PLANNING COMMISSION - PC - REGULAR MEETING

WEDNESDAY, JUNE 5, 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 - February 7, 2024 Regular Meeting
Presented By: Matthew Bassi , Planning Department

RECOMMENDATION:
Staff recommends the Planning Commission approve the February 7, 2024 regular meeting minutes as submitted.

2. PUBLIC HEARINGS

2.1 Tentative Parcel Map No. 38881 and Variance No. 24-0009

Presented By: Abdu Lachgar , Planning Department

RECOMMENDATION:

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

1. Determine that approval of TPM No. 38881/Variance No. 24-0009 meets the findings for a General Rule Exemption in accordance with Section 15315 (Minor Land Divisions) of the CEQA Guidelines; and

2. Adopt a Resolution entitled:

PC RESOLUTION NO. 2024-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A CATEGORICAL EXEMPTION IN ACCORDANCE WITH SECTION 15315 (MINOR LAND DIVISIONS) OF CEQA AND APPROVING TENTATIVE PARCEL MAP NO. 38881 TO SUBDIVIDE A 6.11 ACRE SITE INTO TWO (2) PARCELS, AND APPROVING VARIANCE NO. 24-0009 TO DEVIATE FROM THE MINIMUM LOT SIZE, DEPTH AND WIDTH DEVELOPMENT STANDARD OF THE R-R ZONE FOR THE PROPERTY LOCATED AT 34680 WHITE STREET (APN: 367-210-029 & 367-210-042)

2.2 Marriott Hotel Height Variance (Variance No. 24-0043)

Presented By: Abdu Lachgar , Planning Department

RECOMMENDATION:

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

1. Determine that approval of Variance No. 24-0043 meets the findings for a General Rule Exemption in accordance with Section 15061(b)(3) of the CEQA Guidelines; and

2. Adopt a Resolution entitled:

PC RESOLUTION NO. 2024-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A GENERAL RULE EXEMPTION IN ACCORDANCE WITH SECTION 15061(B)(3) OF THE CEQA GUIDELINES AND APPROVING VARIANCE NO. 24-0043 FOR A 10-FOOT HEIGHT INCREASE DEVIATION FROM THE MAXIMUM HEIGHT REQUIREMENT ALLOWED IN THE C-P-S ZONE FOR THE MARRIOTT HOTEL LOCATED NEC OF MARGARET LANE AND WILDOMAR TRAIL (APN: 367-180-066)

3. GENERAL BUSINESS

3.1 **Tentative Tract Map No. 36674/Plot Plan 14-0002 - EOT #3 (Baxter Village Residential)**
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 #3 for Tentative Tract Map No. 36674 and Plot Plan No. 14-0002 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. 2024-09
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 1-YEAR EXTENSION OF TIME TO JULY 13, 2025 FOR TENTATIVE TRACT MAP NO. 36674 AND PLOT PLAN NO. 14-0002 TO DEVELOP THE SINGLE FAMILY AND MULTI-FAMILY RESIDENTIAL PORTIONS OF THE BAXTER VILLAGE MIXED-USE PROJECT (APN: 380-250-003) AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

3.2 **Capital Improvement Program/General Plan Consistency (FY 2024/25)**
Presented By: Cameron Luna , Planning Department

RECOMMENDATION:
Staff recommends the Planning Commission adopt a Resolution entitled:

PC RESOLUTION NO. 2024-10
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, DETERMINING THAT FISCAL YEAR 2024/25 CIP PROJECTS OF THE FY 2024/25 – 2028/29 FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM (CIP) ARE IN CONFORMANCE WITH THE CITY OF WILDOMAR GENERAL PLAN

PLANNING COMMISSION COMMUNICATIONS

COMMUNITY DEVELOPMENT 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

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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, Deputy City Clerk, 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.

Heidi Jemane
Deputy City Clerk
Dated: May 29, 2024

CITY OF WILDOMAR
PC - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.1
Meeting Date: June 5, 2024

SUBJECT: Planning Commission Meeting Minutes - February 7, 2024 Regular Meeting

SUBMITTED BY: Matthew Bassi

PREPARED BY: Heidi Jemane

ACTION:
Staff recommends the Planning Commission approve the February 7, 2024 regular meeting minutes as submitted.

ATTACHMENTS:
PC 02-07-2024-final.pdf

MINUTES
CITY OF WILDOMAR
PLANNING COMMISSION
WEDNESDAY, FEBRUARY 7, 2024
COUNCIL CHAMBERS
23873 CLINTON KEITH ROAD SUITE 106
WILDOMAR, CA, 92595

REGULAR MEETING: 6:00 P.M.

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

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

ROLL CALL

Members in attendance: Eric Filar, Arrin Banks, Kim Strong, and George Cambero

Members absent: Brianna Bernard

Commissioner Cambero arrived at 6:02pm.

Staff in attendance: Deputy City Clerk Jemane, IT Specialist Sung, Senior Planner Lachgar, and Public Works Director Farag.

FLAG SALUTE

Commissioner Banks led the flag salute.

PUBLIC COMMENTS

There were no public comments.

APPROVAL OF THE AGENDA AS PRESENTED

1) CONSENT CALENDAR

1.1) Planning Commission Meeting Minutes - January 24, 2024 Special Meeting

Moved by Kim Strong; seconded by Eric Filar to recommend the Planning Commission approve the January 24, 2024 special meeting minutes as submitted.

Motion Approved: 3 - 0

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

1.2) 2023 Housing and Community Development (HCD) General Plan/Housing Element Annual Progress Report:

Senior Planner Lachgar presented the report.

Moved by Kim Strong; seconded by Arrin Banks to recommend the Planning Commission receive and file this information.

Motion Approved: 4 - 0

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

2) PUBLIC HEARINGS

There were no public hearings.

3) GENERAL BUSINESS

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

Senior Planner Lachgar presented the report.

Moved by Kim Strong; seconded by George Cambero to recommend 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. 2024-05A 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

Motion Approved: 4 - 0

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

3.2) Plot Plan No. 14-0069 Extension of Time (EOT) #3:

Senior Planner Lachgar presented the report.

Moved by Kim Strong; seconded by Arrin Banks to recommend 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. 2024-06A 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

Motion Approved: 4 - 0

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

PLANNING COMMISSION COMMUNICATIONS

There were no planning commission communications.

PLANNING DIRECTOR REPORT

Senior Planning Lachgar presented the director's report and discussed the following items:
There will be a study session on February 28, 2024.
There will be a zoning update by end of April
The March 6, 2024 Planning commission meeting will be canceled.
Thanked Planning Intern, Inmaa Hafeez's for her time with the City, as she continues on her career journey.

CITY ATTORNEY REPORT

There were no City Attorney reports.

FUTURE AGENDA ITEMS

There were no future agenda items.

ADJOURN THE MEETING

Chair Filar adjourned the meeting at 6:17pm.

Submitted by:



Matthew Bassi
Community Development Director

SUBJECT: Tentative Parcel Map No. 38881 and Variance No. 24-0009

SUBMITTED BY: Matthew Bassi

PREPARED BY: Matthew Bassi

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

1. Determine that approval of TPM No. 38881/Variance No. 24-0009 meets the findings for a General Rule Exemption in accordance with Section 15315 (Minor Land Divisions) of the CEQA Guidelines; and

2. Adopt a Resolution entitled:

PC RESOLUTION NO. 2024-07
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A CATEGORICAL EXEMPTION IN ACCORDANCE WITH SECTION 15315 (MINOR LAND DIVISIONS) OF CEQA AND APPROVING TENTATIVE PARCEL MAP NO. 38881 TO SUBDIVIDE A 6.11 ACRE SITE INTO TWO (2) PARCELS, AND APPROVING VARIANCE NO. 24-0009 TO DEVIATE FROM THE MINIMUM LOT SIZE, DEPTH AND WIDTH DEVELOPMENT STANDARD OF THE R-R ZONE FOR THE PROPERTY LOCATED AT 34680 WHITE STREET (APN: 367-210-029 & 367-210-042)

PROJECT DESCRIPTION:
Tentative Parcel Map (TPM No. 38881):
The Applicant has proposed a Schedule H Tentative Parcel Map (TPM No. 38881) to subdivide a 6.11-acre site into two (2) parcels and to clear up title discrepancies. Upon recordation of the parcel map, Parcel 1 is being created and will be owned by the Applicant (RPP Equities, LLC). Parcel 2 is being created and will be owned by Global Signal Acquisitions IV LLC (see Attachment E). This parcel has an existing wireless communications tower (i.e., cell tower) that has been in existence for several years. A Schedule H Parcel Map is typically approved by the Planning Director; however, since the proposal includes a Variance to reduce the minimum lot size for Parcel 2, the Planning Commission must approve the project.

Variance No. 24-0009:
The Variance is being requested to create a legal parcel for the existing wireless telecommunications facility located at the northern end of the property. Approval of the variance would create a 1,000 square foot parcel that will be sold in fee title to Global Signal Acquisitions IV LLC. The analysis, justification and findings to support the variance are presented in the Analysis section of the staff report.

Project Location & Surrounding Land Uses:
The proposed project is located at 34680 White Street (APN: 367-210-029 & 367-210-042) just north of the Baxter Village project site. The surrounding properties have an R-R zoning designation and an LDR land use designation. The project site has R-R zoning with the MUPA land use designation. Refer to Attachment B (TPM No 38881 Map Exhibit-Aerial Photo) for more detail.

PROJECT ANALYSIS:
CEQA Analysis/Findings:
In accordance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000, et seq. ("CEQA")) and Title 14, Division 6, Chapter 3 of the California Code of Regulations ("CEQA Guidelines"), a review of the potential environmental impacts was conducted by the Planning Department for the proposed parcel map and variance. Based on this review, the Planning Department has determined that the approval of the parcel map and variance has no potential to impact the environment. A two-lot parcel is generally categorically exempted per Section 15315 of CEQA; however, the proposed variance keeps staff from using that exemption.

Since Parcel 2 is being created for the existing wireless telecommunications tower and is needed to "clean-up" title on the property, that action would not create any significant impacts. Section 15061(b)(3) of the CEQA Guidelines states that CEQA applies only to projects that have the potential for causing a significant effect on the environment, and where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Staff in its analysis has determined that the proposed 2-lot parcel map and variance will not create any significant effects on the environment. Therefore, the Planning Department is recommending the Planning Commission make a determination that Tentative Parcel Map No. 38881 and Variance No. 24-0009 has no potential to negatively impact the environment and adopt the General Rule as permitted under Section 15061(b)(3) of the CEQA Guidelines.

Tentative Parcel Map No. 38881 Analysis:
The proposed parcel map is needed to create the 2 parcels proposed by the Applicant and to clear up title discrepancies. Since the site is zoned R-R (Rural Residential), the minimum lot size is one-half acre (21,780 square feet) per Section 17.16.020 of the WMC. Parcel 1 is proposed to be 5.7 acres in size which exceeds the minimum lot size of one-half acre. Parcel 2 is proposed to be 1,000 square feet which does not meet the minimum lot size of one-half acre. Please refer to the Variance analysis below for supporting information and findings to support the smaller lot size.

Tentative Parcel Map No. 38881 Findings:
In accordance with Wildomar Municipal Code Title 16 and Title 17, and Government Code § 66473.1, § 66473.5 and § 66474, 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 therein, the City's General Plan, Subdivision Ordinance, Zoning Ordinance, and any other evidence within the record or provided at the public hearing of this matter, 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: Tentative Parcel Map No. 38881 is consistent with the City's General Plan in that the land use designation of MUPA allows for the subdivision of property. The MUPA land use designation allows for a variety of land uses when the property is developed. The parcel map will create two (2) parcels as noted above. Any future development of the site will be required to comply with the land use designation at that time and go through the appropriate entitlement process.

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 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 and the County of Riverside Fire Department standards. In addition, 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 6.11 acres. The tentative parcel map proposes to divide the site into two (2) parcels for future development. Any future development of the site will comply with all zoning and land use standards and density.

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 proposed project meets the findings for a General Rule Exemption in accordance with Section 15061(B)(3) of CEQA. Staff in its analysis has determined that the proposed 2-lot parcel map and variance will not create any significant effects on the environment as allowed under this exemption. Therefore, it has been determined that the design of the subdivision will not likely cause environmental damage or substantially and avoidably injure fish or wildlife or their habitat project. 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 and Zoning Code (with approval of the variance). The design of all applicable 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 storm water 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.

Variance No. 24-0009 Analysis:

The Applicant has requested a variance to deviate from the minimum lot size, width and depth for Parcel 2 of TPM No. 24-0009. Parcel 2 contains an existing wireless telecommunications

cell tower that was originally approved in the County prior to incorporation. The site is zoned R-R (Rural Residential) which has a minimum lot size (for public utilities) of one-half acre (1/2 acre), a minimum lot width and depth of 100 feet, respectively. The proposed lot (parcel 2) with approval of the variance would create a lot size of 1,000 square feet and a lot width/depth of 50 feet.

Based on analysis of the Applicant's request, it is staff's opinion that there are special circumstances applicable to the parcel of property to support the requested variance. Further, it is staff's opinion that granting the requested variance will not constitute a grant of special privileges. Refer to the findings discussion in the following paragraphs.

Variance No. 24-0009 Findings:
In accordance with Section 17.196.010 and 17.196.040 of the Wildomar Municipal Code, the Planning Commission has the authority to approve or deny a variance based on 2 specific findings that need to be made. and the required findings (see below), staff supports and is recommending approval of the variance based on the findings below:

A. There are special circumstances applicable to the parcel of property, including size, shape, topography, location or surroundings, that the strict application of this ordinance deprives such property of privileges enjoyed by other property in the vicinity that is under the same zoning classification.

Evidence: Irregular Parcel Shape. The subject property has a right-triangle shape with the northern tip of the triangle being the location the communications tower is sited within, limiting the lot width and depth of the proposed parcel to encompass the existing communications tower facility due to the parcel's irregular shape. It should be noted, most other parcels in the subject property's vicinity, within the same R-R Rural Residential zoning are rectangular in shape and not constrained by two roadway alignments. Location and surroundings. The existing communications tower facility and proposed parcel is located adjacent to existing road and highway right-of-way, White Street to the west and I-15 Temecula Valley Freeway to the east. Consequently, the adjacent road and highway buffer the communication tower facility and limit the potential for any future use or development to be located in proximity to the communications tower due to existing roadways flanking the east and west sides of the facility. Furthermore, the location of the residential parcel (Parcel 1) to the south of the communications parcel (Parcel 2) will allow for a minimum 20-foot setback from the communication tower facility, providing sufficient separation between the public utility facility and any existing or future residential use. As a result, in this proposed location with the surrounding roadways to the east and west, and the separation to residential parcel to the south from the communications tower, additional lot area is not necessary to buffer the communications tower facility as White Street, the I-15 Freeway and proposed parcel configuration provide this function.

B. The variance shall not constitute a grant of special privileges that is inconsistent with the limitations upon other properties in the vicinity and zone in which the property is situated, and which are necessary to protect the health, safety and general welfare of the community.

Evidence: Existing Conditions. The proposed parcel configuration for the communications tower facility is appropriate and specifically designed to accommodate the existing location of the communications tower and the surrounding uses, consistent with required setbacks and appropriate transitions to different land uses. Further, the use of the proposed parcel (Parcel

2) will continue to be a communications tower facility, not a residential use. The R-R Rural Residential zone's minimum lot area is primarily imposed to keep the neighborhood's residential uses compatible in size and development intensity. In addition, no special benefit will be conferred upon the property in comparison to the surrounding residential properties in the R-R Rural Residential zone to the west and south, as the 1,000 square foot parcel (Parcel 2) is not a residential use, nor could it be developed as a residential use if the variance is granted. The parcel's use will be strictly for a communications tower facility, now and in the future, appropriately sized to accommodate the existing facility that is in operation.

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)

ATTACHMENTS:

Attach A - PC Resolution 2024-07-final [6-5-24].pdf
Attach B - TPM No 38881 Map Exhibit-Aerial.pdf
Attach C - Applicant Project Description Letter.pdf
Attach D - Applicant Variance Justification Letter.pdf
Attach E - CrownCastleSupportLetter [2-27-24].pdf

ATTACHMENT A

PC Resolution No. 2024-07

TPM No. 38881/Variance No. 24-0009

PC RESOLUTION NO. 2024-07

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A CATEGORICAL EXEMPTION IN ACCORDANCE WITH SECTION 15315 (MINOR LAND DIVISIONS) OF CEQA AND APPROVING TENTATIVE PARCEL MAP NO. 38881 TO SUBDIVIDE A 6.11 ACRE SITE INTO TWO (2) PARCELS, AND APPROVING VARIANCE NO. 24-0009 TO DEVIATE FROM THE MINIMUM LOT SIZE, DEPTH AND WIDTH DEVELOPMENT STANDARD OF THE R-R ZONE FOR THE PROPERTY LOCATED AT 34680 WHITE STREET (APN: 367-210-029 & 367-210-042)

WHEREAS, the Planning Department has received an application for Tentative Parcel Map No. 38881 and Variance No. 24-0009 to subdivide a 6.11-acre site into two (2) parcels and a Variance to deviate from the minimum lot size, width and depth from:

Project Applicant:	RPP Equities, LLC (Robert Kim)
Project Location:	34680 White Street
APN:	367-210-029 & 367-210-042
Project Area:	6.11 acres +/-

WHEREAS, in accordance with the California Government Code Section 66452 – 66452.22 (Subdivision Map Act), the Wildomar Subdivision Ordinance (Title 16), and the Wildomar Zoning Ordinance (Title 17), the Planning Commission has the authority to review Tentative Parcel Map No. 38881 and Variance No. 24-0009 as proposed; and

WHEREAS, in accordance with Government Code Section 66452.3, the City has provided the applicant with a copy of the Planning Department staff report and resolution at least three (3) days prior to the June 5, 2024 Planning Commission meeting for Tentative Parcel Map No. 38881 and Variance No. 24-0009 containing staff's recommendation to the Planning Commission and

WHEREAS, in accordance with Chapter 16.12 and 17.196 of the Wildomar Municipal Code, the Planning Department on May 21, 2024 gave public notice to all property owners within a 600-foot radius of the project boundary notifying said property owners of the June 5, 2024 Planning Commission meeting at which time the Planning Commission would consider Tentative Parcel Map No. 38881 and Variance No. 24-0009; and

WHEREAS, in accordance with Chapter 16.12 and 17.196 of the Wildomar Municipal Code, the Planning Department on May 24, 2024 published a legal notice in the "Press Enterprise", a local newspaper of general circulation, notifying the general public of the of the June 5, 2024 Planning Commission meeting at which time the Planning Commission would consider Tentative Parcel Map No. 38881 and Variance No. 24-0009; and

WHEREAS, In accordance with Ordinance No. 135, the Planning Department on May 24, 2024 posted one (1) public hearing notice "sign board" along White Avenue notifying the general public of the June 5, 2024 Planning Commission meeting at which time the Planning Commission would consider TPM No. 38881/Variance No. 24-0009.

WHEREAS, in accordance with Chapter 16.12 and 17.196 of the Wildomar Municipal Code, the Planning Commission conducted the duly noticed public hearing on June 5, 2024, at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed Tentative Parcel Map No. 38881 and Variance No. 24-0009, and at which time the Planning Commission received public testimony concerning the proposed parcel map and variance.

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

SECTION 1. CEQA FINDINGS:

In accordance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000, et seq. ("CEQA")) and Title 14, Division 6, Chapter 3 of the California Code of Regulations ("CEQA Guidelines"), a review of the potential environmental impacts was conducted by the Planning Department for the proposed parcel map and variance. Based on this review, the Planning Department has determined that the approval of the parcel map and variance has no potential to impact the environment. A two-lot parcel is generally categorically exempted per Section 15315 of CEQA; however, the proposed variance keeps staff from using that exemption. Since Parcel 2 is being created for the existing wireless telecommunications tower and is needed to "clean-up" title on the property, that action would not create any significant impacts.

Section 15061(b)(3) of the CEQA Guidelines states that CEQA applies only to projects that have the potential for causing a significant effect on the environment, and where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Staff in its analysis has determined that the proposed 2-lot parcel map and variance will not create any significant effects on the environment. Therefore, the Planning Department is recommending the Planning Commission make a determination that Tentative Parcel Map No. 38881 and Variance No. 24-0009 has no potential to negatively impact the environment and adopt the General Rule as permitted under Section 15061(b)(3) of the CEQA Guidelines. The documents comprising the City's environmental review for the project are on file and available for public review at Wildomar City Hall, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595.

SECTION 2. MULTIPLE SPECIES HABITAT CONSERVATION PLAN (MSHCP).

The Planning Commission finds that the Wildomar Crossroads Mixed-Use project is consistent with the MSHCP, and the project is not located in any MSHCP criteria cell area, and required mitigation is provided through payment of the MSHCP Mitigation Fee.

SECTION 3. TENTATIVE PARCEL MAP 38881 FINDINGS.

In accordance with Wildomar Municipal Code Title 16 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, hereby finds and determines 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: Tentative Parcel Map No. 38881 is consistent with the City's General Plan in that the land use designation of MUPA allows for the subdivision of property. The MUPA land use designation allows for a variety of land uses when the property is developed. The parcel map will create two (2) parcels for future development and to accommodate the existing wireless telecommunications facility. Any future development of the site will be required to comply with the land use designation at that time.

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 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 and the County of Riverside Fire Department standards. In addition, 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 6.11 acres. The Tentative Parcel Map proposes to divide the site into two (2) parcels for future development. Any future development of the site, will comply with all zoning and land use standards and density.

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 proposed project meets the findings for a General Rule Exemption in accordance with Section 15061(B0(3) of CEQA. Staff in its analysis has determined that the proposed 2-lot parcel map and variance will not create any significant effects on the environment as allowed under this exemption. Therefore, it has been

determined that the design of the subdivision will not likely cause environmental damage or substantially and avoidably injure fish or wildlife or their habitat project. 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 and Zoning Code (with approval of the variance). The design of all applicable 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 storm water 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.

SECTION 4. VARIANCE NO. 24-0009 FINDINGS.

In accordance with Chapter 17.196, the Planning Commission must make four (4) findings to approve a Variance application. Thus, 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 and Zoning Ordinance, and any other evidence within the record or provided at the public hearing of this matter find and determine as follows:

A. There are special circumstances applicable to the parcel of property, including size, shape, topography, location or surroundings, that the strict application of this ordinance deprives such property of privileges enjoyed by other property in the vicinity that is under the same zoning classification.

Evidence:

Irregular Parcel Shape. The subject property has a right-triangle shape with the northern tip of the triangle being the location the communications tower is sited within, limiting the lot width and depth of the proposed parcel to encompass the existing communications tower facility due to the parcel's irregular shape. It should be noted, most other parcels in the subject property's vicinity, within the same R-R Rural Residential zoning are rectangular in shape and not constrained by two roadway alignments.

Location and surroundings. The existing communications tower facility and proposed parcel is located adjacent to existing road and highway right-of-way, White Street to the west and I-15 Temecula Valley Freeway to the east. Consequently, the adjacent road and highway buffer the communication tower facility and limit the potential for any future use or development to be located in proximity to the communications tower due to existing roadways flanking the east and west sides of the facility. Furthermore, the location of the residential parcel (Parcel 1) to the south

of the communications parcel (Parcel 2) will allow for a minimum 20-foot setback from the communication tower facility, providing sufficient separation between the public utility facility and any existing or future residential use. As a result, in this proposed location with the surrounding roadways to the east and west, and the separation to residential parcel to the south from the communications tower, additional lot area is not necessary to buffer the communications tower facility as White Street, the I-15 Freeway and proposed parcel configuration provide this function.

B. The shall not constitute a grant of special privileges that is inconsistent with the limitations upon other properties in the vicinity and zone in which the property is situated, and which are necessary to protect the health, safety and general welfare of the community.

Evidence: The proposed parcel configuration for the communications tower facility is appropriate and specifically designed to accommodate the existing location of the communications tower and the surrounding uses, consistent with required setbacks and appropriate transitions to different land uses. Further, the use of the proposed parcel (Parcel 2) will continue to be a communications tower facility, not a residential use. The R-R Rural Residential zone's minimum lot area is primarily imposed to keep the neighborhood's residential uses compatible in size and development intensity. In addition, no special benefit will be conferred upon the property in comparison to the surrounding residential properties in the R-R Rural Residential zone to the west and south, as the 1,000 square foot parcel (Parcel 2) is not a residential use, nor could it be developed as a residential use if the variance is granted. The parcel's use will be strictly for a communications tower facility, now and in the future, appropriately sized to accommodate the existing facility that is in operation.

SECTION 5. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts PC Resolution No. 2024-07 approving Tentative Parcel Map No. 38881 and Variance No. 24-0009, subject to conditions, as provided herein and attached hereto to this Resolution as Exhibit 1.

PASSED, APPROVED AND ADOPTED this 5th day of June, 2024 by the following vote:

AYES:

NOES:

ABSENT:

RECUSED:

Eric Filar,
Planning Commission Chairman

ATTEST:

Matthew C. Bassi
Community Development Director/Minutes Secretary

APPROVED AS TO FORM:

Stephanie Gutierez
Assistant City Attorney

EXHIBIT 1 - CONDITIONS OF APPROVAL			
Project No.: TENTATIVE PARCEL MAP No. 38881 (PLN #24-0009)			
Applicant: Robert Kim, RPP Equities, LLC (APN: 367-210-029 & 367-210-042)			
Planning Commission Approval Date: **June 5, 2024**	**TPM No. 38881 Expiration Date:** **June 5, 2027**		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**

PLANNING DEPARTMENT CONDITIONS				
General Requirements / Standard Conditions				
1.	In compliance with Section 15062 of the CEQA Guidelines, the Planning Department shall file a Notice of Exemption (NOE) with the Riverside County Clerk within five (5) working days after Planning Commission approval of TPM No. 38881. The NOE notice shall include payment of the required Riverside County Clerk administrative fee of $50.00. Filing of the NOE begins CEQA's 30-day statute of limitations for a legal challenge on adoption of said NOE.	June 12, 2024	Planning Department	
2.	The Applicant shall review, and sign below verifying the "Acceptance of approval Conditions of Approval" for Tentative Parcel Map No. 38881 and submit the signed page to the Wildomar Planning Department within two (2) weeks of Planning Commission approval. Applicant Signature Date	June 19, 2024	Planning Department	
3.	The Applicant shall indemnify, protect, defend, and hold harmless, the City of Wildomar, 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,	Ongoing	Planning Department	

	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 Chapter 1085 or 1094.5, the California Public Records Act, 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 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.			

