNISHINGS AND ENRICHED PAVEMENT EXAMPLES
CITY OF WILDOMAR – COUNTY OF RIVERSIDE
40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 • FAX 951.676.7240 • www.RBF.com

SHEET 6 OF 7 SHEETS

C:\USERS\JENHUA.HAN\DESKTOP\WORK FILE\GROVE PARK\FURNISHINGS\133556-LS FURNISHING.DWG JENHUA.HAN 12/16/15 11:02 pm

APN 380-250-002

APN 380-250-018

EXISTING MULTI-FAMILY RESIDENTIAL

CLINTON KEITH RD

YAMAS DR

YAMAS DR

LOT "C"

DS REGIONAL MULTI-USE TRAIL

EXISTING LIVE OAK TREE - PROTECT IN PLACE

LOT 1

CLUB HOUSE

POOL

LOT 2

LOT 3

LOT 4

LOT 5

LOT 6

LOT 7

LOT 8

LOT 9

LOT 10

LOT 11

LOT 12

LOT 13

SCALE: 1"=50'

50 25 0 50 100 150

SCALE: 1"=50'

PLANNING APPLICATION NO. 14-0069

REGISTERED LANDSCAPE ARCHITECT
JOHN PRESTON ANDREW LIC. NO. 5982
SIGNATURE
SEP. 30, 2017
RENEWAL DATE
DATE
STATE OF CALIFORNIA

CITY OF WILDOMAR
Est. 1999 Inc. 2008
Preserve - Opportunity - Promise

RBF CONSULTING
A Baker Company

GROVE PARK
CONCEPTUAL LANDSCAPE PLAN
CITY OF WILDOMAR - COUNTY OF RIVERSIDE

40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
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SHEET 7 OF 7 SHEETS

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STRATA EQUITY GROUP, INC.

January 3, 2024

Matthew Bassi
City of Wildomar
23873 Clinton Keith Road #201
Wildomar, CA 92595

RE: PA 24-0002 "Grove Park" EOT #3 Request

Dear Mr. Bassi,

As the property owner and applicant of PA 24-0002 "Grove Park", we respectfully request the Extension of Time #3 for a 1-year period for Plot Plan 24-0002 (formerly 14-0069).

Final Parcel Map 36673 was previously approved by the City and recorded by the County in February 2020, so an extension of the Tentative Parcel Map is not necessary.

Due to the slower recovery than expected for the mixed uses contained in the approved project coupled with increased prices of building materials; lingering effects of economic disruptions due to COVID-19; and the increased interest rates by the Federal Reserve; it has taken much longer than anticipated to receive interest from quality builders and tenants in this specific location. We need an extension of time for the approved project in order to keep the project marketable.

Thank you for your consideration of this approval.

Sincerely,

Eric Flodine
Director of Community Development

Project Location/Vicinity:

The project site encompasses approximately 19.4 +/- acres and is located at the southwest corner of Yamas Drive and Clinton Keith Road. The site is currently vacant and is located in the southeast part of the city and east of the Inland Valley hospital complex. The aerial photo on the following page shows the project site and surrounding area.

Vicinity/Location Map