EXHIBIT 1 - CONDITIONS OF APPROVAL			
Project No.: TENTATIVE PARCEL MAP No. 38881 (PLN #24-0009)			
Applicant: Robert Kim, RPP Equities, LLC (APN: 367-210-029 & 367-210-042)			
Planning Commission Approval Date: **June 5, 2024**	**TPM No. 38881 Expiration Date:** **June 5, 2027**		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
4.	Approval of Tentative Parcel Map No. 38881 shall expire on June 5, 2027 if the final map has not been approved by the City Council and recorded with the Riverside County Clerk. The Applicant may apply in writing for an Extension of Time (EOT) for review and approval by the Planning Commission in accordance with Section 16.12.240 of the Wildomar Municipal Code. Said extension of time application and required fee must be submitted to the Planning Department at least 60 days prior to the expiration date (4/5/27).	June 5, 2027	Planning Department	
5.	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 given to the Applicant that the 90-day appeal hereby begins with approval of this project.	September 3, 2024	Planning Department	
6.	Applicant hereby 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	
7.	The project shall be subdivided in accordance with the Tentative Parcel Map No. 38881 approved by the Planning Commission on June 5, 2024. The Applicant may request a minor change/revision to the approved Parcel Map, if needed, in accordance with Sections 16.12.210 and/or 16.12.220 of the Wildomar Municipal Code.	On-Going	Planning & Engineering Departments	

EXHIBIT 1 - CONDITIONS OF APPROVAL			
Project No.: TENTATIVE PARCEL MAP No. 38881 (PLN #24-0009)			
Applicant: Robert Kim, RPP Equities, LLC (APN: 367-210-029 & 367-210-042)			
Planning Commission Approval Date: June 5, 2024	**TPM No. 38881 Expiration Date: June 5, 2027**		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**

PUBLIC WORKS/ENGINEERING/BUILDING DEPARTMENT CONDITIONS				
General Requirements / Standard 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	This Tentative Parcel Map (TPM) is being approved to separate an existing communications facility into a separate parcel (proposed Parcel 2) from the larger remainder parcel (proposed Parcel 1). No other development is being proposed or approved with this TPM. At the time that future development is proposed on the larger remainder parcel, additional Conditions of Approval may apply.	On-Going	Engineering Dept.	
3	The City reserves the right to require additional submittals, improvements, and mitigation at the time that a future development proposal for these parcels is made.	On-Going	Engineering Dept.	
4	The developer/applicant shall provide all tenants/employees/homeowners/property managers with educational materials regarding Best Management Practices for Stormwater Pollution Prevention. Educational materials are available on the Riverside County Watershed Protection's website: https://rcwatershed.org/about/links-and-resources/outreach-materials-library/	On-Going and Prior to the Recordation of the Final Map	Engineering Dept.	

EXHIBIT 1 - CONDITIONS OF APPROVAL			
Project No.: TENTATIVE PARCEL MAP No. 38881 (PLN #24-0009)			
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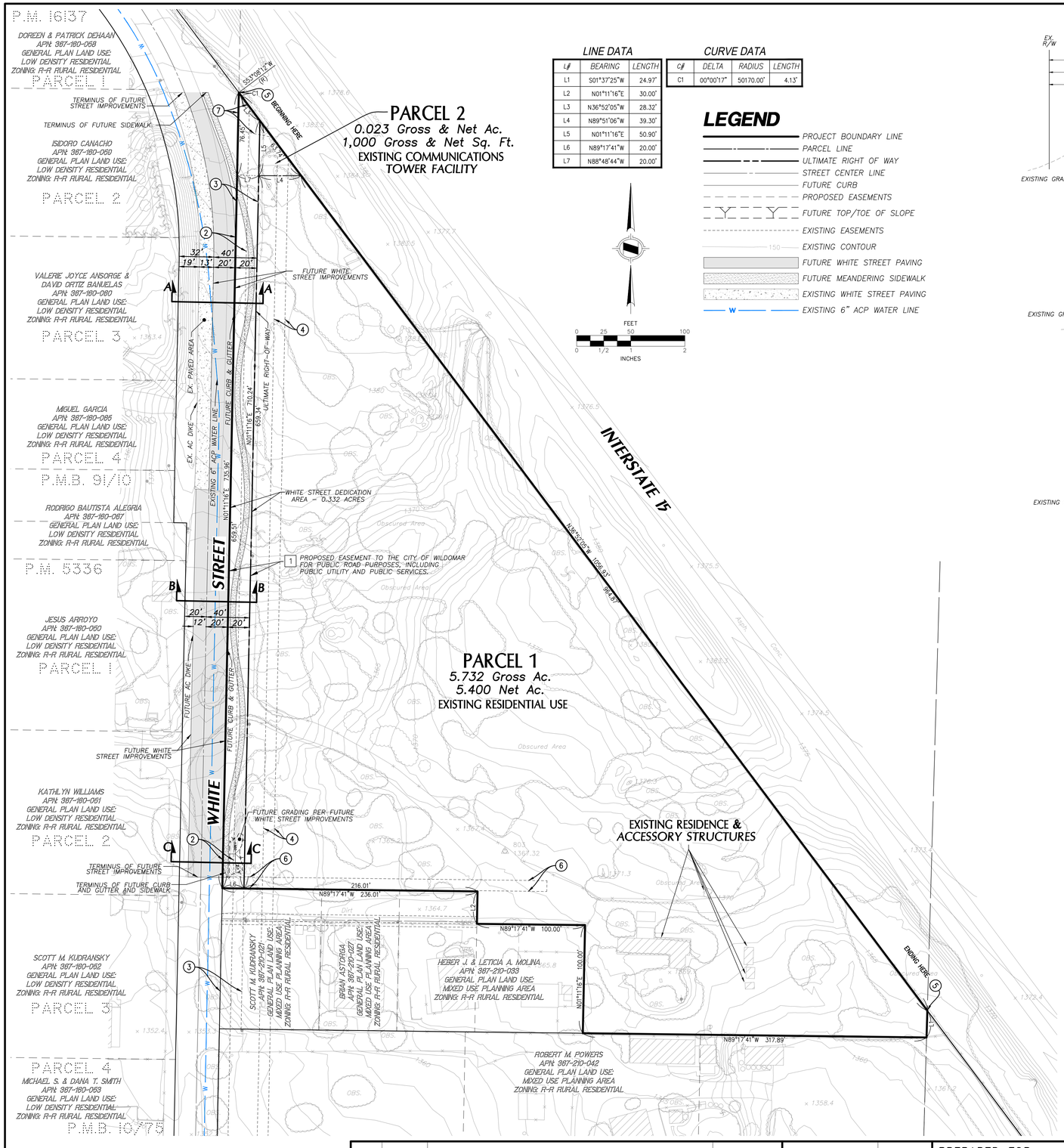
Planning Commission Approval Date: **June 5, 2024**	**TPM No. 38881 Expiration Date:** **June 5, 2027**		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
Prior to Recordation of the Final Map			
5. The developer shall show all easements per the Title Report to the satisfaction of the City Engineer. Any conflict with existing easements resulting in the site being redesigned potentially requires a minor change or amendment approval by Planning Commission.	Prior to Recordation of the Final Map	Engineering Dept.	
6. The developer shall dedicate a public utility easement adjacent to all public and private streets for overhead and/or underground facilities and appurtenances to the satisfaction of the City Engineer.	Prior to Recordation of Final Map	Engineering Dept.	
Prior to Final Map – Project Specific			
7. The developer shall provide an irrevocable offer of dedication for a public right-of-way easement on the east half of White St. along the frontage of TPM No. 38881. The east half-section of White Street shall be measured 40' from the approved centerline. Right of way will be based on a modified 82' Secondary Frontage Road, Standard No. 108, and will ultimately include a meandering sidewalk, multi-purpose trail, and landscaping, including all appropriate slopes and off-site transitions, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer. From centerline to face of curb will be 20' and from face of curb to back of right-of-way will be 20'. Initially, said offer of dedication may not be accepted on the final map. However, the City shall have the option of accepting this offer of dedication at any time for use as a City-maintained public roadway. The City reserves the right to modify the cross-section, right-of-way, and improvement requirements for White St. in the future, when these parcels are developed.	Prior to Recordation of a Final Map	Engineering Dept.	

EXHIBIT 1 - CONDITIONS OF APPROVAL			
Project No.: TENTATIVE PARCEL MAP No. 38881 (PLN #24-0009)			
Applicant: Robert Kim, RPP Equities, LLC (APN: 367-210-029 & 367-210-042)			
Planning Commission Approval Date: June 5, 2024	**TPM No. 38881 Expiration Date: June 5, 2027**		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
8	Access from Interstate 15 to the project shall remain restricted and shall be delineated as restricted on the final parcel map.	Prior to Recordation of Final Map	Engineering Dept.	
9	The Applicant shall provide reciprocal drainage easements between the parcels of this development.	Prior to Recordation of Final Map	Engineering Dept.	

END



LINE DATA

L#	BEARING	LENGTH
L1	S01°37'25"W	24.97'
L2	N01°11'16"E	30.00'
L3	N36°52'05"W	28.32'
L4	N89°51'06"W	39.30'
L5	N01°11'16"E	50.90'
L6	N89°17'41"W	20.00'
L7	N88°48'44"W	20.00'

CURVE DATA

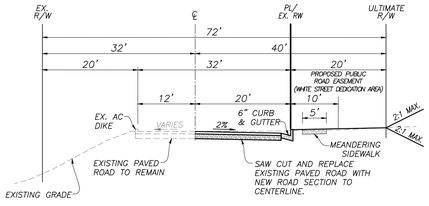
C#	DELTA	RADIUS	LENGTH
C1	00°00'17"	50170.00'	4.13'

LEGEND

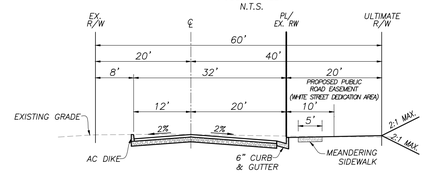
- PROJECT BOUNDARY LINE
- PARCEL LINE
- ULTIMATE RIGHT OF WAY
- STREET CENTER LINE
- FUTURE CURB
- PROPOSED EASEMENTS
- FUTURE TOP/TOE OF SLOPE
- EXISTING EASEMENTS
- 150 EXISTING CONTOUR
- FUTURE WHITE STREET PAVING
- FUTURE MEANDERING SIDEWALK
- EXISTING WHITE STREET PAVING
- W EXISTING 6" ACP WATER LINE

FEET
0 25 50 100
0 1/2 1 2
INCHES

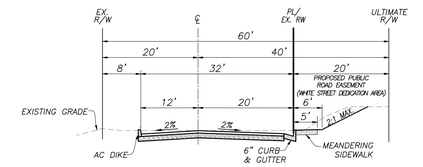
STREET SECTIONS



SECTION A-A
FUTURE WHITE STREET
PUBLIC STREET
N.T.S.



SECTION B-B
FUTURE WHITE STREET
PUBLIC STREET
N.T.S.



SECTION C-C
FUTURE WHITE STREET
PUBLIC STREET
N.T.S.

PROPOSED EASEMENTS

1 EASEMENT TO THE CITY OF WILDOMAR FOR PUBLIC ROAD PURPOSED, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES. (WHITE STREET DEDICATION AREA)

EXISTING EASEMENTS

1 ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED MARCH 17, 1954 AS BOOK 1565, PAGE 528 OF OFFICIAL RECORDS.

NOTE: DOCUMENT AFFECTS LAND LYING WITHIN THE STATE RW OF INTERSTATE 15 AND DOES NOT AFFECT SAID LAND.

2 AN OFFER OF DEDICATION FOR PUBLIC ROAD PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICE USES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 3, 1968 AS INSTRUMENT NO. 95447 OF OFFICIAL RECORDS.
TO: COUNTY OF RIVERSIDE
DISPOSITION: TO BE REPLACE WITH PROPOSED EASEMENT 1 (WHITE STREET DEDICATION AREA).

3 AN OFFER OF DEDICATION FOR PUBLIC ROAD PURPOSES, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICE USES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 14, 1972 AS INSTRUMENT NO. 19278 OF OFFICIAL RECORDS.
TO: COUNTY OF RIVERSIDE
DISPOSITION: TO BE REPLACE WITH PROPOSED EASEMENT 1 (WHITE STREET DEDICATION AREA).

4 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 12, 1972 AS INSTRUMENT NO. 121659 OF OFFICIAL RECORDS.
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY
AFFECTS: AS DESCRIBED THEREIN
DISPOSITION: TO REMAIN

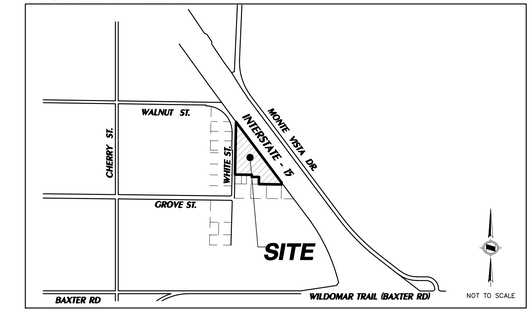
5 ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED MARCH 31, 1978 AS INSTRUMENT NO. 60611 OF OFFICIAL RECORDS.
DISPOSITION: TO REMAIN

6 AN EASEMENT FOR ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS AND INCIDENTAL PURPOSES, RECORDED JULY 09, 1987 AS INSTRUMENT NO. 196173 OF OFFICIAL RECORDS.
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS
AFFECTS: AS DESCRIBED THEREIN
DISPOSITION: TO REMAIN

7 THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "WIRELESS COMMUNICATION EASEMENT AND ASSIGNMENT AGREEMENT" RECORDED JANUARY 11, 2011 AS INSTRUMENT NO. 2011-0013007 OF OFFICIAL RECORDS.
DISPOSITION: TO BE QUITCLAIMED AND RELOCATED, SO AS THE AGREEMENT IS CONTERMINOUS WITH PARCEL 2.

THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "ASSIGNMENT AND ASSUMPTION OF EASEMENT AGREEMENT" RECORDED JUNE 06, 2022 AS INSTRUMENT NO. 2022-0256402 OF OFFICIAL RECORDS.

VICINITY MAP



NOTES

1. EXISTING LAND USE: RESIDENTIAL & COMMUNICATIONS TOWER FACILITY
2. GENERAL PLAN LAND USE DESIGNATION: MUPA (MIXED USE PLANNING AREA)
3. ZONING: R-R (RURAL RESIDENTIAL)
4. ASSESSOR PARCEL NUMBER: 367-210-029
5. SITE ADDRESSES: 34680 WHITE STREET, WILDOMAR, CA. 92595
6. USGS COORDINATES: THE PROPERTY IS LOCATED IN SECTION 26, TOWNSHIP 6 SOUTH, & RANGE 4 WEST
7. UTILITY/SERVICE PROVIDERS:
   GAS – SOUTHERN CALIFORNIA GAS
   ELECTRIC – SOUTHERN CALIFORNIA EDISON COMPANY
   CABLE TELEVISION/INTERNET – SPECTRUM
   PHONE – VERIZON
   WATER – ELSINORE VALLEY MUNICIPAL WATER DISTRICT
   SEWER – ELSINORE VALLEY MUNICIPAL WATER DISTRICT
   TRASH – CR&R
8. THE PROPERTY IS LOCATED WITHIN LAKE ELSINORE UNIFIED SCHOOL DISTRICT.
9. THE PROPERTY IS LOCATED WITHIN ZONE X OF THE 0.2% ANNUAL CHANCE FLOODPLAIN PER FIRM MAP NUMBER 06065C2682G DATED 8/28/2008.
10. THE PROPERTY IS LOCATED WITHIN THE SANTA MARGARITA RIVER WATERSHED OF SAN DIEGO REGIONAL WATER QUALITY CONTROL BOARD.
11. THERE ARE NO KNOWN EXISTING WELLS WITHIN THE PROPERTY BOUNDARY.
12. ANY FUTURE IMPROVEMENTS SHALL COMPLY WITH THE CITY OF WILDOMAR STANDARD PLANS AND SPECIFICATIONS OR AS SPECIFIED ON THIS TENTATIVE MAP.
13. ANY FUTURE GRADING SHALL COMPLY WITH THE CITY OF WILDOMAR BUILDING CODE.
14. AREA CALCULATIONS ARE APPROXIMATE AND SUBJECT TO CHANGE WITH THE FINAL PARCEL MAP.
15. ANY FUTURE OFF-SITE GRADING OR IMPROVEMENTS WILL REQUIRE PERMISSION FROM APPLICABLE PROPERTY OWNER(S) AND/OR ENCROACHMENT PERMIT FROM APPLICABLE PUBLIC AGENCY.

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF WILDOMAR, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE WEST HALF OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 6 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF.

EXCEPT THOSE PORTIONS CONVEYED TO JAMES RUSSELL AND JOYCE RUSSEL, HUSBAND AND WIFE AS JOINT TENANTS, BY DEED RECORDED APRIL 1, 1970 AS INSTRUMENT NO. 30048, OFFICIAL RECORDS.

ALSO EXCEPT THOSE PORTIONS CONVEYED TO JOHN B. PRUDEN AND GRACE L. PRUDEN, HUSBAND AND WIFE AS JOINT TENANTS, BY DEEDS RECORDED JULY 26, 1974 AS INSTRUMENT NO. 94657 AND JUNE 16, 1976 AS INSTRUMENT NO. 85022, OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION CONVEYED TO CONNIE M. WILSON, AN UNMARRIED WOMAN, ET AL BY DEED RECORDED JUNE 16, 1975 AS INSTRUMENT NO. 70116, OFFICIAL RECORDS AND RE-RECORDED APRIL 21, 1976 AS INSTRUMENT NO. 52991, OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION CONVEYED TO HERBERT J. STEIDLE AND BESSIE C. STEIDLE, HUSBAND AND WIFE AS JOINT TENANTS BY DEED RECORDED OCTOBER 18, 1976 AS INSTRUMENT NO. 157880, OFFICIAL RECORDS.

ALSO EXCEPT THAT PORTION LYING NORTHEASTERLY OF THE SOUTHWESTERLY LINE OF THAT PARCEL CONVEYED TO THE STATE OF CALIFORNIA, BY DEED RECORDED MARCH 31, 1978 AS INSTRUMENT NO. 60611, OFFICIAL RECORDS.

THE LEGAL IS MADE PURSUANT TO THAT CONDITIONAL CERTIFICATE OF COMPLIANCE NO. 4564, RECORDED APRIL 29, 1996 AS INSTRUMENT NO. 153408, OFFICIAL RECORDS.

PARCEL SUMMARY

PARCEL NO.	DESCRIPTION	GROSS ACREAGE	NET ACREAGE
1	RESIDENTIAL	5.732 AC.	5.400 AC.*
2	COMMERCIAL	0.023 AC / 1,000 S.F.	0.023 AC. / 1,000 S.F

* NET EXCLUDES WHITE STREET DEDICATION AREA (0.332 AC. – PARCEL 1)

PROPERTY OWNER:

BAYLESS FAMILY TRUST
34680 WHITE STREET
WILDOMAR, CA. 92595

STATEMENT OF OWNERSHIP

I HEREBY STATE THAT THIS MAP WAS PREPARED UNDER MY SUPERVISION AND THAT THE OWNER OF RECORD HAS KNOWLEDGE OF AND CONSENTS TO THE FILING OF THIS MAP.

LICENSED LAND SURVEYOR ROBERT N. BEUSCHLEIN No. 7874 STATE OF CALIFORNIA

ROBERT N. BEUSCHLEIN, PLS 7874 DATE 04/30/2024

DATE PREPARED: 04/30/2024

NO.	DATE	REVISIONS	APPROVED

DRAWN BY: RNB
DESIGNED BY: XX
CHECKED BY: TF

PREPARED FOR:
RPP EQUITIES, LLC
4695 MacARTHUR COURT, SUITE 1100
NEWPORT BEACH, CA 92660
CONTACT: ROBERT H. KIM
(714) 658-6299

PREPARED BY:
HUNSAKER & ASSOCIATES IRVINE, INC.
PLANNING ▪ ENGINEERING ▪ SURVEYING
Three Hughes ▪ Irvine, CA 92618 ▪ PH: (949) 583-1010 ▪ FX: (949) 583-0759

TENTATIVE PARCEL MAP NO. 38881
City of Wildomar

C-1

WO: 4553-1 TPM NO. 38881

FILE: F:\1302\Planning\SY_TPM\1302-TPM.dwg 30

Aerial Photograph Exhibit - VTPM No. 38881

34680 White Street
Wildomar, CA 92595

Legend

Project Site
Vesting Tenatative Parcel
Map No. 38881

White Street

Temecula Valley Fwy

Monte Vista Dr

Grove St

Via Camaghi

15

Google Earth

N

200 ft

HUNSAKER
& ASSOCIATES
IRVINE, INC.

PLANNING
ENGINEERING
SURVEYING
GOVERNMENT RELATIONS

IRVINE
LOS ANGELES
PALM DESERT
RIVERSIDE
SAN DIEGO

January 8, 2024

Mr. Matthew Bassi
Community Development Director
CITY OF WILDOMAR
23873 Clinton Keith Road, Suite 110
Wildomar, CA 92595

Subject: **Project Description Letter**
Vesting Tentative Tract Map No. 38881
34680 White Street, Wildomar, CA 92595
APN: 367-210-029

Dear Mr. Bassi:

On behalf of the property owner, The Bayless Family Trust, and applicant, RPP Equities, LLC, Hunsaker & Associates Irvine, Inc. requests approval of a tentative parcel map application for proposed Vesting Tentative Parcel Map No. 38881 (VTPM No. 38881) to subdivide the approximate 5.755-acre property into two parcels for the existing residential and communications tower facility uses located on-site. The proposed subdivision will allow the operator of the communications tower facility to have fee ownership of the parcel the communication tower is sited on, as opposed to only an easement interest on a portion of the residential property located at 34680 White Street.

PRINCIPALS:
FRED GRAYLEE
BRADLEY HAY
KAMAL KARAM
DOUGLAS STALEY
JOSEPH E. WIGHTMAN

FOUNDING PARTNERS:
RICHARD HUNSAKER
TOM R. McGANNON
JOHN A. MICHLER
DOUGLAS G. SNYDER

Existing Property Conditions

The 5.755-acre subject property is located at 34680 White Street, Wildomar, CA 92595 (Assessor's Parcel Number 367-210-029). Existing uses on-site consist of a single-family residence with associated accessory structures, all primarily located at the southern portion of the site, and a communications tower facility located at the northern tip of the site. The property is shaped like a right triangle, with the right angle being located at the southwest corner of the site, created by the west property line along White Street and the southern property line from White Street to I-15 Temecula Valley Freeway. The hypotenuse (of the right triangle shape) is the easterly property line along the I-15 freeway to complete the right triangle shape of the parcel. The property includes a 20-foot wide street dedication easement for public road, public utility and public services purposes for the White Street frontage, to provide a total 40-foot wide half street section when combined with the existing White Steet right-of-way to street centerline. An unpaved driveway, approximately 500 feet north of the Grove Street and White Street intersection, provides access to the existing residence off of White Street. Access to the communications tower facility is provided from White Street's public right-of-way and street easement. Vegetation on-site consists of mainly disturbed low grasses, shrubs and various ornamental trees.

Three Hughes
Irvine, California
92618-2021
(949) 583-1010 PH
(949) 583-0759 FX
www.hunsaker.com

Proposed Subdivision – VTPM No. 38881

VTPM No. 38881 is the proposed subdivision of the 5.755-acre property located at 34680 White Street, Wildomar, CA 92595 into two parcels to split off the existing communications tower facility from the existing residential use to provide fee

ownership of the communications tower facility property by the operator of the communications tower. Table 1 below is a summary of the proposed parcels and existing uses as part of VTPM No. 38881.

Table 1 - Summary of VTPM No. 38881

Proposed Parcels	Land Use	Gross Area	Net Area
Parcel 1	Existing Residential	5.732 acres	5.400 acres*
Parcel 2	Existing Communications Tower Facility	0.023 acres/1,000 SF.	0.023 acres/1,000 SF.
Total Area		**5.755 acres**	**5.423 acres***

**Net area for Parcel 1 and Total Area excludes right-of-way for White Street (0.332 acres).*

Variance Request

A variance request will be part of the proposed subdivision with VTPM No. 38881, for a reduced minimum parcel size of 1,000 sq. ft. / 0.023 acres from the 20,000 square foot minimum for public facilities uses as required by the R-R Rural Residential Zone, for one of the two proposed parcels (Parcel 2) as part of the subdivision. Parcel 2 contains the existing communications tower facility at the north tip of the triangle shaped property and will allow for the operator of the communications tower facility to own the property in fee. Please refer to the project's Justification Letter for the variance application for VTPM No. 38881 for additional details and analysis on the proposed variance request.

CEQA

It is anticipated the project's CEQA finding for the proposed subdivision will be Categorically Exempt, as no new development is proposed with the subdivision, only the creation of two new parcels to provide separate fee ownership for the property's two existing uses – single-family residence and communication tower facility.

Submittal Package

Included in the in the project's submittal package are the following items for City of Wildomar staff's use and review.

1. Tentative Parcel Map Application
2. Project Description Letter
3. Variance Application
4. Variance Justification Letter
5. VTPM No. 38881
6. Preliminary Title Report
7. Aerial Photograph Exhibit

We appreciate the City of Wildomar's consideration of the proposed subdivision application for VTPM No. 38881 and look forward to working with City staff as part of the entitlement process. If you have any questions or require additional information, please contact me at my direct phone (949) 283-2294 or email to tfrattone@hunsaker.com.

Sincerely,

HUNSAKER & ASSOCIATES IRVINE, INC.



Ted D. Frattone
Project Manager, Planning & Entitlements

TF:tl
cc: Jeffery Bayless
Joel Bayless
Robert Kim, RPP Equities, LLC
Michael Capaldi, RPP Equities, LLC
W.O. 4553-1
(f\c\wo\4553\1 L02-tf.docx)

Jackson Tidus
A LAW CORPORATION

Direct Dial: 949.851.7607
Email: gpowers@jacksontidus.law
Reply to: Irvine Office
File No: 10495-128786

April 23, 2024

Mr. Matthew Bassi
Community Development Director
CITY OF WILDOMAR
23873 Clinton Keith Road, Suite 110
Wildomar, CA 92595

Subject: **Justification Letter**
Variance Application for Tentative Tract Map No. 38881
34680 White Street, Wildomar, CA 92595
APN: 367-210-029

Dear Mr. Bassi:

We represent RPP Equities, LLC. On behalf of the property owner, The Bayless Family Trust, RPP Equities, LLC (the applicant) requests approval of a variance application in association with proposed Tentative Parcel Map No. 38881 (TPM No. 38881) for a reduced minimum parcel size (1,000 sq. ft. / 0.023 acres) for one of the two proposed parcels (Parcel 2) as part of the subdivision. Parcel 2 contains the existing communications tower facility at the north tip of the triangle shaped property.

Existing Property Conditions

The 5.755-acre subject property is located at 34680 White Street, Wildomar, CA 92595 (Assessor's Parcel Number 367-210-029). Existing uses on-site consist of a single-family residence with associated accessory structures, all primarily located at the southern portion of the site, and a communications tower facility located at the northern tip of the site. The property is shaped like a right triangle, with the right angle being located at the southwest corner of the site, created by the west property line along White Street and the southern property line from White Street to I-15 Temecula Valley Freeway. The hypotenuse (of the right triangle shape) is the easterly property line along the I-15 freeway to complete the right triangle shape of the parcel. The property includes a 20-foot wide street dedication easement for public road, public utility and public services purposes for the White Street frontage, to provide a total 40-foot wide half street section when combined with the existing White Street right-of-way to street centerline. An unpaved driveway, approximately 500 feet north of the Grove Street and White Street

intersection, provides access to the existing residence off of White Street. Access to the communications tower facility is provided from White Street's public right-of-way and street easement. Vegetation on-site consists of mainly disturbed low grasses, shrubs and various ornamental trees.

Proposed Subdivision – TPM No. 38881

TPM No. 38881 is the proposed subdivision of the 5.755-acre property located at 34680 White Street, Wildomar, CA 92595, into two parcels to split off the existing communications tower facility from the existing residential use to provide fee ownership of the communications tower facility property to the operator of the communications tower.

Variance Request

A variance is requested in association with proposed TPM No. 38881 for a reduced minimum parcel size of 1,000 sq. ft. / 0.023 acres from the 20,000 square foot minimum for public facilities uses as required by the R-R Rural Residential Zone, for one of the two proposed parcels (Parcel 2) as part of the subdivision. Parcel 2 contains the existing communications tower facility at the north tip of the triangle shaped property and will allow for the operator of the communications tower facility to own the property in fee.

Required Land Use Code Development Standard from R-R Rural Residential Zone:

Section 17.16.020 (R-R Rural Residential Zone) Development Standards

B. Lot Area. One-half acre, with a minimum average width of 80 feet, including the area to the center of adjacent streets shall be the minimum size of any lot except for public utilities of 20,000 square feet with a minimum average lot width and depth of 100 feet.

Variance Justification

Per Section 17.196.010 (Basis for Variance) of the City of Wildomar Land Use Ordinance, variances may be approved subject to the provisions listed below:

A. Variances from the terms of this title may be granted when, because of special circumstances applicable to a parcel of property, including size, shape, topography, location or surroundings, the strict application of this title deprives such property of privileges enjoyed by other property in the vicinity that is under the same zoning classification.

B. A variance shall not be granted for a parcel of property which authorizes a use or activity that is not otherwise expressly authorized by the zone regulation governing the parcel of property, but shall be limited to modifications of property development standards, such as lot size, lot coverage, yards, and parking and landscape requirements.

The proposed variance is consistent with these provisions as justified in the following summary.

Irregular Parcel Shape – the subject property has a right-triangle shape with the northern tip of the triangle being the location the communications tower is sited within, limiting the lot width and depth of the proposed parcel to encompass the existing communications tower facility due to the parcel's irregular shape. It should be noted, most other parcels in the subject property's vicinity, within the same R-R Rural Residential zoning are rectangular in shape and not constrained by two roadway alignments.

Location and surroundings – the existing communications tower facility and proposed parcel is located adjacent to existing road and highway right-of-way, White Street to the west and I-15 Temecula Valley Freeway to the east. Consequently, the adjacent road and highway buffer the communication tower facility and limit the potential for any future use or development to be located in proximity to the communications tower due to existing roadways flanking the east and west sides of the facility. Furthermore, the location of the residential parcel (Parcel 1) to the south of the communications parcel (Parcel 2) will allow for a minimum 20-foot setback from the communication tower facility, providing sufficient separation between the public utility facility and any existing or future residential use. As a result, in this proposed location with the surrounding roadways to the east and west, and the separation to residential parcel to the south from the communications tower, additional lot area is not necessary to buffer the communications tower facility as White Street, the I-15 Freeway and proposed parcel configuration provide this function.

Existing Condition – the proposed parcel configuration for the communications tower facility is appropriate and specifically designed to accommodate the existing location of the communications tower and the surrounding uses, consistent with required setbacks and appropriate transitions to different land uses.

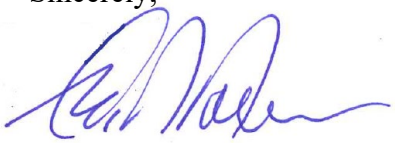
Communications Tower Use – the use of the proposed parcel (Parcel 2) will continue to be a communications tower facility, not a residential use. The R-R Rural Residential zone's minimum lot area is primarily imposed to keep the neighborhood's residential uses compatible in size and development intensity. No special benefit will be conferred upon the property in comparison to the surrounding residential properties in the R-R Rural Residential zone to the west and south, as the 1,000 square foot parcel (Parcel 2) is not a residential use, nor could it be developed as a residential use if the variance is granted. The parcel's use will be strictly for a communications tower facility, now and in the future, appropriately sized to accommodate the existing facility that is in operation.

Conclusion

Based on the analysis and justification previously detailed, we believe the proposed reduced lot size for Parcel 2 of TPM No. 38881 is appropriate for the existing communications tower facility and surrounding uses. We appreciate the City of Wildomar's consideration of this variance request and look forward to address any questions as part of the City's review process.

If you have any questions or want to discuss, please contact me at the telephone number or email address above.

Sincerely,



Gregory P. Powers, Esq.,
JACKSON TIDUS, a Law Corporation

cc: Jeffery Bayless
Joel Bayless
Robert Kim, RPP Equities, LLC
Michael Capaldi, RPP Equities, LLC

Crown Castle
2000 Corporate Drive
Canonsburg, PA 15317

February 27, 2024

VIA EMAIL AND FEDEX OVERNIGHT

Mr. Matthew Bassi
Community Development Director
City of Wildomar
23873 Clinton Keith Road, Suite 110
Wildomar, CA 92595

Subject: VTPM No. 38881 / Variance No. 24-0009 - Staff Review Comment Letter; Planning Commission review of a 2-lot residential Vesting Tentative Parcel Map and Variance (for lot size) for the property located generally on the northeast corner of White Street and Grove Street Avenue (APN: 367-210-029 & 367-210-042).

Dear Mr. Bassi,

Upon recording of the attached Vesting Tentative Parcel Map No. 38881, Global Signal Acquisitions IV LLC, a Delaware limited liability company will accept fee ownership of the 0.023 acre parcel designated thereon as “Parcel 2”.

Kind Regards,

Andrew S. Graham
Senior Attorney
Global Signal Acquisitions IV LLC

Encl: VTPM 38881 (Prepared 11/15/23 by Hunsaker & Assoc.)

Cc: Michael Capaldi (by email)

BUN 823251
Site Name: CM118

SUBJECT: Marriott Hotel Height Variance (Variance No. 24-0043)

SUBMITTED BY: Matthew Bassi

PREPARED BY: Matthew Bassi

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

1. Determine that approval of Variance No. 24-0043 meets the findings for a General Rule Exemption in accordance with Section 15061(b)(3) of the CEQA Guidelines; and

2. Adopt a Resolution entitled:

PC RESOLUTION NO. 2024-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A GENERAL RULE EXEMPTION IN ACCORDANCE WITH SECTION 15061(B)(3) OF THE CEQA GUIDELINES AND APPROVING VARIANCE NO. 24-0043 FOR A 10-FOOT HEIGHT INCREASE DEVIATION FROM THE MAXIMUM HEIGHT REQUIREMENT ALLOWED IN THE C-P-S ZONE FOR THE MARRIOTT HOTEL LOCATED NEC OF MARGARET LANE AND WILDOMAR TRAIL (APN: 367-180-066)

PROJECT DESCRIPTION:
Variance No. 24-0043 is being requested to allow for a 10-foot building height increase for the proposed Marriott Hotel located at the NEC of Margaret Lane and Wildomar Trail. The hotel design was approved by the Planning Commission back in November 2020; however, the Applicant (Strata Equity) only proposed a conceptual design since they did not have a Letter of Intent (LOI) secured at the time. The C-P-S zone has a maximum building height allowance of 50 feet so the Applicant proposed the hotel at the 50-foot height maximum. Without a project specific name brand, this was a reasonable request at the time.

Now that the Marriott Hotel corporation intends to build a specific project, the design features and standard hotel practices regrading floor heights and structural component requirements, it has been determined that the new hotel can't be constructed with the 50-foot height allowance. Marriott has special design features and requirements that exceed normal hotel design features but specifically in this case, the floor thickness has to be increased to accommodate their sprinkler systems and web trusses design which results in the need for a 10-foot height increase. Thus, the request for the 10-foot height variance. Refer to the Applicant's justification letter for more details (Attachment B & C).

Project Location:
The proposed project is located at the northeast corner of Margaret Lane and Wildomar Trail (just west of the new Kaiser building). The hotel is part of the Baxter Village Mixed Use

project site. Refer to Attachment D (Approved Development Plans) for more detail.

PROJECT ANALYSIS:

CEQA Analysis/Findings:

In accordance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000, et seq. ("CEQA")) and Title 14, Division 6, Chapter 3 of the California Code of Regulations ("CEQA Guidelines"), a review of the potential environmental impacts was conducted by the Planning Department for the proposed variance. Based on this review, the Planning Department has determined that the approval of the variance has no potential to impact the environment. Section 15061(b)(3) of the CEQA Guidelines states that CEQA applies only to projects that have the potential for causing a significant effect on the environment, and where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Staff in its analysis has determined that the proposed variance to increase the height of the approved hotel building will not create any significant effects on the environment. Therefore, the Planning Department is recommending the Planning Commission make a determination that Variance No. 24-0043 has no potential to negatively impact the environment and adopt the General Rule as permitted under Section 15061(b)(3) of the CEQA Guidelines. The documents comprising the City's environmental review for the project are on file and available for public review at Wildomar City Hall, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595.

Variance No. 24-0009 Analysis Findings:

The Applicant has requested a variance to allow for an additional 10-feet in building height to accommodate special design features Marriott desires. Based on analysis of the Applicant's request and the findings, it is staff's opinion that there are special circumstances applicable to the parcel of property to support the requested variance. Further, it is staff's opinion that granting the requested variance will not constitute a grant of special privileges. Refer to the findings discussion in the following paragraphs.

Variance No. 24-0009 Findings:

In accordance with Section 17.196.010 and 17.196.040 of the Wildomar Municipal Code, the Planning Commission has the authority to approve or deny a variance based on 2 specific findings that need to be made. Staff supports the required findings (see below) and is recommending approval of the variance based on the findings below:

A. There are special circumstances applicable to the parcel of property, including size, shape, topography, location or surroundings, that the strict application of this ordinance deprives such property of privileges enjoyed by other property in the vicinity that is under the same zoning classification.

Evidence: Based on the approved site plan and building design, it has been determined that there are special circumstances applicable to the parcel of property, including size, shape, topography. When the hotel was originally approved, there was not a site specific/topography analysis done to determine the appropriate height of the hotel. Now that a user has been identified and specific construction drawings being prepared for the hotel, the 50-foot C-P-S zone height limitation is not practical to accommodate the required floor design and ceiling heights needed by the applicant.

First, the hotel pad elevation is 26.5 feet below the general ground surface where Wildomar

Trail meets the 15 freeway at Maragret Lane. In the original conceptual floor plan design, a very "thin" floor system was illustrated for the typical floor levels. This conceptual design did not consider the building code requirements when it was approved. Now that there is a specific user (Marriott), the conceptual design will physically preclude sprinkler piping from being constructed through the floor system. This sprinkler system is necessary to meet building codes. To address this, the Applicant must increase the floor system “thickness” that will allow open web trusses to be used, which have much better structural properties that will allow sprinkler piping to be constructed through the trusses.

Further, this deeper floor system requires an additional four (4) feet of height to accommodate the design and still meet building code standards. With the number of floors proposed for the hotel, the overall height becomes 60 feet instead of 50 feet. Thus, this structural limitation justifies the request for an additional 10 feet of building height. Further, the same conceptual floor system would not accommodate required HVAC ductwork and piping above the corridor ceiling. The only means of construction would have been wall mounted ductless HVAC units with a 7'-6" ceiling height in the corridor (building code minimum); however, neither of these is desirable for a Marriott hotel design.

B. The shall not constitute a grant of special privileges that is inconsistent with the limitations upon other properties in the vicinity and zone in which the property is situated, and which are necessary to protect the health, safety and general welfare of the community.

Evidence: The proposed variance does not grant of special privileges in that each building design is unique and has a variety of structural differences that is not uniform in design. Given that a high-end hotel floor plan design tends to be more structurally difficult to accommodate special design features that actually increases the construction cost. The extra 10 feet in height will result in a better hotel experience for guests. Further, given that the hotel is 26.5 feet below street level, the additional 10 feet in height will not be noticeable, thereby protecting the health, safety and general welfare of the community.

INCORPORATED HEREIN BY REFERENCE THE FOLLOWING:

- City of Wildomar General Plan and General Plan EIR
- City of Wildomar Zoning Ordinance (Title 17 of the WMC)

ATTACHMENTS:

Attach A - PC Resolution 2024-08-final [6-5-24].pdf
Attach B - Variance Justification Letter [4-29-24].pdf
Attach C - Hotel Cross Section Elevations.pdf
Attach D - Approved Hotel Plans [11-11-20].pdf

ATTACHMENT A

PC Resolution No. 2024-08

Variance No. 24-0043

PC RESOLUTION NO. 2024-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING A GENERAL RULE EXEMPTION IN ACCORDANCE WITH SECTION 15061(B)(3) OF THE CEQA GUIDELINES AND APPROVING VARIANCE NO. 24-0043 FOR A 10-FOOT HEIGHT INCREASE DEVIATION FROM THE MAXIMUM HEIGHT REQUIREMENT ALLOWED IN THE C-P-S ZONE FOR THE MARRIOTT HOTEL LOCATED NEC OF MARGARET LANE AND WILDOMAR TRAIL (APN: 367-180-066)

WHEREAS, the Planning Department has received an application for a Variance (VAR No. 24-0009) to deviate from the Maximum height requirement allowed by the C-P-S zone for the Marriott Hotel from:

Project Applicant:	Mr. Glen Daigle, Architect, GlenArch PC
Project Location:	NEC of Margaret Lane and Wildomar Trail
APN:	367-180-066
Project Area:	2.02 acres +/-

WHEREAS, in accordance with Section 17.192.040 of the Wildomar Municipal Code, the Planning Department on May 21, 2024 gave public notice to all property owners within a 600-foot radius of the project boundary notifying said property owners of the June 5, 2024 Planning Commission meeting at which time the Planning Commission would consider Variance No. 24-0043; and

WHEREAS, in accordance with Section 17.192.040 of the Wildomar Municipal Code, the Planning Department on May 24, 2024 published a legal notice in the “Press Enterprise”, a local newspaper of general circulation, notifying the general public of the of the June 5, 2024 Planning Commission meeting at which time the Planning Commission would consider Variance No. 24-0043; and

WHEREAS, In accordance with Ordinance No. 135, the Planning Department on May 24, 2024 posted one (1) public hearing notice “sign board” along Margaret Lane notifying the general public of the June 5, 2024 Planning Commission meeting at which time the Planning Commission would consider Variance No. 24-0043.

WHEREAS, in accordance with Chapter 17.192 of the Wildomar Municipal Code, the Planning Commission conducted the duly noticed public hearing on June 5, 2024, at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed Variance No. 24-0043, and at which time the Planning Commission received public testimony concerning the proposed parcel map and variance.

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

SECTION 1. CEQA FINDINGS:

In accordance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000, et seq. ("CEQA")) and Title 14, Division 6, Chapter 3 of the California Code of Regulations ("CEQA Guidelines"), a review of the potential environmental impacts was conducted by the Planning Department for the proposed variance. Based on this review, the Planning Department has determined that the approval of the variance has no potential to impact the environment. Section 15061(b)(3) of the CEQA Guidelines states that CEQA applies only to projects that have the potential for causing a significant effect on the environment, and where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Staff in its analysis has determined that the proposed variance to increase the height of the approved hotel building will not create any significant effects on the environment. Therefore, the Planning Department is recommending the Planning Commission make a determination that Variance No. 24-0043 has no potential to negatively impact the environment and adopt the General Rule as permitted under Section 15061(b)(3) of the CEQA Guidelines. The documents comprising the City's environmental review for the project are on file and available for public review at Wildomar City Hall, 23873 Clinton Keith Road, Suite 201, Wildomar, CA 92595.

SECTION 2. VARIANCE NO. 24-0043 FINDINGS.

In accordance with Chapter 17.196, the Planning Commission must make four (4) findings to approve a Variance application. Thus, 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 and Zoning Ordinance, and any other evidence within the record or provided at the public hearing of this matter find and determine as follows:

A. There are special circumstances applicable to the parcel of property, including size, shape, topography, location or surroundings, that the strict application of this ordinance deprives such property of privileges enjoyed by other property in the vicinity that is under the same zoning classification.

Evidence:

Based on the approved site plan and building design, it has been determined that there are special circumstances applicable to the parcel of property, including size, shape, topography. When the hotel was originally approved, there was not a site specific/topography analysis done to determine the appropriate height of the hotel. Now that a user has been identified and specific construction drawings being prepared for the hotel, the 50-foot C-P-S zone height limitation is not practical to accommodate the required floor design and ceiling heights needed by the applicant.

First, the hotel pad elevation is 26.5 feet below the general ground surface where Wildomar Trail meets the 15 freeway at Margaret Lane. In the original conceptual floor plan design, a very "thin" floor system was illustrated for the typical floor levels. This conceptual design did not consider the building code requirements when it was

approved. Now that there is a specific user (Marriott), the conceptual design will physically preclude sprinkler piping from being constructed through the floor system. This sprinkler system is necessary to meet building codes. To address this, the Applicant must increase the floor system "thickness" that will allow open web trusses to be used, which have much better structural properties that will allow sprinkler piping to be constructed through the trusses. Further, this deeper floor system requires an additional four (4) feet of height to accommodate the design and still meet building code standards. With the number of floors proposed for the hotel, the overall height becomes 60 feet instead of 50 feet. Thus, this structural limitation justifies the request for an additional 10 feet of building height. Further, the same conceptual floor system would not accommodate required HVAC ductwork and piping above the corridor ceiling. The only means of construction would have been wall mounted ductless HVAC units with a 7'-6" ceiling height in the corridor (building code minimum); however, neither of these is desirable for a Marriott hotel design.

B. The shall not constitute a grant of special privileges that is inconsistent with the limitations upon other properties in the vicinity and zone in which the property is situated, and which are necessary to protect the health, safety and general welfare of the community.

Evidence: The proposed variance does not grant of special privileges in that each building design is unique and has a variety of structural differences that is not uniform in design. Given that a high-end hotel floor plan design tends to be more structurally difficult to accommodate special design features that actually increases the construction cost. The extra 10 feet in height will result in a better hotel experience for guests. Further, given that the hotel is 26.5 feet below street level, the additional 10 feet in height will not be noticeable, thereby protecting the health, safety and general welfare of the community.

SECTION 3. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts PC Resolution No. 2024-08 approving Variance No. 24-0043 to allow a 10-foot heigh variance for the Marriott hotel.

PASSED, APPROVED AND ADOPTED this 5th day of June, 2024 by the following vote:

AYES:

NOES:

ABSENT:

RECUSED:

_____
Eric Filar
Planning Commission Chairman

ATTEST:

_____
Matthew C. Bassi
Community Development Director/Minutes Secretary

APPROVED AS TO FORM:

_____
Stephanie Gutierez
Assistant City Attorney

WILDOMAR DCW, LP
1677 GRAND VIEW
COSTA MESA CA 92627
949-735-0860

April 26,2024

Matthew Bassi
Wildomar Planning Commission
23873 Clinton Keith Road
Wildomar, CA 92595

Re: Variance No. 24-0043

Mr. Bassi:

This letter is being submitted in support of Variance Application 24-0043 pursuant to Wildomar Municipal Code 17.196.

The design of the hotel that was previously approved by the City was an attempt to comply with a 50 ft height limit without a comprehensive study of the site, resulting ceiling heights and construction issues. Our request is to increase the building height by 10 feet.

1. The terrain of the area should be considered. The hotel pad elevation is Twenty-Six and a half feet (**26.5'**) **LOWER THAN** the ground surface where Wildomar Trail meets the 15 freeway. So, travelers on Wildomar Trail will be approximately level with the third floor of the hotel. It will not appear to be a sixty foot tall hotel at all. From the City approved street plans, 1368 is the elevation of Wildomar Trail. The hotel pad elevation is 1341.5.
2. In the original design, a very "thin" floor system was illustrated for the typical upper floors. This would preclude sprinkler piping through the floor system as such "thin members" cannot be cut for those items. An increase in floor system thickness will allow open web trusses to be used, which have better structural properties and will allow sprinkler piping through the trusses. This "thin" floor system is also limited in structural character- meaning there would be some "bounciness" and "creaking". A deeper floor system alone requires 4 additional feet of height since there are 4 typical upper floors for guest rooms.

3. The same very thin floor system could not accommodate HVAC ductwork and piping above the corridor ceiling. The only means of construction would have been wall mounted ductless HVAC units or a 7'-6" ceiling height in the corridor (building code minimum). Neither would be consistent with a quality hotel.
4. The first floor lobby ceiling was not dimensioned, but an analysis indicates it could not have been taller than 9 feet. The minimum ceiling for a lobby in a quality hotel is at least 10 feet and is preferred to be 11 feet. In addition, there is a need for large ductwork and recessed light fixtures. This will add 4 additional feet of height.
5. Some additional height is needed for both the elevator overrun and to adequately screen rooftop HVAC equipment in accordance with City requirements. This will add approximately 2 feet of height.

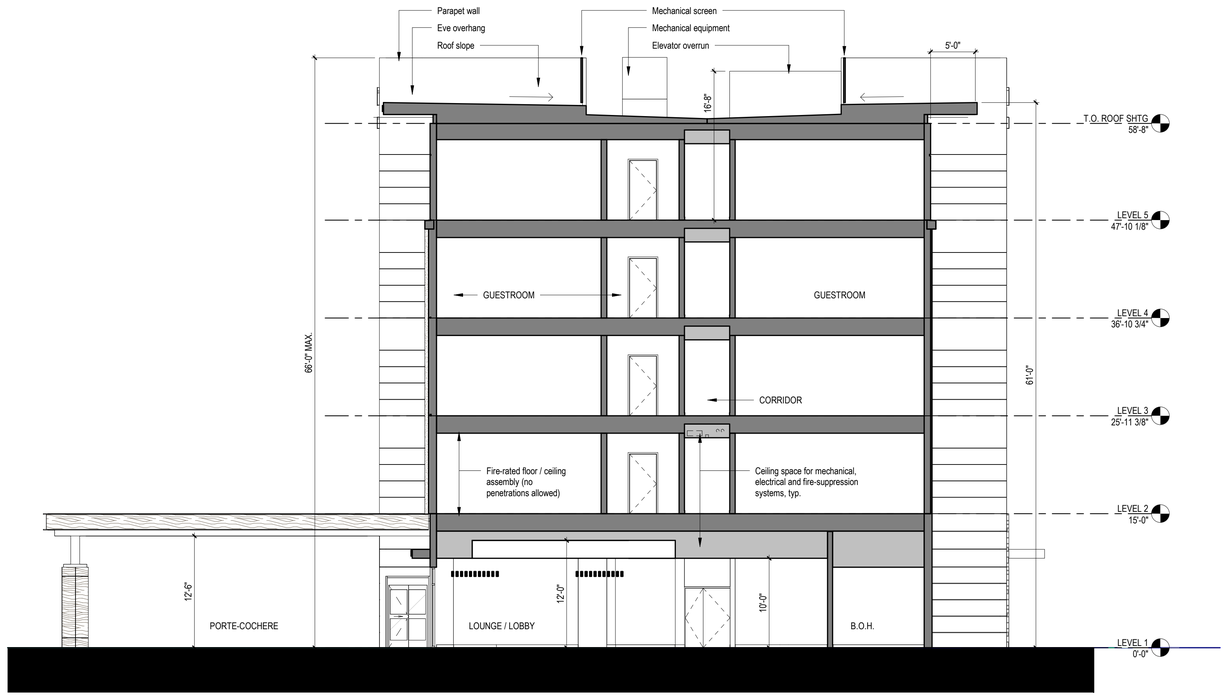
Sincerely,

Ronald E. Darling
Managing member of general partner of
Wildomar DCW, LP



PREVIOUSLY APPROVED CROSS SECTION

1/8" = 1'-0"



PROPOSED CROSS SECTION

1/8" = 1'-0"

TOWNEPLACE SUITES BY MARRIOTT

BAXTER VILLAGE, CITY OF WILDOMAR, CA

designcell ARCHITECTURE

DR-6.1

04/17/2024

BAXTER VILLAGE
SITE PLAN OF DEVELOPMENT
FOR THE HOTEL SITE
OF TENTATIVE TRACT MAP # 36674
CITY OF WILDOMAR, COUNTY OF RIVERSIDE
STATE OF CALIFORNIA

CONDITIONALLY APPROVED

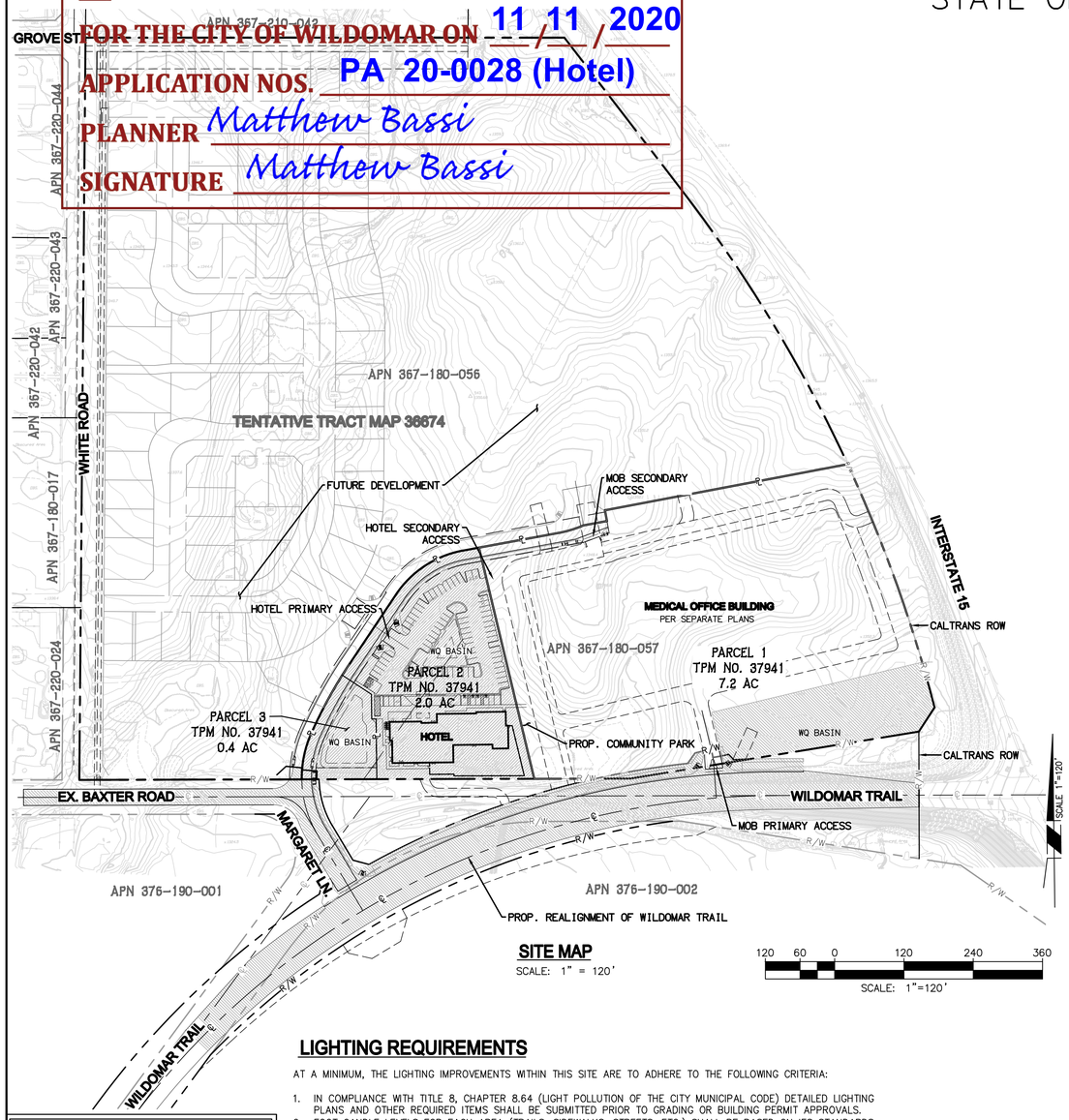
- ☐ BY THE PLANNING DEPARTMENT
- ☐ BY THE PLANNING DIRECTOR
- ☐ BY THE PLANNING COMMISSION
- ☒ BY THE CITY COUNCIL

FOR THE CITY OF WILDOMAR ON 11 / 11 / 2020

APPLICATION NOS. PA 20-0028 (Hotel)

PLANNER Matthew Bassi

SIGNATURE Matthew Bassi



SITE MAP

SCALE: 1" = 120'

120 60 0 120 240 360

SCALE: 1"=120'

GENERAL DESCRIPTION

1. EXISTING LAND USE: VACANT
2. GENERAL PLAN: COMMERCIAL/RETAIL (CR)
3. PROPOSED GENERAL PLAN – COMMERCIAL RETAIL (CR)
4. EXISTING ZONING: SCENIC HIGHWAY COMMERCIAL (CPS)
5. PROPOSED ZONING: SCENIC HIGHWAY COMMERCIAL (CPS)
6. PROPOSED LAND USE: COMMERCIAL RETAIL
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
9. SCHOOL DISTRICT: LAKE ELSINORE UNIFIED SCHOOL DISTRICT
10. PROPOSED NUMBER OF LOTS: 2 COMMERCIAL, 1 BASIN
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 897, COORDINATES C5 & C6, D5 & D6
13. HOTEL SITE INFORMATION:

PARCEL 1 (MOB SITE)	7.16	AC
PARCEL 2 (HOTEL SITE)	2.40	AC
PARCEL 3 (BASIN)	0.40	AC
TOTAL GROSS AREA:	9.96	AC
HOTEL BUILDING:	102	KEYS
PARKING REQUIRED:	104	STALLS
ONSITE PARKING PROVIDED:	78	STALLS
SHARED PARKING WITH MOB SITE:	27	STALLS
TOTAL PARKING PROVIDED:	105	STALLS

14. THE ULTIMATE EASEMENTS WIDTHS FOR ALL PUBLIC EASEMENTS SHOWN ON THIS PLAN SHALL BE APPROVED BY THE GOVERNING AGENCY PRIOR TO DEDICATION

NOTES: WITH THE EXCEPTION OF EMERGENCY VEHICLE ACCESS POINTS, THERE ARE NO GATES PROPOSED FOR THIS COMMUNITY.

LEGAL DESCRIPTION FOR APN # 367-180-057

PARCEL 2

PARCEL 2 OF LOT LINE ADJUSTMENT NO. 2017-005, IN THE CITY OF WILDOMAR, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDED OCTOBER 31, 2017 AS INSTRUMENT NO. 2017-0453307 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAID RIVERSIDE COUNTY.

PROPOSED EASEMENT NOTES

1. INDICATES AN EASEMENT FOR EMERGENCY ACCESS, RECIPROCAL ACCESS AND PUBLIC UTILITIES TO BE RESERVED ON THE FINAL MAP.
2. INDICATES AN EASEMENT FOR STORM DRAIN PURPOSES TO THE CITY OF WILDOMAR TO BE DEDICATED ON THE FINAL MAP.
3. INDICATES AN EASEMENT FOR STORM DRAIN PURPOSES TO RCFCD TO BE RESERVED ON THE FINAL MAP.
4. INDICATES AN EASEMENT FOR OFFSITE STORM DRAIN PURPOSES TO BE DEDICATED TO THE CITY OF WILDOMAR BY SEPARATE INSTRUMENT.
5. INDICATES A RECIPROCAL ACCESS EASEMENT AND TEMPORARY CONSTRUCTION EASEMENT MAY BE REQUIRED HERE AFTER THE MAP RECORDS AND PARCELS 1 AND 2 ARE SOLD.
6. INDICATES AN EASEMENT FOR PUBLIC ACCESS TO BE RESERVED ON THE FINAL MAP.

EXISTING EASEMENT NOTES:

A. AN EASEMENT FOR PUBLIC HIGHWAY AND UTILITY PURPOSES TO THE COUNTY OF RIVERSIDE, RECORDED FEBRUARY 5, 1935 IN BOOK 217, PAGE 84 OF OFFICIAL RECORDS.

B. AN EASEMENT FOR UTILITY PURPOSES TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED JUNE 21, 1950 AS INSTRUMENT NO. 2876 OF OFFICIAL RECORDS. CENTERLINE ONLY IS SHOWN. WIDTH IS NOT DISCLOSED IN RECORDED DOCUMENT. TO BE QUITCLAIMED PRIOR TO CONSTRUCTION.

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.

NOTES:

1. COMMUNITY PARK AREA IS RESERVED FOR THE NON-EXCLUSIVE USE BY WILDOMAR HISTORICAL SOCIETY PER SEPARATE AGREEMENT.
2. CENTRAL STREET IMPROVEMENTS TO INCLUDE ADEQUATE PAVEMENT TRANSITION LENGTH TO ACCOMMODATE LANE DROPS.
3. ALL CMU WALLS AND FENCES AROUND THE POOL/DECK AREA PER ARCHITECTURAL PLANS UNDER SEPARATE PERMIT.

OWNER / APPLICANT

STRATA BAXTER, LLC
4370 LA JOLLA VILLAGE DRIVE #960
SAN DIEGO, CA 92122
(858)546-0900 (p)
(858)546-8725 (f)

ARCHITECT

AO ARCHITECTS
144 N. ORANGE ST.,
ORANGE, CA 92866
(714)639-9860 (p)

ENGINEER

MICHAEL BAKER INTERNATIONAL
40810 COUNTY CENTER DRIVE, SUITE 200
TEMECULA, CALIFORNIA 92591-6022
PHONE: 951.676.8042 FAX: 951.676.7240

UTILITIES

SEWER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
WATER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
GAS:	SOUTHERN CALIFORNIA GAS COMPANY
TELEPHONE:	GENERAL TELEPHONE
ELECTRIC:	SOUTHERN CALIFORNIA EDISON COMPANY
CABLE TELEVISION:	SOUTHLAND CABLEVISION

PROPERTY LOCATION

THE SITE IS BORDERED BY BAXTER ROAD TO THE SOUTH, WHITE ROAD TO THE WEST AND THE 15 FWY. TO THE EAST/ NORTHEAST AND APN 367-210-042 TO THE NORTH.

ASSESORS PARCEL NUMBERS

367-180-043

ABBREVIATIONS

AC	ASPHALT CONCRETE
CL	CENTERLINE
RL	RIDGELINE
TS	TOP OF SLOPE
TC	TOP OF CURB
FL	FLOW LINE
HP	HIGH POINT
LP	LOW POINT
EG	EXISTING GRADE
FG	FINISHED GRADE
FS	FINISHED SURFACE
GB	GRADE BREAK
FH	FIRE HYDRANT
STLT	STREET LIGHT
C&G	CURB & GUTTER
R/W	RIGHT OF WAY
S/W	SIDEWALK
SD	STORM DRAIN
EX	EXISTING
PROP	PROPOSED
PL	PROPERTY LINE
FF	FINISH FLOOR
WTR	WATER
SWR	SEWER

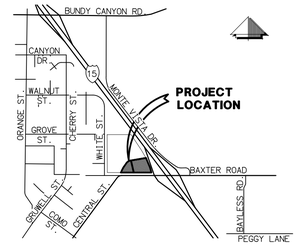
SOURCE OF TOPOGRAPHY

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

BENCHMARK

RIV. CO. BM. # E-6-70
ELEVATION=1304.204
DATUM=NGVD29



VICINITY MAP

NOT TO SCALE
TOWNSHIP 6 S, RANGE 4 W, SECTION 26
THOMAS GUIDE RIV CO 2008
897 C5, C6, D5, D6

LEGEND

FINISHED CONTOUR	1190
EXISTING CONTOUR	(1190)
TOP / TOE	
DAYLIGHT	
LOT NUMBERS	25
PAD ELEVATION	PE = 18.5
PROPOSED FINISHED GRADE	17.0
PROPOSED RATE OF GRADE	1.0%
BOUNDARY LINE	
RIGHT OF WAY	
CENTERLINE	
PROPOSED LOT LINE	
PROPOSED EASEMENT	
PROPOSED STORM DRAIN	SD
PROPOSED SEWER LINE	S
PROPOSED WATER LINE	W
SIDEWALK	
FIRE HYDRANT	
FIRE TURN TEMPLATE	R=37'
DIRECTION OF FLOW	
BROW DITCH	
ENTRY MONUMENT (PER LANDSCAPE PLANS)	
BIKE RACKS	
SECURE BIKE RACKS	
ELECTRIC VEHICLE PARKING	E

PROP CATCH BASIN

INDEX OF SHEETS:

SHEET No.	DESCRIPTION
1.	TITLE SHEET, NOTES, INDEX MAP
2.	TYPICAL SECTIONS & DETAILS
3.	TOPOGRAPHY MAP, EXISTING UTILITIES AND PROPOSED EASEMENTS
4.	CONCEPTUAL GRADING PLAN FOR WILDOMAR TRAIL & MARGARET LN.
5.	PEDESTRIAN CIRCULATION EXHIBIT – PHASE 1
6.	SITE PLAN
7.	CONCEPTUAL GRADING PLAN FOR HOTEL SITE
8.	CONCEPTUAL UTILITY PLAN
9.	HOTEL SITE LIGHT PLAN
10.	HOTEL SITE LANDSCAPE PLAN
11-21	ARCHITECTURAL PLANS

HOTEL SITE UNADJUSTED EARTHWORK QUANTITIES:

CUT:	0	C.Y.
FILL:	28,975	C.Y.
NET:	28,975	C.Y. (RAW IMPORT)

LIGHTING REQUIREMENTS

AT A MINIMUM, THE LIGHTING IMPROVEMENTS WITHIN THIS SITE ARE TO ADHERE TO THE FOLLOWING CRITERIA:

1. 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.
2. FOOT CANDLE LEVELS FOR EACH AREA (TRAILS, SIDEWALKS, STREETS, ETC.) SHALL BE BASED ON IES STANDARDS.
3. LIGHTING CONTROL PER CA. TITLE 24 REQUIREMENTS.

DIGALERT
DIAL BEFORE YOU DIG — TWO WORKING DAYS BEFORE YOU DIG
TOLL FREE 1-800-227-2600
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE:
WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.

The private engineer signing these plans is responsible for assuring the accuracy and acceptability of the design hereon. In the event of discrepancies arising after city acceptance or during construction, the private engineer shall be responsible for determining an acceptable solution and revising the plans for acceptance by the city.

MARK	BY	DATE	REVISIONS	APPR.	DATE

ENGINEER — CITY

CITY OF WILDOMAR
ACCEPTED BY:
Date:
Daniel A. York, Director of Public Works/ City Engineer, PE 43212
ACCEPTANCE AS TO CONFORMANCE WITH APPLICABLE CITY STANDARDS AND PRACTICES

SEAL-ENGINEER:
REGISTERED PROFESSIONAL ENGINEER — JOHN D. TANNER III — No. 60132 — CIVIL — STATE OF CALIFORNIA

Michael Baker INTERNATIONAL
40810 COUNTY CENTER DRIVE, SUITE 200
TEMECULA, CA 92591
PHONE: (951) 676-8042 · MBAKERINTL.COM
PREPARED BY: JOHN D. TANNER III
R.C.E. No. 60132 DATE

BENCHMARK:
Elevation = 1304.204
Datum = NGVD29
BENCHMARK # E-6-70

THIS SURVEY WAS PERFORMED ON 01/23/13 BY INLAND AERIAL SURVEYS, INC.

L.S. (number), EXP. (date)

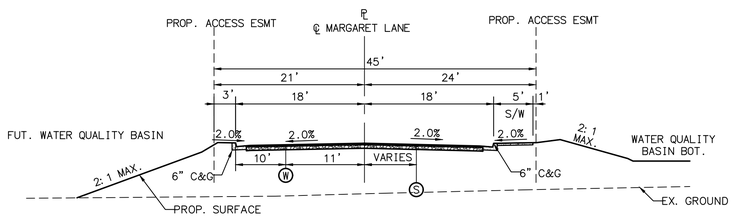
SCALE: H: As Noted V: As Noted

PA NO. 14-0002

CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL SITE
SITE PLAN OF DEVELOPMENT
TITLE SHEET, NOTES, INDEX MAP

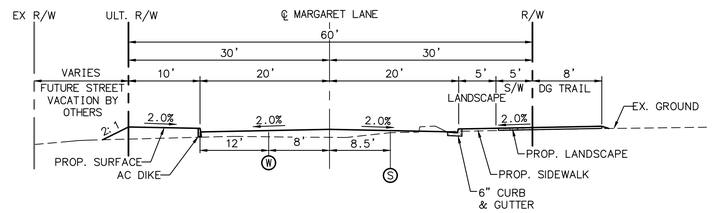
SHEET No. 1 OF SHTS

H:\PDATA\133555\CADD\LAND\DLV\GRADING\CONCEPTUAL\HOTEL\133555-CG-HOTEL-001.DWG OLGA.SHEVCHENKO 8/19/20 5:21 PM



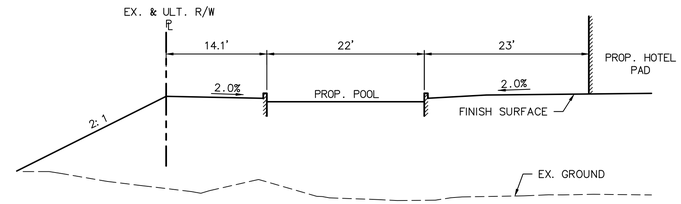
SECTION A-A

MARGARET LANE (PRIVATE) TYPICAL UTILITY LOCATION
NOT TO SCALE



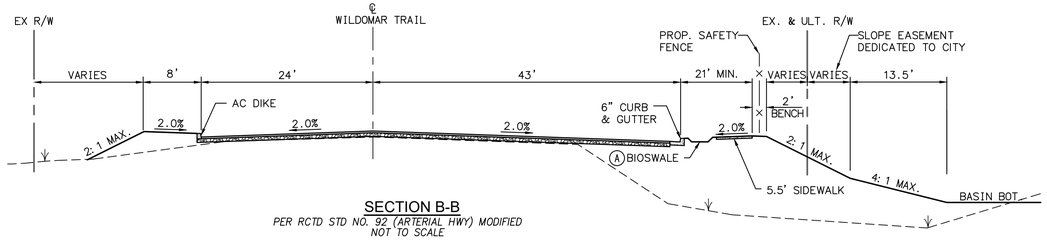
SECTION A1-A1

MARGARET LANE (PUBLIC) TYPICAL UTILITY LOCATION
PER RCTD STD NO. 105 C (LOCAL STREET 60' WIDE) PART WIDTH MODIFIED
NOT TO SCALE



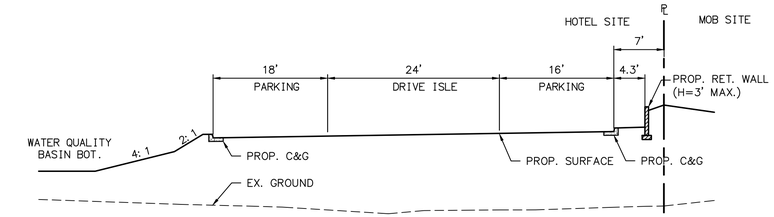
SECTION F-F

NOT TO SCALE



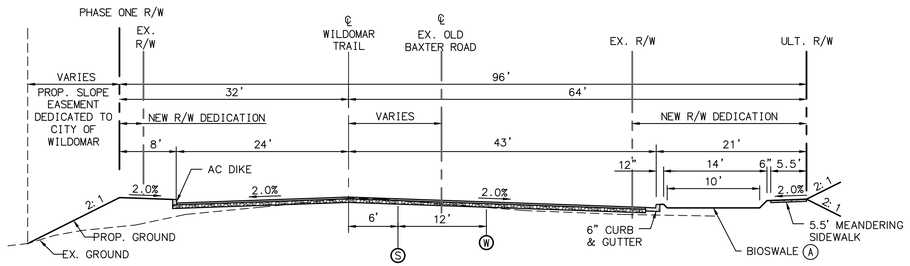
SECTION B-B

PER RCTD STD NO. 92 (ARTERIAL HWY) MODIFIED
NOT TO SCALE



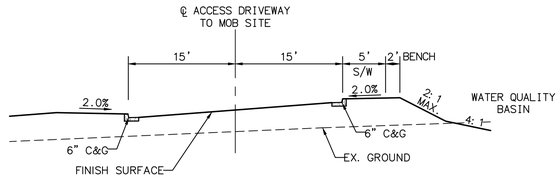
SECTION G-G

NOT TO SCALE



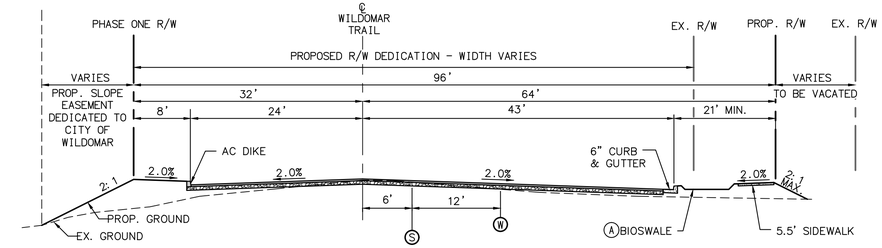
SECTION C-C

PER RCTD STD NO. 92 (ARTERIAL HWY) MODIFIED
NOT TO SCALE



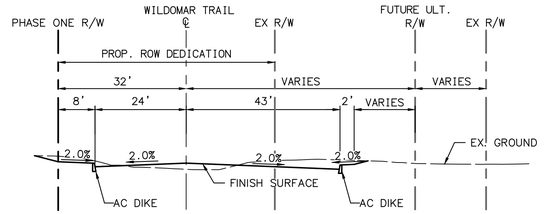
SECTION H-H

NOT TO SCALE



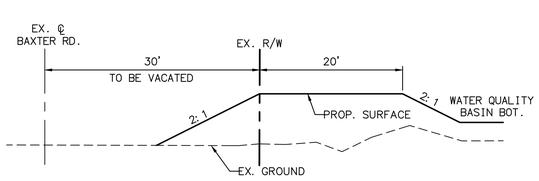
SECTION D-D

PER RCTD STD NO. 92 (ARTERIAL HWY) MODIFIED
NOT TO SCALE



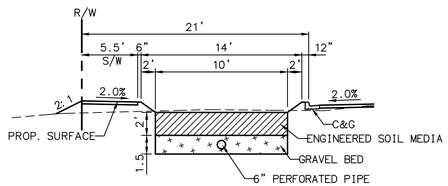
SECTION I-I

PER RCTD STD NO. 92 (ARTERIAL HWY) MODIFIED
NOT TO SCALE



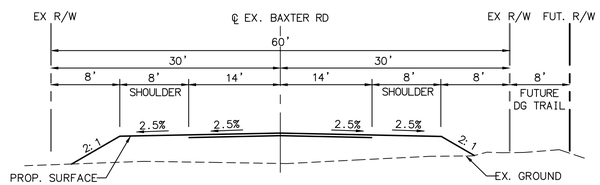
SECTION E-E

NOT TO SCALE



A TYPICAL BIOSWALE DETAIL

NOT TO SCALE



SECTION J-J *(INTERIM)*

EX. BAXTER ROAD (PUBLIC)
PER RCTD STD. 136 COLLECTOR RURAL (60' ROW)
NOT TO SCALE

DIGALERT
DIAL BEFORE YOU DIG
TWO WORKING DAYS BEFORE YOU DIG
TOLL FREE 1-800-227-2600
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

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ENGINEER | CITY

CITY OF WILDOMAR
ACCEPTED BY:
Date:
Daniel A. York, Director of Public Works/ City Engineer, PE 43212
ACCEPTANCE AS TO CONFORMANCE WITH APPLICABLE CITY STANDARDS AND PRACTICES

SEAL-ENGINEER:
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JOHN D. TANNER III
No. 60132
CIVIL
STATE OF CALIFORNIA

Michael Baker INTERNATIONAL
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PREPARED BY: JOHN D. TANNER III
R.C.E. No. 60132 DATE

BENCHMARK:
Elevation = 1304.204
Datum = NGVD29
BENCHMARK # E-6-70

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BY INLAND AERIAL SURVEYS, INC.

L.S. (number), EXP. (date)

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H: As Noted V: As Noted

PA NO. 14-0002
CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL SITE
SITE PLAN OF DEVELOPMENT
TYPICAL SECTIONS & DETAILS

SHEET No. 2
OF SHTS

H:\PDATA\133555\CADD\LAND\DLV\GRADING\CONCEPTUAL\HOTEL\133555-CG-HOTEL-002.DWG OLGA.SHEVCHENKO 8/19/20 5:23 PM

TENTATIVE TRACT MAP 36674

APN 367-180-056

APN 367-180-017

APN 367-180-057

APN 376-190-001

APN 376-190-002

WHITE ROAD

EX. BAXTER ROAD

INTERSTATE 15

EX. CENTRAL STREET

MARGARET LN.

WILDOMAR TRAIL

HOTEL SITE
PCL 2
TPM NO. 37941
2.0 AC

PCL 3
TPM NO. 37941
0.4 AC

MEDICAL OFFICE BUILDING SITE
PCL 1
TPM NO. 37941
7.2 AC

PUBLIC STORM DRAIN EASEMENT

30' PUBLIC SD EASEMENT

45' ACCESS & UTILITY EASEMENT

PROP. EMERGENCY ACCESS EASEMENT

PUBLIC ACCESS EASEMENT

PROP. PL

PROP. SEWER ACCESS

PROP. SD EASEMENT

EXIST. VERIZON UNDERGROUND CABLE

EXIST. CULVERT

EXIST. VERIZON CONDUIT

EXIST. 16"CMLC WATER

EXIST. 8"W

EXIST. 12"PVC WATER

EXIST. R/W & TRACT BOUNDARY

EXIST. CALTRANS STORM DRAIN

EXIST. CALTRANS R/W

EXIST. STREET LIGHT

EXIST. PP

EX. R/W

PROP. R/W

PHASE ONE R/W

ULT. R/W

PROP. SLOPE EASEMENT

TEMPORARY EASEMENT TO INSTALL TRAFFIC SIGNAL IN PHASE ONE

NOTE:
ULTIMATE EASEMENT WIDTH TO BE APPROVED BY THE GOVERNING AGENCY PRIOR TO RECORDATION.

SCALE 1"=50'

50 25 0 50 100 150
SCALE: 1"=50'

DIGALERT
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Michael Baker INTERNATIONAL
40810 COUNTY CENTER DRIVE, SUITE 200
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PHONE: (951) 676-8042 · MBAKERINTL.COM
PREPARED BY: JOHN D. TANNER III
R.C.E. No. 60132 DATE

BENCHMARK:
Elevation = 1304.204
Datum = NGVD29
BENCHMARK # E-6-70

THIS SURVEY WAS PERFORMED ON 01/22/13
BY INLAND AERIAL SURVEYS, INC.

L.S. (number), EXP. (date)

SCALE:
H: As Noted V: As Noted

PA NO. 14-0002

CITY OF WILDOMAR

BAXTER VILLAGE - HOTEL SITE

SITE PLAN OF DEVELOPMENT
TOPOGRAPHY MAP, EXISTING UTILITIES AND PROPOSED EASEMENTS

SHEET No. 3 OF SHTS

H:\PDATA\133555\CADD\LAND\DLV\GRADING\CONCEPTUAL\HOTEL\133555-CG-HOTEL-003.DWG OLGA.SHEVCHENKO 8/19/20 5:25 PM

TENTATIVE TRACT MAP 36674

PARCEL 1
APN 367-180-056

PARCEL 2
APN 367-180-057

PARCEL 3
TPM NO. 37941
0.4 AC

PARCEL 1
TPM NO. 37941
7.2 AC
MEDICAL OFFICE BUILDING
PER SEPARATE PLANS

PARCEL 2
TPM NO. 37941
2.0 AC
HOTEL
FP=1341.50

SEE SHEETS 7 & 8 FOR CONCEPTUAL GRADING AND UTILITY PLANS FOR THE HOTEL SITE

APN 376-190-001

APN 376-190-002

WHITE STREET

MARGARET LANE (PRIVATE)

MARGARET LN (PUBLIC)

WILDOMAR TRAIL (PUBLIC)

EX. BAXTER RD (PUBLIC)

OLD CENTRAL ST. (PUBLIC)

INTERSTATE 15

FUTURE DEVELOPMENT

FUT. WATER QUALITY BASIN

WATER QUALITY BASIN
BOT EL=1334.0

FUT. WATER QUALITY BASIN

EX. ℄ CENTRAL AVE.

EX. ℄ BAXTER ROAD

LIMITS OF GRADING

LIMIT OF GRADING

EX. CALTARNS 42" CMP

NOTE:
OFFSITE GRADING AND STORM DRAIN IMPROVEMENTS REQUIRE APPROVAL/ PERMIT FROM CALTRANS

NOTE:
RIGHT IN, RIGHT OUT ONLY

PROP. SLOPE EASEMENT TO CITY OF WILDOMAR

TEMPORARY EASEMENT TO INSTALL TRAFFIC SIGNAL IN PHASE ONE

EX. 36" STORM DRAIN TO BE REPLACED WITH NEW 42" PUBLIC STORM DRAIN

WILDOMAR TRAIL (OLD CENTRAL STREET) IMPROVEMENTS TO INCLUDE ADEQUATE PAVEMENT TRANSITION LENGTHS TO ACCOMMODATE LANE DROPS

PROPOSED EASEMENT NOTES

1 INDICATES AN EASEMENT FOR ACCESS AND PUBLIC UTILITIES TO BE RESERVED ON THE FINAL MAP.

2 INDICATES AN EASEMENT FOR STORM DRAIN PURPOSES TO BE RESERVED ON FINAL MAP.

SCALE 1"=50'

50 25 0 50 100 150

SCALE: 1"=50'

DIGALERT
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TOLL FREE 1-800-227-2600
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

NOTE:
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MARK	BY	DATE	REVISIONS	APPR.	DATE
ENGINEER				CITY	

CITY OF WILDOMAR
ACCEPTED BY:
Date:
Daniel A. York, Director of Public Works/ City Engineer, PE 43212
ACCEPTANCE AS TO CONFORMANCE WITH APPLICABLE CITY STANDARDS AND PRACTICES

SEAL-ENGINEER:
REGISTERED PROFESSIONAL ENGINEER — JOHN D. TANNER III — No. 60132 — CIVIL — STATE OF CALIFORNIA

Michael Baker INTERNATIONAL
40810 COUNTY CENTER DRIVE, SUITE 200
TEMECULA, CA 92591
PHONE: (951) 676-8042 - MBAKERINTL.COM
PREPARED BY: JOHN D. TANNER III
R.C.E. No. 60132 DATE

BENCHMARK:
Elevation = 1304.204
Datum = NGVD29
BENCHMARK # E-6-70

THIS SURVEY WAS PERFORMED ON 01/22/13 BY INLAND AERIAL SURVEYS, INC.

L.S. (number), EXP. (date)

SCALE:
H: As Noted V: As Noted

PA NO. 14-0002

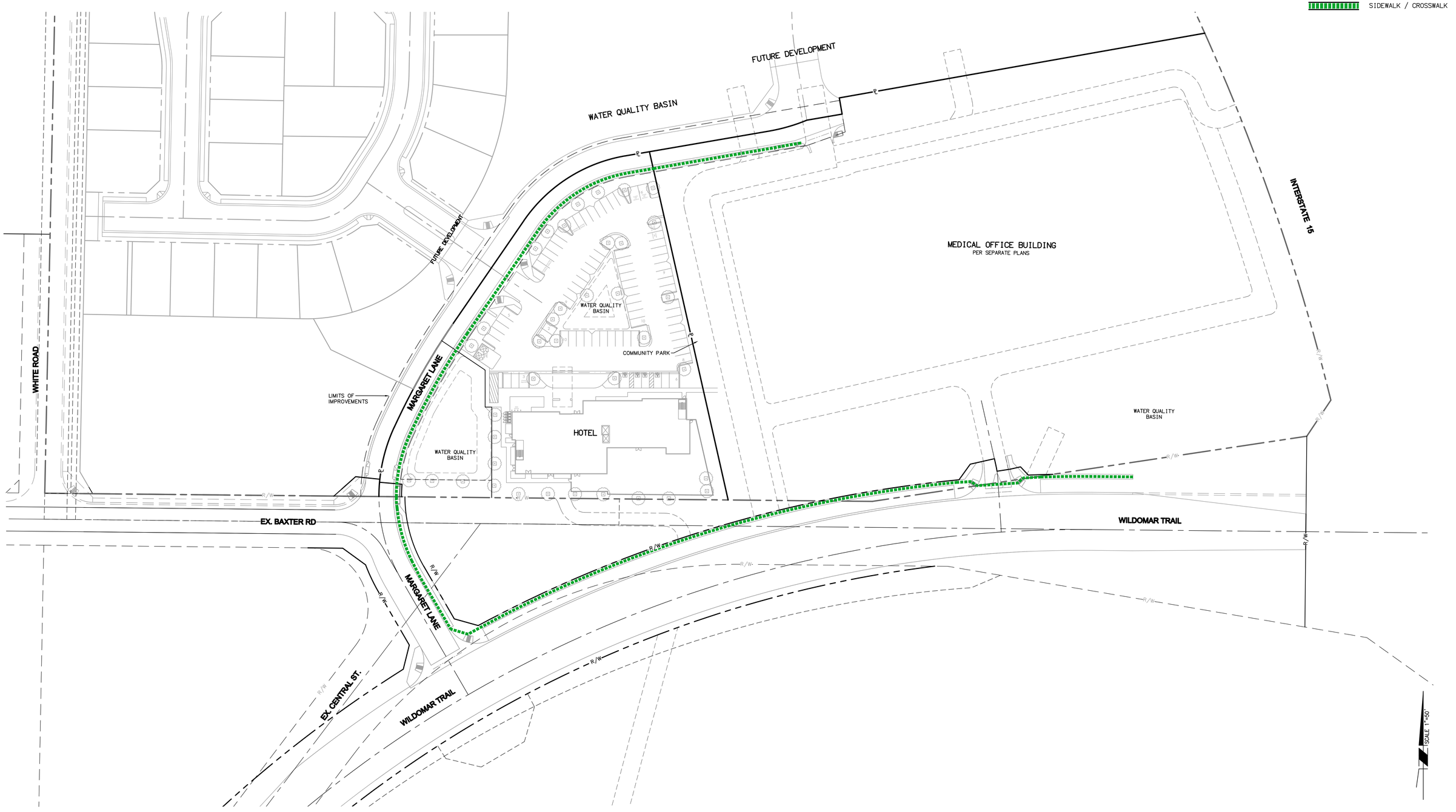
CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL SITE
SITE PLAN OF DEVELOPMENT
CONCEPTUAL GRADING PLAN FOR WILDOMAR TRAIL & MARGARET LN.

SHEET No. 4 OF SHTS

H:\PDATA\133555\CADD\LAND\DLV\GRADING\CONCEPTUAL\HOTEL\133555-CG-HOTEL-004.DWG OLGA.SHEVCHENKO 8/20/20 8:34 AM

LEGEND

SIDEWALK / CROSSWALK



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PREPARED BY: JOHN D. TANNER III

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PA NO. 14-0002

CITY OF WILDOMAR

BAXTER VILLAGE - HOTEL SITE

SITE PLAN OF DEVELOPMENT

PEDESTRIAN CIRCULATION EXHIBIT - PHASE 1

SHEET No. 5 OF SHTS

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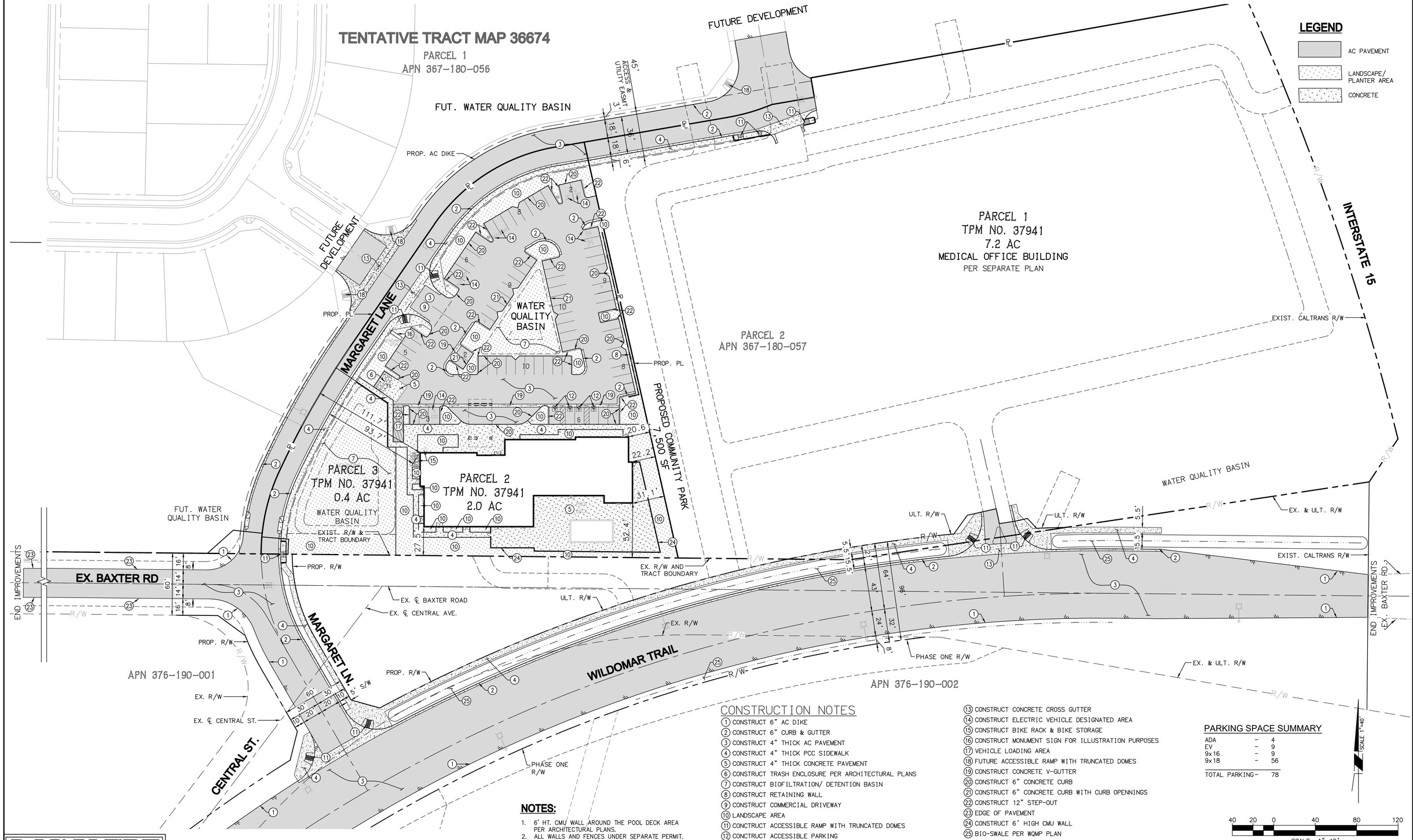
TENTATIVE TRACT MAP 36674



LEGEND

- AC PAVEMENT
- LANDSCAPE/ PLANTER AREA
- CONCRETE

CONSTRUCTION NOTES

1. CONSTRUCT 6" AC DIKE
2. CONSTRUCT 6" CURB & GUTTER
3. CONSTRUCT 4" THICK AC PAVEMENT
4. CONSTRUCT 4" THICK PCC SIDEWALK
5. CONSTRUCT 4" THICK CONCRETE PAVEMENT
6. CONSTRUCT TRASH ENCLOSURE PER ARCHITECTURAL PLANS
7. CONSTRUCT BIOFILTRATION/ DETENTION BASIN
8. CONSTRUCT RETAINING WALL
9. CONSTRUCT COMMERCIAL DRIVEWAY
10. LANDSCAPE AREA
11. CONCTRUCT ACCESSIBLE RAMP WITH TRUNCATED DOMES
12. CONCTRUCT ACCESSIBLE PARKING
13. CONSTRUCT CONCRETE CROSS GUTTER
14. CONSTRUCT ELECTRIC VEHICLE DESIGNATED AREA
15. CONSTRUCT BIKE RACK & BIKE STORAGE
16. CONSTRUCT MONUMENT SIGN FOR ILLUSTRATION PURPOSES
17. VEHICLE LOADING AREA
18. FUTURE ACCESSIBLE RAMP WITH TRUNCATED DOMES
19. CONSTRUCT CONCRETE V-GUTTER
20. CONSTRUCT 6" CONCRETE CURB
21. CONSTRUCT 6" CONCRETE CURB WITH CURB OPENNINGS
22. CONSTRUCT 12" STEP-OUT
23. EDGE OF PAVEMENT
24. CONSTRUCT 6' HIGH CMU WALL
25. BIO-SWALE PER WQMP PLAN

PARKING SPACE SUMMARY

ADA	-	4
EV	-	9
9x16	-	9
9x18	-	56
TOTAL PARKING	-	78

NOTES:

1. 6' HT. CMU WALL AROUND THE POOL DECK AREA PER ARCHITECTURAL PLANS.
2. ALL WALLS AND FENCES UNDER SEPARATE PERMIT.

SCALE 1"=40'

40 20 0 40 80 120

SCALE: 1"=40'

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BENCHMARK # E-6-70

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PA NO. 14-0002

CITY OF WILDOMAR

BAXTER VILLAGE - HOTEL SITE

SITE PLAN OF DEVELOPMENT

SITE PLAN

SHEET No. 6
OF SHTS

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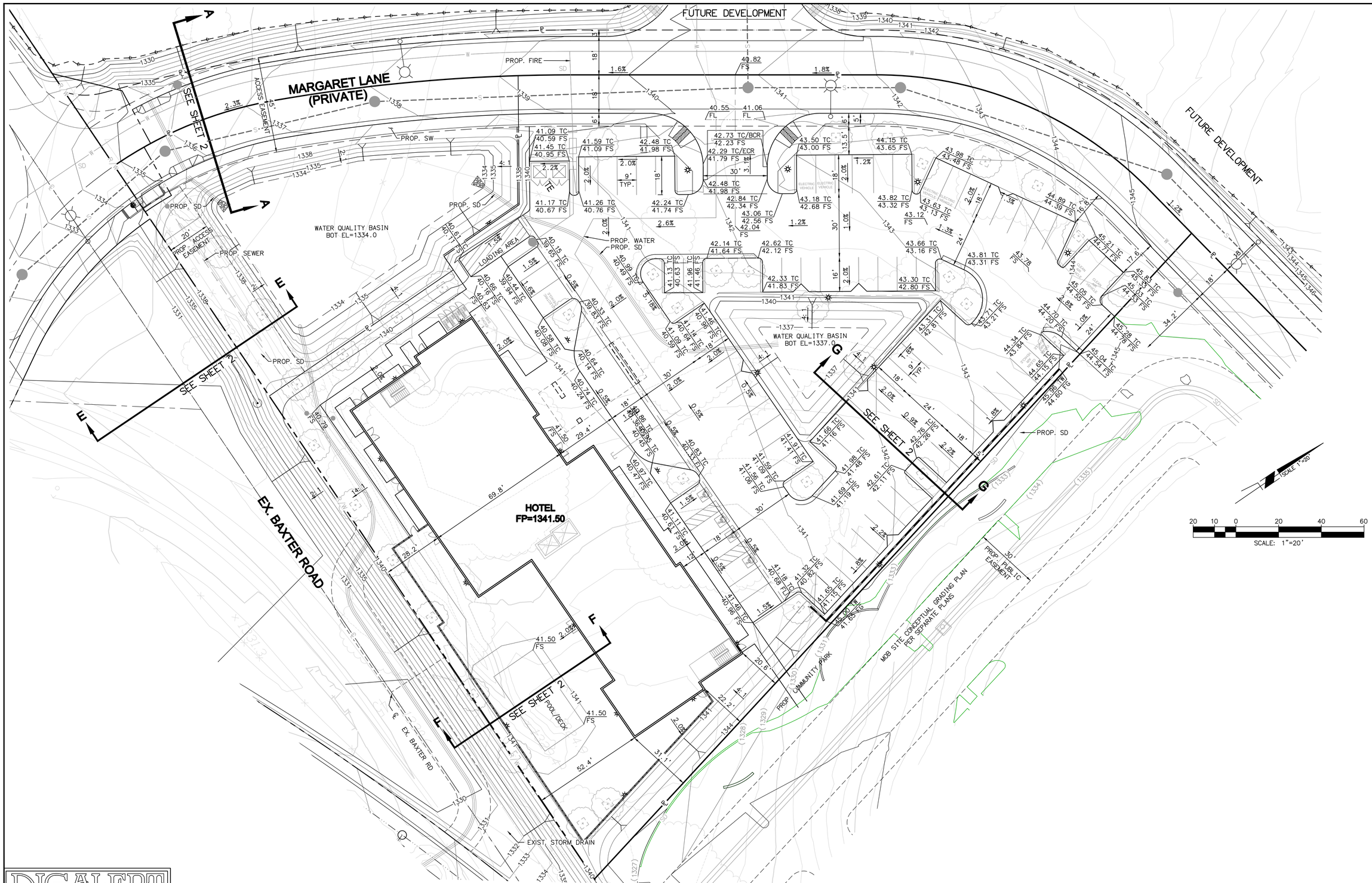

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CITY OF WILDOMAR

BAXTER VILLAGE - HOTEL SITE

SITE PLAN OF DEVELOPMENT

CONCEPTUAL GRADING PLAN FOR HOTEL SITE

SHEET No. 7

OF SHTS

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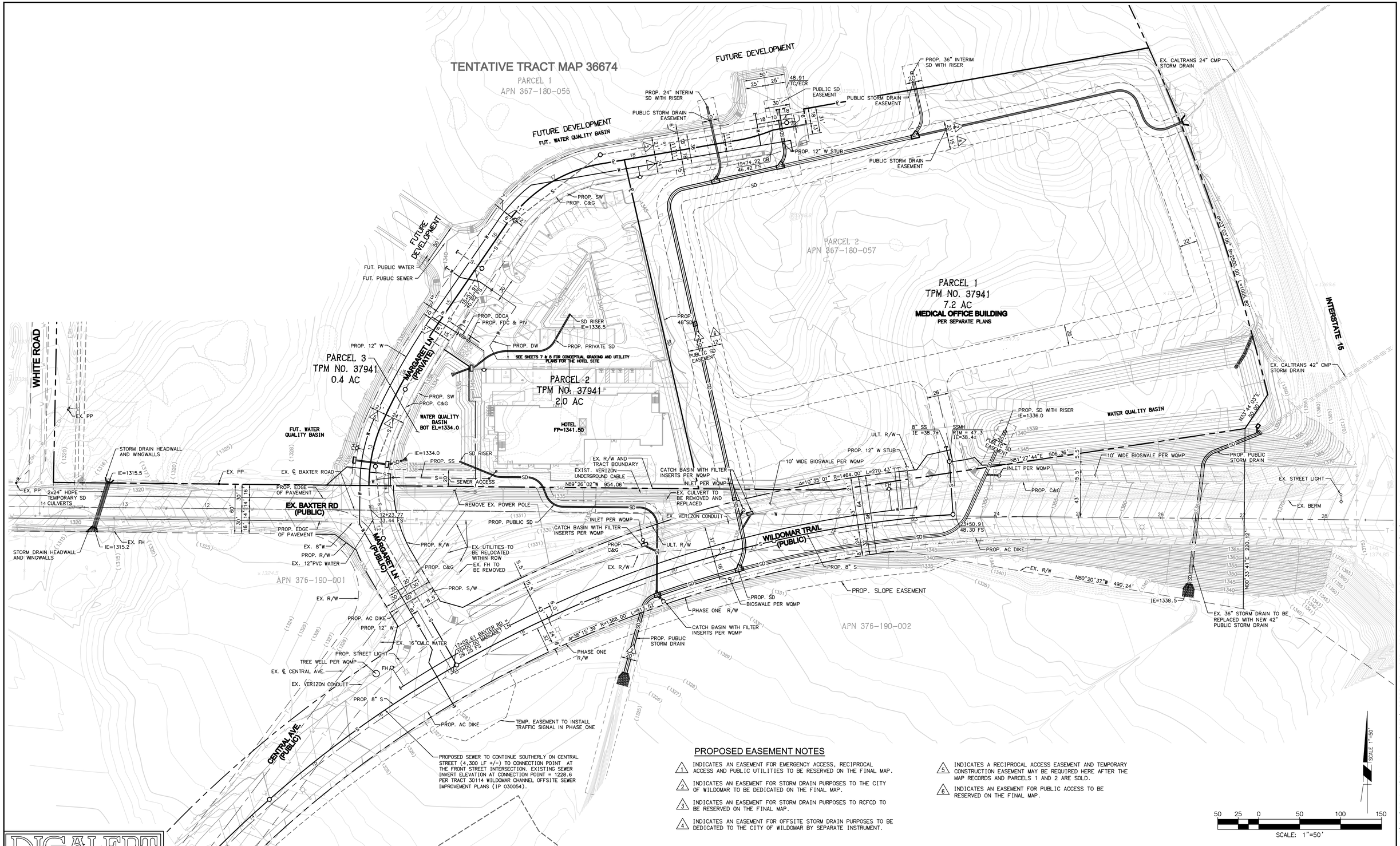

PROPOSED EASEMENT NOTES

1. INDICATES AN EASEMENT FOR EMERGENCY ACCESS, RECIPROCAL ACCESS AND PUBLIC UTILITIES TO BE RESERVED ON THE FINAL MAP.
2. INDICATES AN EASEMENT FOR STORM DRAIN PURPOSES TO THE CITY OF WILDOMAR TO BE DEDICATED ON THE FINAL MAP.
3. INDICATES AN EASEMENT FOR STORM DRAIN PURPOSES TO RCFCD TO BE RESERVED ON THE FINAL MAP.
4. INDICATES AN EASEMENT FOR OFFSITE STORM DRAIN PURPOSES TO BE DEDICATED TO THE CITY OF WILDOMAR BY SEPARATE INSTRUMENT.
5. INDICATES A RECIPROCAL ACCESS EASEMENT AND TEMPORARY CONSTRUCTION EASEMENT MAY BE REQUIRED HERE AFTER THE MAP RECORDS AND PARCELS 1 AND 2 ARE SOLD.
6. INDICATES AN EASEMENT FOR PUBLIC ACCESS TO BE RESERVED ON THE FINAL MAP.

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PA NO. 14-0002

CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL SITE
SITE PLAN OF DEVELOPMENT
CONCEPTUAL UTILITY PLAN

SHEET No. 8
OF SHTS

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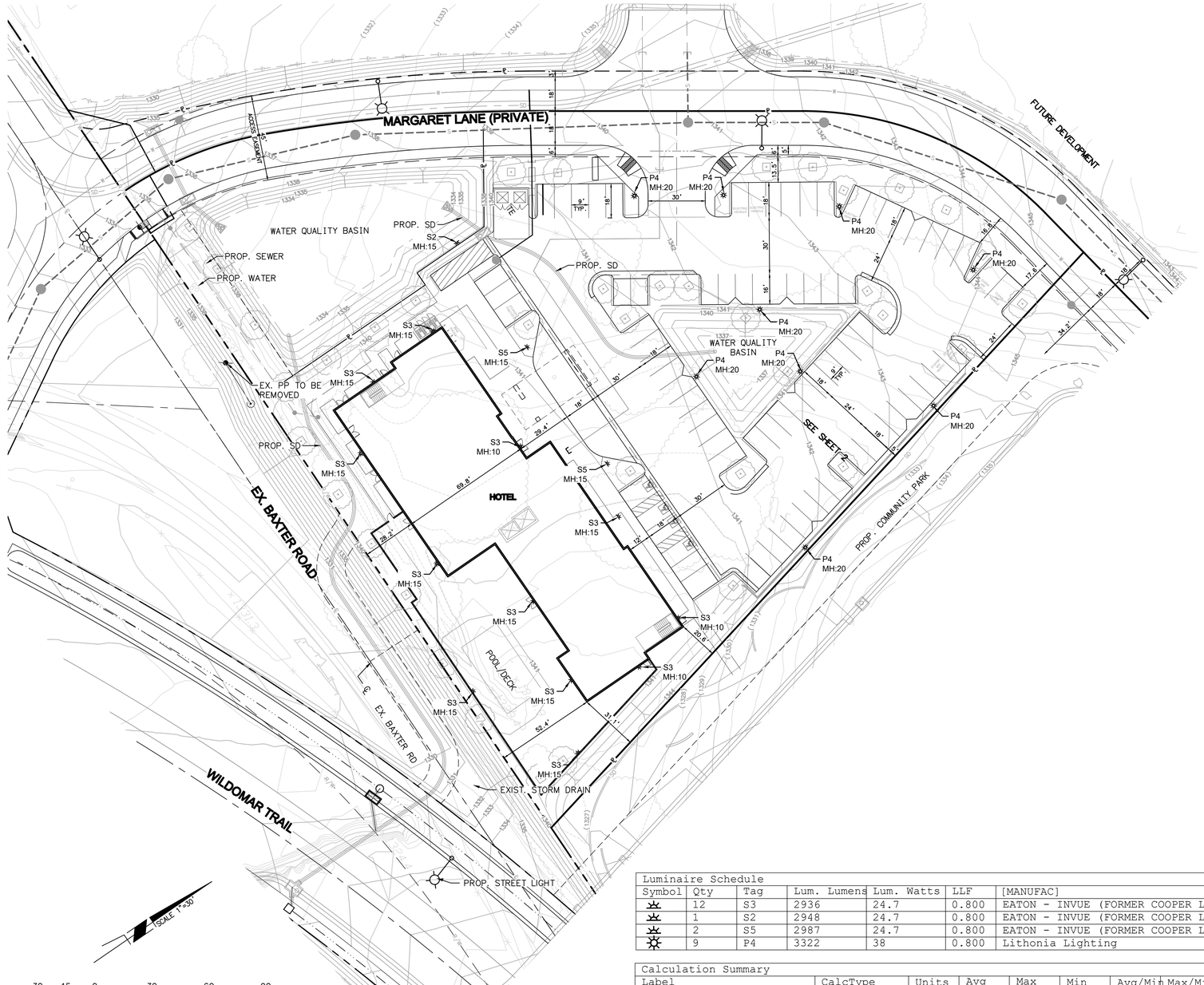

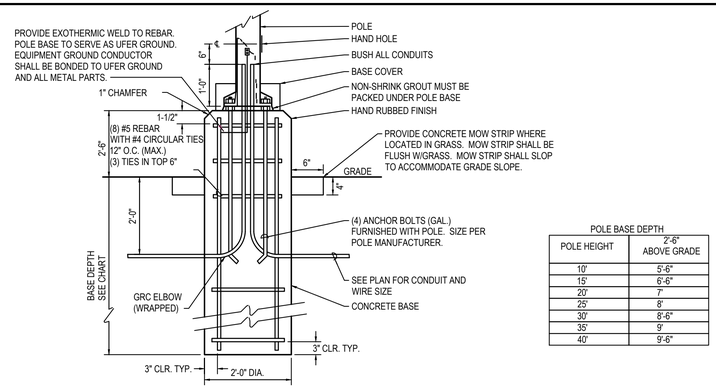

POLE BASE DEPTH	
POLE HEIGHT	2'-6" ABOVE GRADE
10'	5'-6"
15'	6'-6"
20'	7'
25'	8'
30'	8'-6"
35'	9'
40'	9'-6"

NOTES:
1. BASIC WIND SPEED, V = 100 MPH
2. DIAMETER OF POLE < 9"
3. MAXIMUM PROJECTED AREA IN ANY PLANE OF THE LIGHT FIXTURES IS 10FT².
4. MAXIMUM WEIGHT OF ALL COMBINED LIGHT FIXTURES IS 100LB. AT A MAXIMUM STANDOFF DISTANCE FROM THE CL OF THE POLE TO THE POLE TO THE CENTER OF GRAVITY OF THE FIXTURES IS 24".
5. INLINE FUSING IS REQUIRED TO BE INSTALLED IN EACH UNGROUNDED CONDUCTOR AT THE LIGHT POLE BASE (MERSEN FEB-21-21 OR EQUAL). CONNECTIONS AND SPLICES SHALL BE INSTALLED WITH CLEAR INSULATED MULTIPLE TAP CONNECTOR, BURNDY, UNITAP, OR EQUAL. ALL POLES MUST HAVE ACCESS DOOR IN THE BASE TO ALLOW ACCESS TO FUSES.

Ⓐ LIGHTING POLE BASE DETAIL

POLE BASE DEPTH	
POLE HEIGHT	FLUSH TO 6" ABOVE GRADE
10'	5'
15'	6'
20'	7'
25'	7'-6"
30'	8'
35'	8'-6"
40'	9'

NOTES:
1. BASIC WIND SPEED, V = 100 MPH
2. DIAMETER OF POLE < 9"
3. MAXIMUM PROJECTED AREA IN ANY PLANE OF THE LIGHT FIXTURES IS 10FT².
4. MAXIMUM WEIGHT OF ALL COMBINED LIGHT FIXTURES IS 100LB. AT A MAXIMUM STANDOFF DISTANCE FROM THE CL OF THE POLE TO THE POLE TO THE CENTER OF GRAVITY OF THE FIXTURE IS 24".
5. INLINE FUSING IS REQUIRED TO BE INSTALLED IN EACH UNGROUNDED CONDUCTOR AT THE LIGHT POLE BASE (MERSEN FEB-21-21 OR EQUAL). CONNECTIONS AND SPLICES SHALL BE INSTALLED WITH CLEAR INSULATED MULTIPLE TAP CONNECTOR, BURNDY, UNITAP, OR EQUAL. ALL POLES MUST HAVE ACCESS DOOR IN THE BASE TO ALLOW ACCESS TO FUSES.

Ⓑ LIGHTING POLE BASE DETAIL

Luminaire Schedule							
Symbol	Qty	Tag	Lum. Lumens	Lum. Watts	LLF	[MANUFAC]	Description
	12	S3	2936	24.7	0.800	EATON - INVUE (FORMER COOPER LIGHTING)	EMM-E01-LED-E1-T3
	1	S2	2948	24.7	0.800	EATON - INVUE (FORMER COOPER LIGHTING)	EMM-E01-LED-E1-T2
	2	S5	2987	24.7	0.800	EATON - INVUE (FORMER COOPER LIGHTING)	EMM-E01-LED-E1-5WQ
	9	P4	3322	38	0.800	Lithonia Lighting	DSX0 LED P1 30K T4M MVOLT HS

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking	Illuminance	Fc	0.71	1.4	0.2	3.55	7.00
Pool Area	Illuminance	Fc	0.99	2.1	0.3	3.30	7.00
Trespass East	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
Trespass North West	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
Trespass South	Illuminance	Fc	0.00	0.0	0.0	N.A.	N.A.
Walkway	Illuminance	Fc	1.06	2.5	0.3	3.53	8.33

LPD Area Summary					
Label	Area	Perimeter	Total Watts	LPD Units	LPD
Lighting Power Density	92329	1275	712.5002	Watts/Sq.Ft.	0.008

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R.C.E. No. 60132 DATE

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BENCHMARK # E-6-70

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SCALE:
H: As Noted V: As Noted

PA NO. 14-0002
CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL SITE
SITE PLAN OF DEVELOPMENT
LIGHT PLAN

SHEET No. 9
OF SHTS

H:\PDATA\133555\CADD\LAND\DLV\GRADING\CONCEPTUAL\HOTEL\133555-CG-HOTEL-009.DWG OLGA.SHEVCHENKO 8/19/20 5:42 PM



LEGEND

1. DECORATIVE PAVING
2. MONUMENT SIGN
3. 5' HIGH TUBULAR STEEL FENCE (BASIN AREA)
4. 6' HIGH CMU BLOCK WALL (POOL AREA)
5. LIGHT FIXTURE
6. WATER QUALITY BASIN
7. ADJACENT MOB LANDSCAPE

SUBDIVISION/ LOT BOUNDARY
RIGHT OF WAY
EASEMENT LINE
RETAINING WALL
SEWER MAIN
SEWER MH
SEWER CLEANOUT
FIRE HYDRANT
DOMESTIC WATER MAIN
EX WATER METER
EX DOMESTIC WATER
EX TELE
EX VALVE
PROPOSED CONTOUR LINE
RIP-RAP ENERGY DISSIPATER

LANDSCAPE ZONES AND PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	ACCENT TREES, SUCH AS:		
	CERCIDIUM X 'DESERT MUSEUM'	PALO VERDE	L
	CHITALPA TASHKENTENSIS	CHITALPA	L
	LAGERSTROEMIA INDICA	CRAPE MYRTLE	M
	OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	L
	TABEBUIA SPECIES	TRUMPET TREE	M
	PHOENIX DACTYLIFERA	DATE PALM	L
	NOTES: MIN. 24" BOX SIZES; MIN. 36" BOX SIZES AT ENTRY		
	PARKING LOT CANOPY TREES, SUCH AS:		
	QUERCUS SPECIES	OAK	L
	SCHINUS MOLLE	CALIFORNIA PEPPER	L
	TIPUANA TIPU	TIPU TREE	M
	ULMUS PARVIFOLIA	CHINESE EVERGREEN ELM	L
	NOTE: MIN. 24" BOX SIZES		
	PERIMETER CANOPY TREES, SUCH AS:		
	QUERCUS SPECIES	OAK	L
	PINUS SPECIES	PINE	L
	PLATANUS SPECIES	SYCAMORE	M
	SCHINUS MOLLE	CALIFORNIA PEPPER	L
	NOTE:MINIMUM 15 GALLON SIZES		
	SHRUBS, SUCH AS:		
	AGAVE SPECIES	AGAVE	L
	CALANDRINIA SPECIES	ROCK PURSLANE	L
	CALLISTEMON 'LITTLE JOHN'	LITTLE JOHN BOTTLEBRUSH	L
	CISTUS SPECIES	ROCKROSE	L
	DASYLIRION SPECIES	DESERT SPOON	L
	DIANELLA REVOLUTA	FLAX LILY	L
	GREVILLEAE 'NOELLI'	NOEL'S GREVILLEA	L
	HETEROMELES ARBUTIFOLIA	TOYON	L
	LEUCOPHYLLUM SPECIES	TEXAS RANGER	L
	MUHLENBERGIA CAPILLARIS	HAIRY AWN MUHLY	L
	OLEA EUROPAEA 'LITTLE OLLIE'	DWARF OLIVE	L
	RHUS INTEGRIFOLIA	LEMONADE BERRY	L
	WESTRINGIA FRUTICOSA	COAST ROSEMARY	L
20,384 SF	NOTE: MINIMUM 5 GALLON SIZES		
	GROUND COVERS, SUCH AS:		
	BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
	BACCHARIS PILULARIS 'TWIN PEAKS'	COYOTE BRUSH	L
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	L
	LANTANA SPECIES	LANTANA	L
	MYOPORUM PARVIFOLIUM	CREEPING MYOPORUM	L
	ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L
	NOTE: MINIMUM 1 GALLON SIZES AND ROOTED CUTTINGS FROM FLATS		
	SHRUB/ GROUNDCOVER QUANTITY: 1,264		

WATER QUALITY BASIN

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	TREES, SUCH AS:		
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	M
	POPULUS FREMONTII	WESTERN COTTONWOOD	M
	NOTE: 5 AND 15 GALLON SIZES		
	BASIN SIDES:		
	BACCHARIS PILULARIS	DWARF COYOTE BRUSH	L
	EUTHAMIA OCCIDENTALIS	WESTERN GOLDENROD	L
	IVA HAYESIANA	POVERTY WEED	L
7,098 SF	NOTE: MINIMUM 1 GALLON SIZE		
	QUANTITY: 440		
	BASIN BOTTOM:		
	ELYMUS TRITICOIDES	CREEPING WILD RYE	L
	JUNCUS PATENS	CALIFORNIA GRAY RUSH	L
	MUHLENBERGIA CAPILLARIS	HAIRY AWN MUHLY	L
6,583 SF	NOTE: MINIMUM 1 GALLON SIZE		
	QUANTITY: 408		

GENERAL NOTES

1. SEE SHEET 1 FOR NAME, ADDRESS, AND PHONE NUMBER OF OWNER, PLAN PREPARED, AND PROJECT CONSULTANTS.
2. SEE SHEET 1 FOR PROJECT IDENTIFICATION (I.E. TRACT NO., APN NO., PARCEL NO., AND/OR ADDRESS.
3. SEE SHEET 1 FOR ADJACENT PROPERTIES.
4. SEE SHEET 1 FOR SQUARE FOOTAGE OF PROJECT.
5. TREES SHALL BE LOCATED OUTSIDE OF UTILITY SETBACKS OR EASEMENTS AND SHALL BE LOCATED:
   10 ' FROM ANY WATER OR SEWER LINE
   30' FROM ANY INTERSECTION
   10' FROM STREET LIGHT
   10' FROM FIRE HYDRANT OR STREET SIGN
   10' FROM DRIVEWAY APPROACH
   MATURE HEIGHT NO TALLER THAN 20' IF PLANTED UNDER UTILITY WIRES
6. NO EXISTING TREES TO REMAIN.
7. ALL IRRIGATION EQUIPMENT AND PLANS SHALL CONFORM TO RECYCLED WATER USE REQUIREMENTS, IF USED.
8. 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 (JANUARY 2004), COUNTY OF RIVERSIDE GUIDE TO CALIFORNIA FRIENDLY LANDSCAPING (DECEMBER 2009), CALIFORNIA FRIENDLY PLANT LIST (MARCH 2013), FIRE DEPARTMENT REQUIREMENTS, OAK TREE MANAGEMENT GUIDELINES, AND THE REQUIREMENTS OF THE ELSINORE VALLEY MUNICIPAL WATER DISTRICT. IRRIGATION SYSTEM SHALL MINIMIZE THE USE OF OVERHEAD SPRAY TYPE SYSTEMS AND INCORPORATE DRIP OR BUBBLER TYPE IRRIGATION SYSTEMS.
9. ALL LANDSCAPE IMPROVEMENTS DEPICTED HEREIN OUTSIDE OF PUBLIC RIGHT OF WAY TO BE MAINTAINED BY PRIVATE PROPERTY ASSOCIATION(S) OR HOMEOWNERS ASSOCIATION(S).
10. SLOPE PLANTING SHALL INCLUDE PERMANENT GROUND COVER ADEQUATELY PLANTED WITH SHRUBS AND/OR TREES. PLANT MATERIAL AND MULCH TO BE SUITABLE FOR SLOPE USE AND PREVENTION OF SURFACE EROSION. PLANT SELECTION SHALL ENSURE FULL SLOPE COVERAGE WITHIN 12 MONTHS OF PLANTING.
11. 3" MINIMUM DEPTH OF SHREDDED BARK MULCH IN ALL PLANTER AREAS EXCLUDING HYDROSEEDED AREAS.
12. ALL QUANTITIES SHOWN ARE AN ESTIMATE ONLY. FINAL QUANTITIES WILL BE PROVIDED ON CONSTRUCTION PLANS.
13. AGRONOMIC SOILS REPORT WILL BE PROVIDED DURING FINAL DESIGN.

WATER USE CALCULATIONS
TOTAL LANDSCAPE AREA (LA) = 31,400 SF

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)
MAWA = (ETO) X (0.45) X (LA) X (0.62) = GALLONS PER YEAR
MAWA = 55.00 X 0.45 X 31,400 X 0.62 = 481,833 GALLONS PER YEAR

ESTIMATED TOTAL WATER USE (ETWU)
HYDROZONE AREA 1 (27,500 SF):
LOW WATER USE SHRUBS & GROUNDCOVER - DRIP IRRIGATION
EWU = (ETO) X 0.62 X (LA) X (PF / IE) = GALLONS PER YEAR
EWU = 55.00 X 0.62 X 27,500 X 0.3 /0.81 = 347,315 GALLONS PER YEAR

HYDROZONE AREA 2 (3,900 SF):
MODERATE WATER USE TREES - BUBBLER IRRIGATION
EWU = (ETO) X 0.62 X (LA) X (PF / IE) = GALLONS PER YEAR
EWU = 55.00 X 0.62 X 3,900 X 0.5 / 0.75 = 88,660 GALLONS PER YEAR

ETWU = 435,975 GALLONS PER YEAR
(PROPOSED WATER USAGE IS LOWER THAN MAXIMUM WATER ALLOWANCE - PROJECT CONFORMS WITH REQUIREMENTS)

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 - 78 SPACES (OPEN)
TOTAL AREA OF PARKING SPACES = 15,400 SF

TREE SHADE QUANTITY @ FULL (100%) - 4 @ 600 SF
TREE SHADE QUANTITY @ HALF (50%) - 29 @ 300 SF
TOTAL SHADE PROVIDED 11,100 SF
PERCENT SHADE = 72%

SCALE: 1"=30'
30 15 0 30 60 90
SCALE: 1"=30'

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MARK	BY	DATE	REVISIONS	APPR.	DATE
ENGINEER				CITY	

CITY OF WILDOMAR
ACCEPTED BY:
Date:
Daniel A. York, Director of Public Works/ City Engineer, PE 43212
ACCEPTANCE AS TO CONFORMANCE WITH APPLICABLE CITY STANDARDS AND PRACTICES

SEAL-ENGINEER:
REGISTERED LANDSCAPE ARCHITECT
JEREMY FRANZ, LIC. NO. 4514
SIGNATURE
JUNE 30, 2021
RENEWAL DATE
DATE
STATE OF CALIFORNIA

Michael Baker INTERNATIONAL
40810 COUNTY CENTER DRIVE, SUITE 200
TEMECULA, CA 92591
PHONE: (951) 676-8042 - MBAKERINTL.COM
PREPARED BY: JEREMY FRANZINI
Lic. No. 4514 EXP.

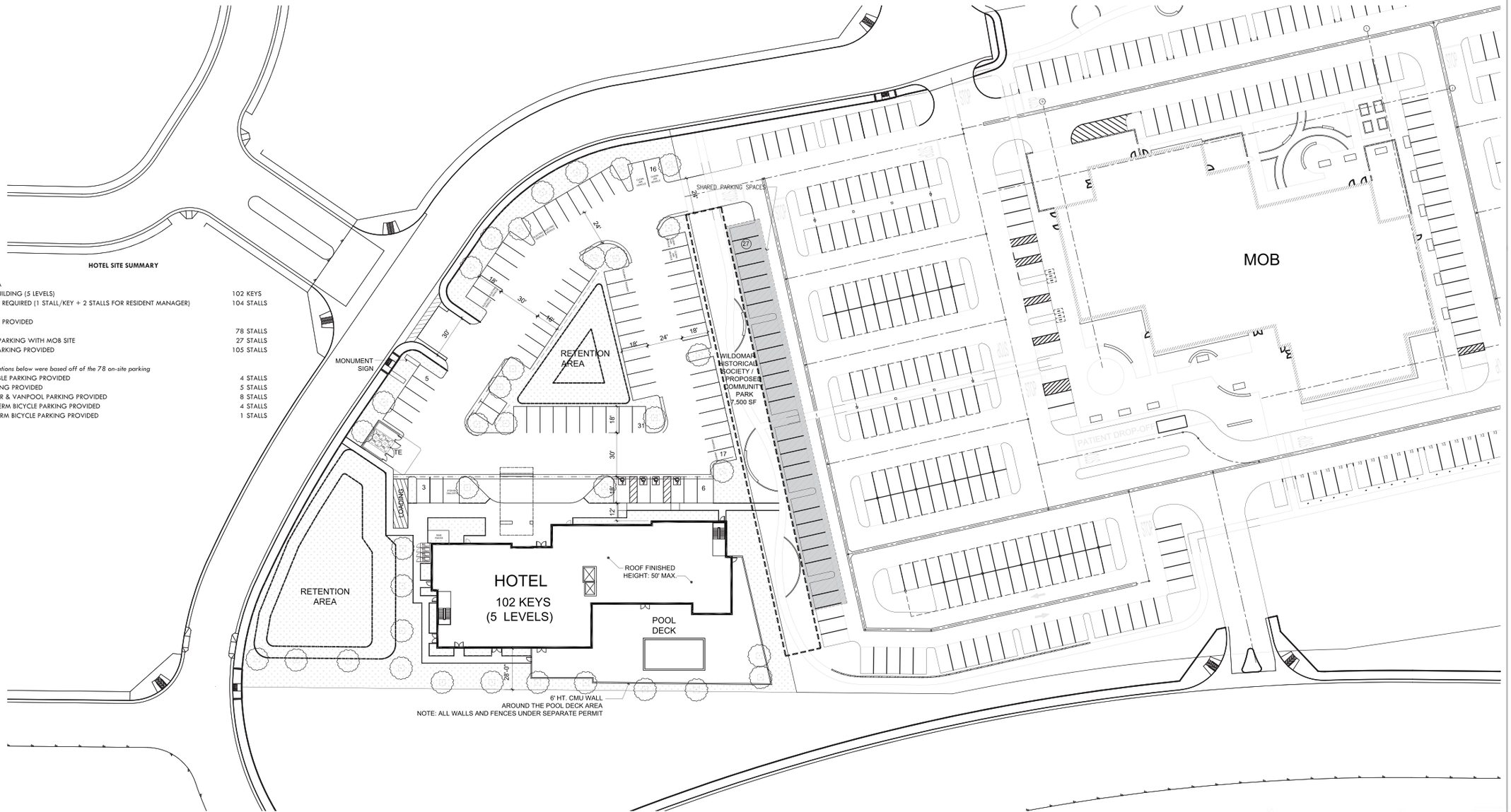
BENCHMARK:
Elevation = 1304.204
Datum = NGVD29
BENCHMARK # E-6-70

THIS SURVEY WAS PERFORMED ON 1/22/13
BY INLAND AERIAL SURVEYS, INC.
L.S. (number), EXP. (date)
SCALE:
H: As Noted V: As Noted

PA NO. 14-0002

CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL & MOB
LANDSCAPE SUBMITTAL
CONCEPTUAL LANDSCAPE PLAN

SHEET No. 10
OF 21 SHTS



HOTEL SITE SUMMARY

SITE AREA	
HOTEL BUILDING (5 LEVELS)	102 KEYS
PARKING REQUIRED (1 STALL/KEY + 2 STALLS FOR RESIDENT MANAGER)	104 STALLS
PARKING PROVIDED	
ON-SITE	78 STALLS
SHARED PARKING WITH MOB SITE	27 STALLS
TOTAL PARKING PROVIDED	105 STALLS
All calculations below were based off of the 78 on-site parking	
ACCESSIBLE PARKING PROVIDED	4 STALLS
EV PARKING PROVIDED	5 STALLS
CLEAN AIR & VANPOOL PARKING PROVIDED	8 STALLS
SHORT-TERM BICYCLE PARKING PROVIDED	4 STALLS
LONG-TERM BICYCLE PARKING PROVIDED	1 STALLS

30' 0 5' 10' 20' 30' 45' 60'

N

JULY 08, 2020

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2	OVERALL SITE PLAN, EROSION CONTROL PLAN, DETAILS
3-4	GRADING PLAN, CROSS-SECTIONS, DETAILS
5-etc...	STREET IMPROVEMENT PLAN & PROFILE, DETAILS

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MARK	BY	DATE	REVISIONS	APPR	DATE
	ENGINEER			CITY	

CITY OF WILDOMAR
ACCEPTED BY:
Daniel A. York, Director of Public Works/ City Engineer, PE 43212
Date:
ACCEPTANCE AS TO CONFORMANCE WITH APPLICABLE CITY STANDARDS AND PRACTICES

SEAL-ENGINEER:

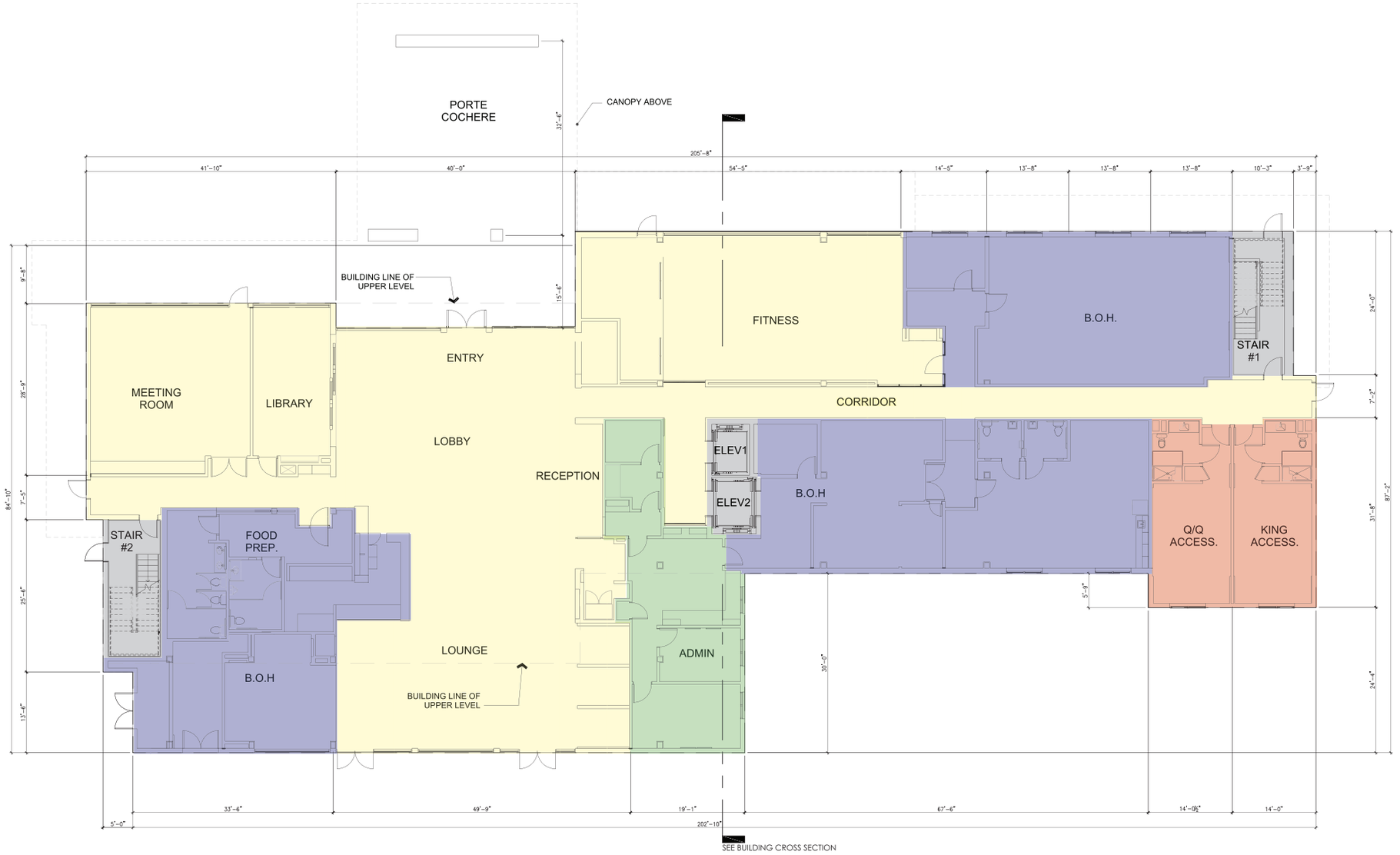
Architecture. Design. Relationships.
144 NORTH ORANGE ST., ORANGE, CA 92866 (714) 639-9860
PREPARED BY:
R.C.E. No. (number) EXP. (date)

BENCHMARK:
Elevation = _____
Datum = _____
BENCHMARK # _____
THIS SURVEY WAS PERFORMED ON (date) BY (surveyor)
L.S. (number), EXP. (date)

SCALE:
H: As Noted V: As Noted

CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL BUILDING ENTITLEMENT SUBMITTAL
HOTEL - SITE PLAN

SHEET No. 11
OF 21 SHTS



0 1' 2' 4' 8' 12' 16'

N

JULY 08, 2020

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CITY OF WILDOMAR

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Date:

Daniel A. York, Director of Public Works/ City Engineer, PE 43212

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SEAL-ENGINEER:

Architecture. Design. Relationships.

144 NORTH ORANGE ST., ORANGE, CA 92866 (714) 639-9860

PREPARED BY:

R.C.E. No. (number) EXP. (date)

BENCHMARK:
Elevation = _____
Datum = _____
BENCHMARK # _____

THIS SURVEY WAS PERFORMED ON (date) BY (surveyor) L.S. (number), EXP. (date)

SCALE:
H: As Noted V: As Noted

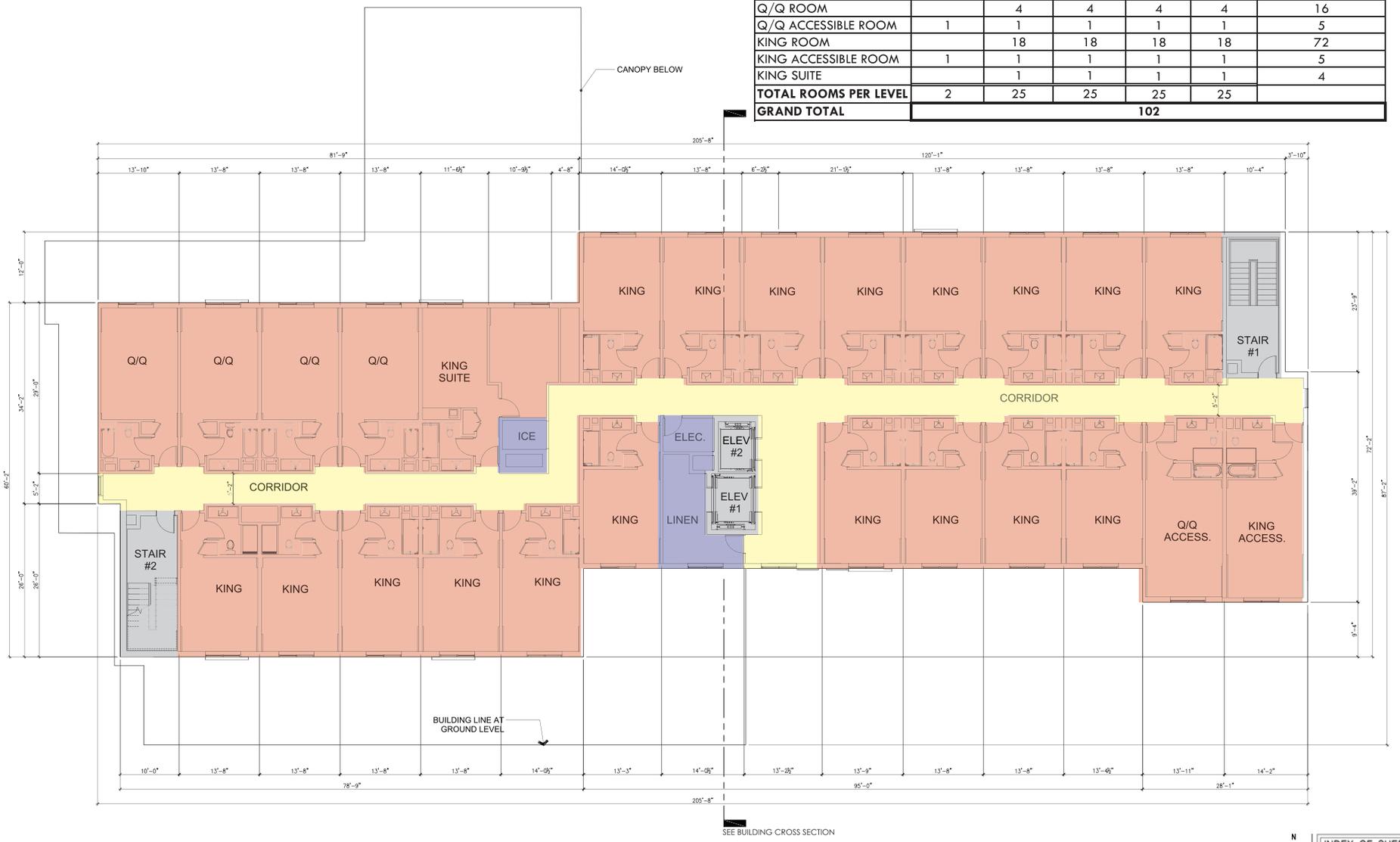
CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL BUILDING
ENTITLEMENT SUBMITTAL
HOTEL-GROUND FLOOR PLAN

SHEET No. 12

OF 21 SHTS

BAXTER VILLAGE HOTEL
ROOMS MATRIX

	1ST. LEVEL	2ND. LEVEL	3RD. LEVEL	4TH. LEVEL	5TH. LEVEL	ROOM TYPE TOTALS
Q/Q ROOM		4	4	4	4	16
Q/Q ACCESSIBLE ROOM	1	1	1	1	1	5
KING ROOM		18	18	18	18	72
KING ACCESSIBLE ROOM	1	1	1	1	1	5
KING SUITE		1	1	1	1	4
TOTAL ROOMS PER LEVEL	2	25	25	25	25	
GRAND TOTAL	**102**					



JULY 08, 2020

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MARK | BY | DATE — ENGINEER

REVISIONS

APPR | DATE — CITY

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Date:
Daniel A. York, Director of Public Works/ City Engineer, PE 43212
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SEAL-ENGINEER:

Architecture. Design. Relationships.
144 NORTH ORANGE ST., ORANGE, CA 92866 (714) 639-9560
PREPARED BY:
R.C.E. No. (number) EXP. (date)

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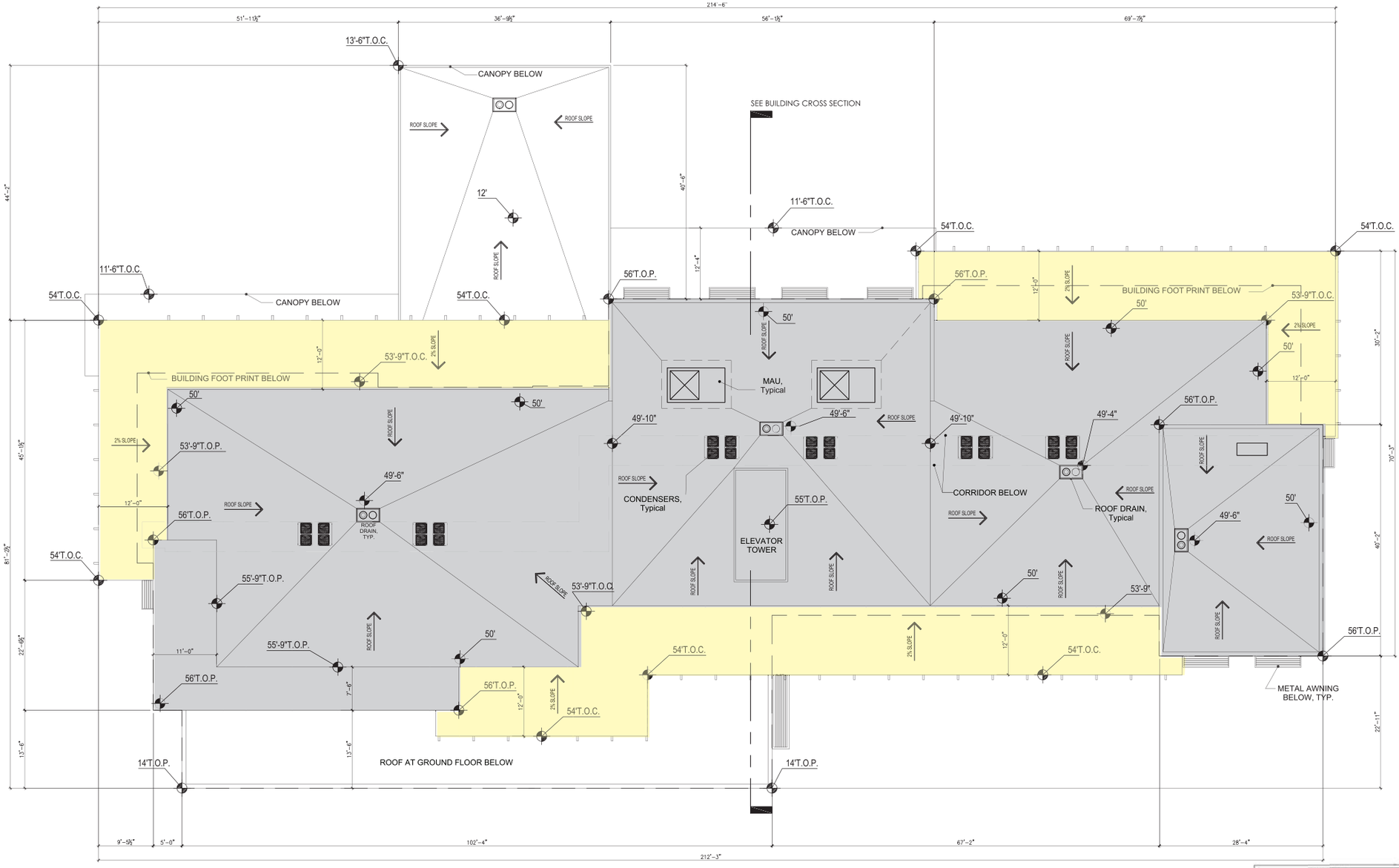
SCALE: H. As Noted V. As Noted

CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL BUILDING
ENTITLEMENT SUBMITTAL
HOTEL-TYPICAL
2ND-5TH FLOOR PLAN

SHEET No. 13
OF 21 SHTS



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SEAL-ENGINEER:

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144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860
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SCALE: H: As Noted V: As Noted

CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL BUILDING ENTITLEMENT SUBMITTAL
HOTEL-ROOF PLAN

SHEET No. 14
OF 21 SHTS



JULY 08, 2020

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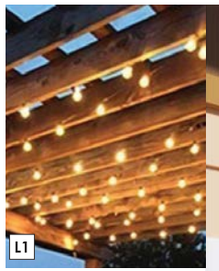
CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL BUILDING ENTITLEMENT SUBMITTAL
HOTEL - RENDERING

SHEET No. 15
OF 21 SHTS



















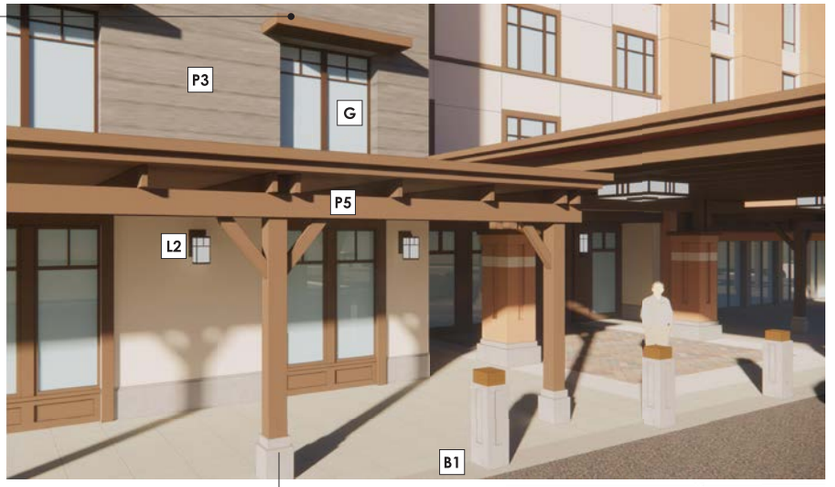












COLORS & MATERIALS:

P1	EIFS WITH FINE STUCCO FINISH COLOR TO MATCH: DE6155 - SOFT IVORY
P2	EIFS WITH FINE STUCCO FINISH COLOR TO MATCH: DE6117 - COLORADO TRAIL
P3	EIFS WITH FINE STUCCO FINISH WITH HORIZONTAL REVEALS COLOR TO MATCH: DET620 - BARNWOOD GRAY
P4	STUCCO TRIM COLOR TO MATCH: DET631 - COCOA POWDER
P5	STUCCO TRIM & METAL EAVES, CANOPY STRUCTURE, WINDOW SHADING DEVICES, EXPOSED BEAMS & RAFTER TAILS COLOR TO MATCH: DET6131 - TEDDY BEAR
M1	WOOD - TEXTURED ENTRY DOORS
M2	ANODIZED ALUMINUM STOREFRONT DARK BRONZE
L1	STRING LIGHTS
L2	CRAFTSMAN STYLE LIGHT FIXTURES
B1	BOLLARDS
C1	DECORATIVE PAVING
G	GLAZING - TINTED LIGHT GRAY
W1	WOOD - TEXTURED SOFFIT LIGHT OAK COLOR

JULY 08, 2020

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SEAL-ENGINEER:

Architecture. Design. Relationships.
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CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL BUILDING
ENTITLEMENT SUBMITTAL
HOTEL - CRAFTSMAN DETAILS & SUPPORTING IMAGES

SHEET No. 16
OF 21 SHTS



COLORS & MATERIALS:

- **P1** EIFS WITH FINE STUCCO FINISH
  COLOR TO MATCH: DE6155 - SOFT IVORY
- **P2** EIFS WITH FINE STUCCO FINISH
  COLOR TO MATCH: DE6117 - COLORADO TRAIL
- **P3** EIFS WITH FINE STUCCO FINISH WITH HORIZONTAL REVEALS
  COLOR TO MATCH: DET620 - BARNWOOD GRAY
- **P4** STUCCO TRIM
  COLOR TO MATCH: DET631 - COCOA POWDER
- **P5** STUCCO TRIM & METAL EAVES, CANOPY STRUCTURE, WINDOW SHADING DEVICES, EXPOSED BEAMS & RAFTER TAILS
  COLOR TO MATCH: DET6131 - TEDDY BEAR
- **M1** WOOD - TEXTURED ENTRY DOORS
- **M2** ANODIZED ALUMINUM STOREFRONT
  DARK BRONZE
- **L1** STRING LIGHTS
- **L2** CRAFTSMAN STYLE LIGHT FIXTURES
- **B1** BOLLARDS
- **C1** DECORATIVE PAVING
- **G** GLAZING - TINTED LIGHT GRAY
- **W1** WOOD - TEXTURED SOFFIT
  LIGHT OAK COLOR
- **S** INDIVIDUAL INTERNALLY-LIT CHANNEL LETTERS WITH ACRYLIC FACE AND METAL RETURNS AND BACKS, 5' MAXIMUM HT.
  NOTE: APPROVAL OF SIGN PROGRAM UNDER SEPARATE PERMIT

0 1' 2' 4' 8' 12' 16'

SCALE: 1/8"

JULY 08, 2020

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MARK	BY	DATE
	ENGINEER	

REVISIONS

APPR	DATE
	CITY

CITY OF WILDOMAR
ACCEPTED BY:
Date:
Daniel A. York, Director of Public Works/ City Engineer, PE 43212
ACCEPTANCE AS TO CONFORMANCE WITH APPLICABLE CITY STANDARDS AND PRACTICES

SEAL-ENGINEER:

Architecture. Design. Relationships.
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860
PREPARED BY:
R.C.E. No. (number) EXP. (date)

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Datum = _____
BENCHMARK # _____
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L.S. (number), EXP. (date)
SCALE:
H. As Noted V. As Noted

CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL BUILDING
ENTITLEMENT SUBMITTAL
HOTEL- NORTH ELEVATION

SHEET No. 17
OF 21 SHTS



COLORS & MATERIALS:

- **P1** EIFS WITH FINE STUCCO FINISH
  COLOR TO MATCH: DE6155 - SOFT IVORY
- **P2** EIFS WITH FINE STUCCO FINISH
  COLOR TO MATCH: DE6117 - COLORADO TRAIL
- **P3** EIFS WITH FINE STUCCO FINISH WITH HORIZONTAL REVEALS
  COLOR TO MATCH: DET620 - BARNWOOD GRAY
- **P4** STUCCO TRIM
  COLOR TO MATCH: DET631 - COCOA POWDER
- **P5** STUCCO TRIM & METAL EAVES, CANOPY STRUCTURE, WINDOW SHADING DEVICES, EXPOSED BEAMS & RAFTER TAILS
  COLOR TO MATCH: DET6131 - TEDDY BEAR
- **M1** WOOD - TEXTURED ENTRY DOORS
- **M2** ANODIZED ALUMINUM STOREFRONT
  DARK BRONZE
- **L1** STRING LIGHTS
- **L2** CRAFTSMAN STYLE LIGHT FIXTURES
- **B1** BOLLARDS
- **C1** DECORATIVE PAVING
- **G** GLAZING - TINTED LIGHT GRAY
- **W1** WOOD - TEXTURED SOFFIT
  LIGHT OAK COLOR
- **S** INDIVIDUAL INTERNALLY-LIT CHANNEL LETTERS WITH ACRYLIC FACE AND METAL RETURNS AND BACKS, 5' MAXIMUM HT.
  NOTE: APPROVAL OF SIGN PROGRAM UNDER SEPARATE PERMIT

SCALE: 1/8"
JULY 08, 2020

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ENGINEER				CITY	

CITY OF WILDOMAR
ACCEPTED BY:
Date:
Daniel A. York, Director of Public Works/ City Engineer, PE 43212
ACCEPTANCE AS TO CONFORMANCE WITH APPLICABLE CITY STANDARDS AND PRACTICES

SEAL-ENGINEER:

Architecture. Design. Relationships.
144 NORTH ORANGE ST., ORANGE, CA 92866 (714) 639-9860
PREPARED BY:
R.C.E. No. (number) EXP. (date)

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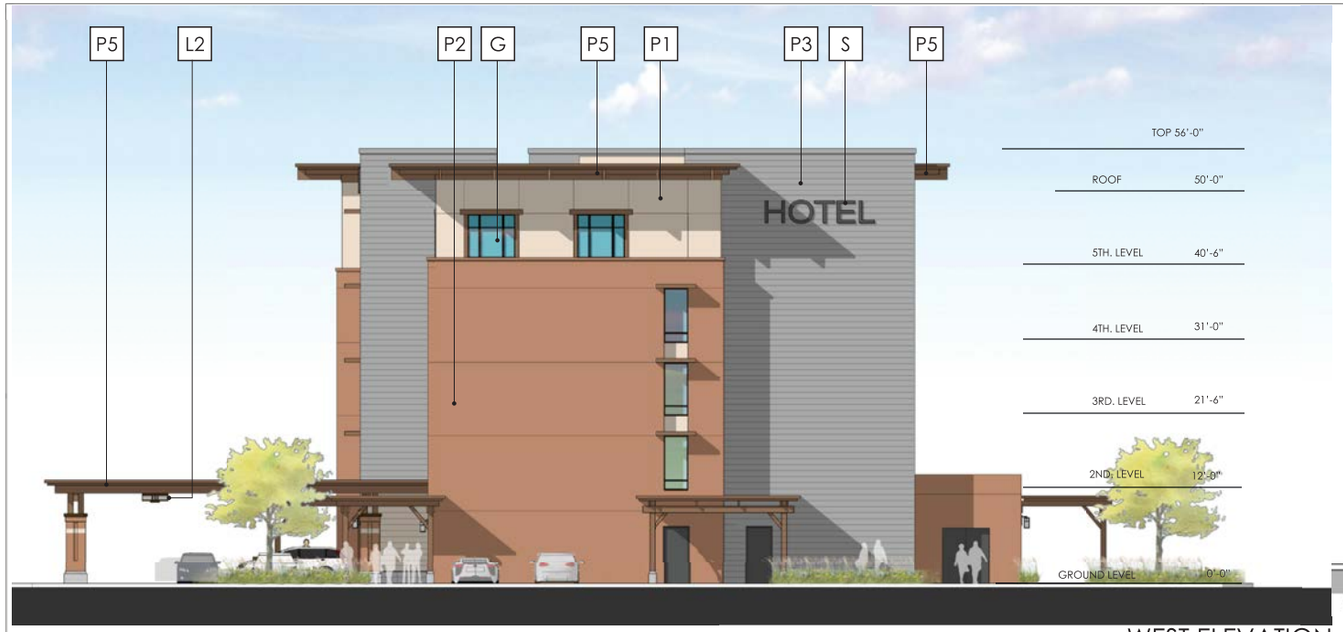
H: As Noted V: As Noted

CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL BUILDING ENTITLEMENT SUBMITTAL
HOTEL- SOUTH ELEVATION

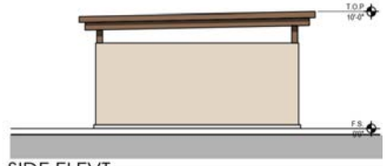
SHEET No. 18
OF 21 SHTS



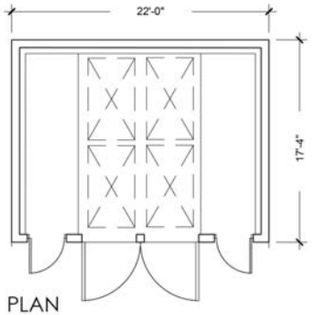
WEST ELEVATION



EAST ELEVATION



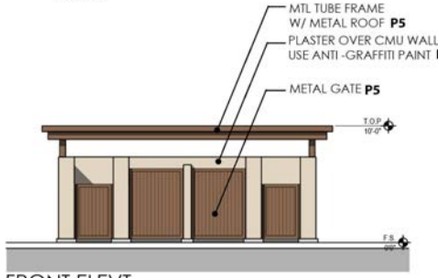
SIDE ELEVT.



PLAN



BACK ELEVT.



FRONT ELEVT.

TRASH ENCLOSURE

SCALE: 3/16"

COLORS & MATERIALS:

P1	EIFS WITH FINE STUCCO FINISH COLOR TO MATCH: DE6155 - SOFT IVORY
P2	EIFS WITH FINE STUCCO FINISH COLOR TO MATCH: DE6117 - COLORADO TRAIL
P3	EIFS WITH FINE STUCCO FINISH WITH HORIZONTAL REVEALS COLOR TO MATCH: DET620 - BARNWOOD GRAY
P4	STUCCO TRIM COLOR TO MATCH: DET631 - COCOA POWDER
P5	STUCCO TRIM & METAL EAVES, CANOPY STRUCTURE, WINDOW SHADING DEVICES, EXPOSED BEAMS & RAFTER TAILS COLOR TO MATCH: DET6131 - TEDDY BEAR
M1	WOOD - TEXTURED ENTRY DOORS
M2	ANODIZED ALUMINUM STOREFRONT DARK BRONZE
L1	STRING LIGHTS
L2	CRAFTSMAN STYLE LIGHT FIXTURES
B1	BOLLARDS
C1	DECORATIVE PAVING
G	GLAZING - TINTED LIGHT GRAY
W1	WOOD - TEXTURED SOFFIT LIGHT OAK COLOR
S	INDIVIDUAL INTERNALLY-LIT CHANNEL LETTERS WITH ACRYLIC FACE AND METAL RETURNS AND BACKS, 5' MAXIMUM HT. NOTE: APPROVAL OF SIGN PROGRAM UNDER SEPARATE PERMIT

SCALE: 1/8"

JULY 08, 2020

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Date:
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ACCEPTANCE AS TO CONFORMANCE WITH APPLICABLE CITY STANDARDS AND PRACTICES

SEAL-ENGINEER:

Architecture. Design. Relationships.
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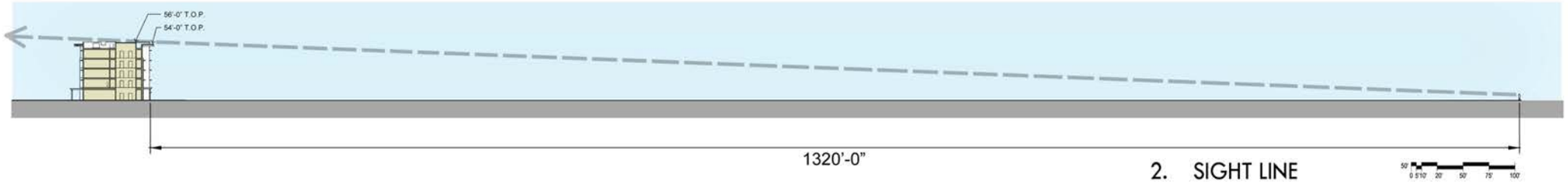
CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL BUILDING
ENTITLEMENT SUBMITTAL
HOTEL-EAST & WEST ELEVATIONS & TRASH ENCLOSURE

SHEET No. 19
OF 21 SHTS



1. CROSS SECTION



2. SIGHT LINE

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CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL BUILDING
ENTITLEMENT SUBMITTAL
HOTEL-BUILDING SECTION & SIGHT LINE

SHEET No. 20
OF 21 SHTS





M1 EXAMPLES OF WOOD - TEXTURED ALUM. ENTRY DOORS



M2 ANODIZED ALUMINUM STOREFRONT
DARK BRONZE



L1 EXAMPLES OF STRING LIGHTS



L2 EXAMPLES OF CRAFTSMAN STYLE LIGHT FIXTURES



P1 EIFS WITH FINE STUCCO FINISH
COLOR TO MATCH DE6155 - SOFT IVORY

P2 EIFS WITH FINE STUCCO FINISH
COLOR TO MATCH
DE6117 - COLORADO TRAIL

P3 EIFS WITH FINE STUCCO FINISH
WITH HORIZONTAL REVEALS
COLOR TO MATCH
DET620 - BARNWOOD GRAY

P4 STUCCO TRIM - COLOR TO MATCH
DET631 - COCOA POWDER

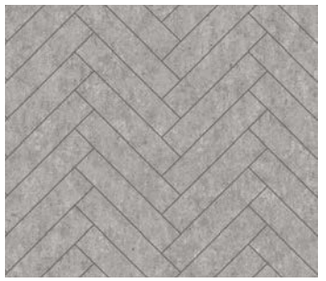
P5 STUCCO TRIM & METAL EAVES, CANOPY STRUCTURE, WINDOW SHADING DEVICES, EXPOSED BEAMS & RAFTER TAILS.
COLOR TO MATCH DE6131 - TEDDY BEAR



W1 WOOD - TEXTURED SOFFIT
LIGHT OAK



G GLAZING - TINTED LIGHT GRAY



C1 EXAMPLE OF DECORATIVE PAVING



B1 EXAMPLES OF BOLLARDS

JULY 08, 2020

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CITY OF WILDOMAR
BAXTER VILLAGE - HOTEL BUILDING
ENTITLEMENT SUBMITTAL
HOTEL - MATERIALS & COLORS BOARD

SHEET No. 21
OF 21 SHTS

SUBJECT: Tentative Tract Map No. 36674/Plot Plan 14-0002 - EOT #3 (Baxter Village Residential)

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 #3 for Tentative Tract Map No. 36674 and Plot Plan No. 14-0002 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. 2024-09
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 1-YEAR EXTENSION OF TIME TO JULY 13, 2025 FOR TENTATIVE TRACT MAP NO. 36674 AND PLOT PLAN NO. 14-0002 TO DEVELOP THE SINGLE FAMILY AND MULTI-FAMILY RESIDENTIAL PORTIONS OF THE BAXTER VILLAGE MIXED-USE PROJECT (APN: 380-250-003) 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. 36674 and Plot Plan No. 14-0002 on June 1, 2016 and recommended City Council approval of the proposed mixed-use project. The City Council reviewed and approved the project on July 13, 2016. The Council's approval consisted of the following actions:

1) Environmental Impact Report (EIR) - The Council certified an Environmental Impact Report (SCH #2014121047) and adopted an MMRP in accordance with Public Resources Code § 21080(d) and § 21082.2(d);

2) General Plan Amendment No. 14-0002 - The Council approved a General Plan amendment to change the existing land use designation for the entire site from Mixed Use Planning Area (MUPA) to Medium High Density Residential (MHDR), Very High Density Residential (VHDR) and Commercial Retail (CR) to accommodate the proposed project. Approval of the GPA was effective upon approval;

3) Change of Zone No. 14-0002 - The Council approved a change of zone to remove the

Mixed-Use Overlay District from the entire site and to change the existing zoning designation on a portion of the site from Scenic Highway Commercial (C-P-S) to R-3 (General Residential), and R-4 (Planned Residential) to accommodate proposed project. The effective date of the zone change was September 10, 2016.

4) Tentative Tract Map No. 36674 - The Council approved a tentative tract map to subdivide the 35.48+ acre site into 85 lots to accommodate the commercial retail, single family residential and multi-family residential elements of the proposed project; and

5) Plot Plan No. 14-0002 - The Council approved a plot plan to develop the Baxter Village Mixed-Use project consisting of a 75,000 square-foot commercial retail center, 204 multi-family apartments and 66 single family dwelling units with related on-site/off-site improvements and amenities.

The requested extension of time #3 to July 13, 2025 will apply to both the approved tentative tract map and plot plan (for the single family and multi-family portions of the project), since both are due to expire on July 13, 2024. Approval of the tentative tract map EOT #3 will be the final EOT available. The Subdivision Map Act does allow submittal of a final map prior to the deadline so the Applicant may pursue this option provided all requirements are satisfactorily met at that time.

Approval of the plot plan EOT #3 will technically be the final EOT available as permitted in Section 17.216 of the WMC. However, an additional EOT (for two (2) years) is permitted under the provisions of Ordinance No. 231 approved by the City Council on June 10, 2023. Ordinance No. 231 specifically applies to existing/approved applications that have exhausted all allowable time extensions and are due to completely expire and become null and void between September 1, 2023 and July 30, 2025. Plot Plan No. 14-0002 will technically expire on July 13, 2025 so it falls within the provisions of Ordinance No. 231. In speaking with the Applicant, it is likely that this extra EOT will be needed. The Applicant has provided a justification letter for Commission consideration as to why the EOT is needed (Attachment G).

Please refer to Attachments C – F for details on the approved development plans and original city council report, including exhibits and tables.

PROJECT ANALYSIS:

CEQA Determination/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 July 13, 2016, the City Council approved Tentative Tract Map No. 36674 and Plot Plan No. 14-0002. A Notice of Determination (NOD) was filed with the State Clearinghouse and Riverside County Clerk on July 14, 2016 within the prescribed time frame required CEQA. As part of the environmental assessment for the project, the City identified 17 issue/impact areas with potentially significant impacts, one of which was significant and unavoidable (transportation/traffic).

Approval of the project did result in five (5) unavoidable environmental impacts (Impact 4.16.6.1 – 4.16.6.5). However, all other impacts have been mitigated through changes, alterations, and mitigation measures 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 recommended the City Council adopt the Statement of Overriding Considerations for these five unavoidable environmental impacts.

CEQA Guideline 15162 provides that once an Environmental Impact Report (EIR) 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 Mitigated Negative Declaration (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.

CEQA Findings:
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 Tentative Tract Map No.

36674 and Plot Plan No. 14-0002 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 2-year extension of time request being considered for Tentative Tract Map No. 36674 and Plot Plan No. 14-0002 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 tentative Tract map or 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 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.

Tentative Tract Map No. 36674 EOT #3 Findings:
Pursuant to Section 16.12.240.C of the Subdivision Ordinance, and in light of the record before it, including the staff report dated May 1, 2024 and all evidence and testimony heard at the Commission meeting for said extension of time for Tentative Tract Map No. 36674, the Planning Department recommends the Planning Commission hereby make the following findings:

Finding 1: The proposed extension of time for Tentative Tract Map No. 36674 is consistent with the City of Wildomar General Plan and any applicable specific plan as specified in Government Code Section 65451.

Evidence: The proposed EOT #3 for Tentative Tract Map No. 36674 remains consistent with the City's General Plan in that the approved land use designations of Medium High Density Residential (MHDR) and Very High Density Residential (VHDR) allows for development of the single family and multi-family portions of the mixed-use project. dwellings. Further, the residential sites will create home ownership and rental opportunities to Wildomar residents. Given these facts, the approved tract map remains 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 residential developments 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 residential developments will be developed in accordance with the proposed General Plan land use designations that ensures compatibility and minimizes impacts.
LU 22.1 The proposed residential developments will accommodate the development of single family / multi-family residences in an area that is appropriately designated by the General Plan.
LU 22.4 The proposed residential developments 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 residential developments 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 residential areas is properly located and designated in accordance with the General Plan.
H-1.1 The proposed single family and multi-family project areas 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 single family and multi-family project areas 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.

Considering these facts, the proposed request for a 1-year extension of time to July 13, 2025 for Tentative Tract Map No. 36674 continues to be consistent with the general plan and meets this finding.

Finding 2: The proposed extension of time for Tentative Tract Map No. 36674 is consistent with the City of Wildomar Zoning Ordinance.

Evidence: The proposed EOT #3 for Tentative Tract Map No. 36674 remains consistent with the current zoning designations of R-3 and R-4 for the project area which are remain in conformance with the existing Medium High Density Residential (MHDR) and Very High Density Residential (VHDR) general plan land use designations, respectively.. Considering these facts, the proposed request for a 1-year extension of time to July 13, 2025 for Tentative Tract Map No. 36674 continues to be consistent with the zoning ordinance and meets this finding.

Finding 3: The proposed extension of time for Tentative Tract Map No. 36674 does not adversely affect the general health, safety, and welfare of the public.

Evidence: The proposed EOT #3 does not adversely affect the general health, safety, and welfare of the public as the originally approved Tentative Tract Map remains in compliance with all the required design and development standards of zoning designations of R-3 and R-4 for the project area. Further, all adopted mitigation measures for the project remain in full force and effect. As there have been no amendments to the MHDR and VHDR land use designation or the current R-3 and R-4 zoning designations since the project was approved, the original development standards of these zones remain the same. Additionally, the design of the Subdivision remains in conformance with the City's General Plan and Subdivision Ordinance The design and construction of all improvements related to the proposed project remain as originally conditioned which are intended to protect the general health, safety, and welfare of the public. Considering these facts, the proposed request for a 1-year extension of

time to July 13, 2025 for Tentative Tract Map No. 36674 meets this finding.

Finding 4: The Applicant submitted the EOT application and required fees prior to the expiration of Tentative Tract Map No. 36674.

Evidence: The Applicant submitted the EOT application and paid the required fees on March 12, 2024 well in advance of the July 13, 2024 expiration date. Considering this fact, the proposed request for a 1-year extension of time to July 13, 2025 meets this finding.

Plot Plan No. 14-0002 EOT #3 Findings:

Pursuant to Chapter 17.216.070.C of the Zoning Ordinance, and in light of the record before it, including the staff report dated May 1, 2024 and all evidence and testimony heard at the public meeting for said extension of time for Plot Plan No. 14-0002, 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 and Zoning Ordinance.

Evidence: The approved 204-unit multi-family apartment development site remains consistent with the intent of the General Plan land use designation of VHDR which is intended to accommodate multi-family apartment developments at a density range of 14 – 20 units/acre. The approved project density of 18 units/acre remains consistent with the VHDR designation. Further, the multi-family development remains an allowed use in the R-3 zone and remains in compliance with all development standards of Chapter 17.44. The approved site plan by City Council was evaluated in accordance with these development standards and was determined that each standard was met and/or exceeded. Thus, the multi-family development continues to meet the purpose and intent of the R-3 zone.

The approved 66-lot single family development site remains consistent with the intent of the General Plan land use designation of MHDR which is intended to accommodate small lot single family projects at a density range of 5 – 8 units/acre. With an approved project density of 5.3 units/acre, the project remains consistent with the MHDR designation. Further, the single family development remains an allowed use in the R-4 zone and remains in compliance with the development standards of Chapter 17.60. The approved site plan by City Council was evaluated in accordance with these development standards and it was determined that each standard has been met and/or exceeded. Thus, the single family development continues to meet the purpose and intent of the R-4 zone. In addition, the approved plot plan remains consistent with the following General Plan land use and housing policies:

LU 4.1 The proposed retail and residential developments 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 residential developments 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 residential developments will accommodate the development of commercial retail and single family / multi-family residences in an area that is appropriately designated by the General Plan.

LU 22.4 The proposed residential developments 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 residential developments 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 and residential areas is properly located and designated in accordance with the General Plan.

LU 23.8 The proposed land use amendment resulting in the commercial retail opportunities 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 single family and multi-family project areas 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 single family and multi-family project areas 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.

Considering these facts, the proposed request for a 1-year extension of time to July 13, 2025 for Plot Plan No. 14-0002 meets this finding.

Finding 2: The approved plot plan permit remains in conformance with the requirements of Title 17 (Zoning).

Evidence: The approved 204-unit multi-family development site remains consistent with the with the Zoning Ordinance in that all the R-3 development standards as outlined in Chapter 17.44 of the Wildomar Municipal Code have been complied with. 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 66-lot single family development site remains consistent with the with the Zoning Ordinance in that all the R-4 development standards as outlined in Chapter 17.60 of the Wildomar Municipal Code have been complied with. 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. Considering these facts, the proposed request for a 1-year extension of time to July 13, 2025 for Plot Plan No. 14-0002 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 was originally 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. Further, the EIR/MMRP adopted for Plot Plan No. 14-0002 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 project remains consistent with this finding, and the extension of time does not change this. Considering these facts, the proposed request for a 1-year extension of time to July 13, 2025 for Plot Plan No. 14-0002 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 EOT application and paid the required fees on March 12, 2024 well in advance of the July 13, 2024 expiration date. Considering this fact, the proposed request for a 1-year extension of time to July 13, 2025 meets this finding.

ATTACHMENTS:

Attach A - PC Resolution No 2024-09.pdf
Attach B - DEIR-FEIR Documents.pdf
Attach C - Multi-Family Development Plans-Approved.pdf
Attach D - Single Family Development Plans-Approved.pdf
Attach E - Tent Tract Map No 36674-Approved.pdf
Attach F - Baxter Village City Council Report - 7-13-16.pdf
Attach G - Applicant Justification Ltr 3-12-24.pdf

PC RESOLUTION NO. 2024-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 1-YEAR EXTENSION OF TIME TO JULY 13, 2025 FOR TENTATIVE TRACT MAP NO. 36674 AND PLOT PLAN NO. 14-0002 TO DEVELOP THE SINGLE FAMILY AND MULTI-FAMILY RESIDENTIAL PORTIONS OF THE BAXTER VILLAGE MIXED-USE PROJECT (APN: 380-250-003) AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

WHEREAS, an application for an Extension of Time for Tentative Tract Map No. 36674 and Plot Plan No. 14-0002 (PLN No. 24-0032) was filed by:

Applicant/Owner:	Strata Baxter, LLC (Eric Flodine, Project Manager)
Project Location:	Northwest corner of I-15 Freeway and Baxter Road
APN:	367-180-015 & 367-180-043
Project Area:	25.48± acres

WHEREAS, the Applicant has submitted a formal application request and paid the required planning/processing fees on March 12, 2024, requesting a 1-year extension of time for Tentative Tract Map No. 36674 and Plot Plan No. 14-0002, thereby, meeting the requirements for an Extension of Time as outlined in Chapter 16.12 and 17.216 of the Wildomar Municipal Code; and

WHEREAS, the City Council of the City of Wildomar reviewed and approved Tentative Tract Map No. 36674 and Plot Plan No. 14-0002 to develop the Baxter Village Mixed-Use project consisting of 66 single family dwelling units and 204 multi-family apartments with related on-site/off-site improvements and amenities on July 13, 2016 at a duly noticed public hearing; and

WHEREAS, the City Council of the City of Wildomar in connection with the approval of Tentative Tract Map No. 36674 and Plot Plan No. 14-0002 also certified an Environmental Impact Report (EIR) and adopted a Mitigation Monitoring and Reporting Program (MMRP) on July 13, 2016; and

WHEREAS, in accordance with Chapter 16.12, and Chapter 17.216 of the Wildomar Municipal Code, the Planning Department on May 21, 2024 mailed a public meeting notice to all adjacent property owners within a 600-foot radius of the project site notifying the adjacent residents of the June 5, 2024 Planning Commission meeting where the Commission would review the proposed 1-year extension of time for Tentative Tract Map No. 36674 and Plot Plan No. 14-0002; and

WHEREAS, in accordance with Chapter 16.12, Chapter 17.216 of the Wildomar Municipal Code, the City of Wildomar Planning Commission conducted the duly noticed public meeting on June 5, 2024, at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed 1-year extension of time for Tentative Tract Map No. 36674 and Plot Plan No. 14-0002, 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 the requirements of the California Environmental Quality Act (Public Resources Code § 21000, et seq. ("CEQA")), an Environmental Impact Report and Mitigation Monitoring and Reporting Program (MMRP) was certified by the City Council upon recommendation from the Planning Commission. On July 13, 2016, the City Council approved Tentative Tract Map No. 36674 and Plot Plan No. 14-0002. A Notice of Determination (NOD) was filed with the State Clearinghouse and Riverside County Clerk on July 14, 2016 within the prescribed time frame required CEQA. As part of the environmental assessment for the project, the city identified 17 issue/impact areas with potentially significant impacts, one of which was significant and unavoidable (transportation/traffic). All 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, then the lead agency must prepare a subsequent EIR or MND 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)).

The Planning Commission has 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. Further, 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 Tentative Tract Map No. 36674, or Plot Plan No. 14-0002 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 2-year extension of time request being considered for Tentative Tract Map No. 36674, and Plot Plan No. 14-0002 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 tentative Tract map or 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 TRACT MAP NO. 36674:

Pursuant to Section 16.12.240.C of the Subdivision Ordinance, and in light of the record before it, including the staff report dated June 5, 2024 and all evidence and testimony heard at the Commission meeting for the 1-year extension of time for Tentative Tract Map No. 36674, the Planning Commission hereby makes the following findings:

Finding 1: The proposed extension of time (EOT) for Tentative Tract Map No. 36674 is consistent with the City of Wildomar General Plan and any applicable specific plan as specified in Government Code Section 65451.

Evidence: The proposed EOT for Tentative Tract Map No. 36674 remains consistent with the City's General Plan in that the approved land use designations of Medium High Density Residential (MHDR) and Very High Density Residential (VHDR) allows for development of the single family and multi-family portions of the mixed-use project.

dwellings. Further, the residential sites will create home ownership and rental opportunities to Wildomar residents. Given these facts, the approved tract map remains 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 residential developments 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 residential developments will be developed in accordance with the proposed General Plan land use designations that ensures compatibility and minimizes impacts.

LU 22.1 The proposed residential developments will accommodate the development of single family / multi-family residences in an area that is appropriately designated by the General Plan.

LU 22.4 The proposed residential developments 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 residential developments 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 residential areas is properly located and designated in accordance with the General Plan.

H-1.1 The proposed single family and multi-family project areas 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 single family and multi-family project areas 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.

Considering these facts, the proposed request for a 1-year extension of time to July 13, 2025 for Tentative Tract Map No. 36674 continues to be consistent with the General Plan and meets this finding.

Finding 2: The proposed extension of time for Tentative Tract Map No. 36674 is consistent with the City of Wildomar Zoning Ordinance.

Evidence: The proposed EOT for Tentative Tract Map No. 36674 remains consistent with the current zoning designations of R-3 and R-4 for the project area which are remain in conformance with the existing Medium High Density Residential (MHDR) and Very High Density Residential (VHDR) General Plan land use designations, respectively. Considering these facts, the proposed request for a 1-year extension of time to July 13, 2025 for Tentative Tract Map No. 36674 continues to be consistent with the zoning ordinance and meets this finding.

Finding 3: The proposed extension of time for Tentative Tract Map No. 36674 does not adversely affect the general health, safety, and welfare of the public.

Evidence: The proposed extension of time does not adversely affect the general health, safety, and welfare of the public as the originally approved Tentative Tract Map remains in compliance with all the required design and development standards of zoning designations of R-3 and R-4 for the project area. Further, all adopted mitigation measures for the project remain in full force and effect. As there have been no amendments to the MHDR and VHDR land use designation or the current R-3 and R-4 zoning designations since the project was approved, the original development standards of these zones remain the same. Further, the design of the Subdivision remains in conformance with the City's General Plan and Subdivision Ordinance The design and construction of all improvements related to the proposed project remain as originally conditioned which are intended to protect the general health, safety, and welfare of the public. Considering these facts, the proposed request for a 1-year extension of time to July 13, 2025 for Tentative Tract Map No. 36674 meets this finding.

Finding 4: The Applicant submitted the EOT application and required fees prior to the expiration of Tentative Tract Map No. 36674.

Evidence: The Applicant submitted the EOT application and paid the required fees on March 12, 2024 well in advance of the July 13, 2024 expiration date. Considering this fact, the proposed request for a 1-year extension of time to July 13, 2025 meets this finding.

SECTION 3. EOT FINDINGS OF FACT FOR PLOT PLAN NO. 14-0002:

Pursuant to Chapter 17.216.070.C of the Zoning Ordinance, and in light of the record before it, including the staff report dated June 5, 2024 and all evidence and testimony heard at the public meeting for said extension of time for Plot Plan No. 14-0002, the Planning Commission hereby makes the following findings:

Finding 1: The approved plot plan permit remains consistent with the adopted General Plan and Zoning Ordinance.

Evidence: The approved 204-unit multi-family apartment development site remains consistent with the intent of the General Plan land use designation of VHDR which is intended to accommodate multi-family apartment developments at a density range of 14 – 20 units/acre. The approved project density of 18 units/acre remains consistent with the VHDR designation. Further, the multi-family development remains an allowed use in the R-3 zone and remains in compliance with all development standards of Chapter 17.44. The approved site plan by City Council was evaluated in accordance with these development standards and was determined that each standard was met and/or exceeded. Thus, the multi-family development continues to meet the purpose and intent of the R-3 zone.

The approved 66-lot single family development site remains consistent with the intent of the General Plan land use designation of MHDR which is intended to accommodate small lot single family projects at a density range of 5 – 8 units/acre. With an approved project density of 5.3 units/acre, the project remains consistent with the MHDR designation. Further, the single family development remains an allowed use in the R-4 zone and remains in compliance with the development standards of Chapter 17.60. The approved site plan by City Council was evaluated in accordance with these development standards and it was determined that each standard has been met and/or exceeded. Thus, the single family development continues to meet the purpose and intent of the R-4 zone. In addition, the approved plot plan remains consistent with the following General Plan land use and housing policies:

LU 4.1 The proposed retail and residential developments 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 residential developments will be developed in accordance with the proposed General Plan land use designations that ensure compatibility and minimizes impacts.

LU 22.1 The proposed retail and residential developments will accommodate the development of commercial retail and single family / multi-family residences in an area that is appropriately designated by the General Plan.

LU 22.4 The proposed residential developments 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 residential developments 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 and residential areas is properly located and designated in accordance with the General Plan.

LU 23.8 The proposed land use amendment resulting in the commercial retail opportunities 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 single family and multi-family project areas 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 single family and multi-family project areas 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.

Finding 2: The approved plot plan permit remains in conformance with the requirements of Title 17 (Zoning).

Evidence: The approved 204-unit multi-family development site remains consistent with the Zoning Ordinance in that all the R-3 development standards as outlined in Chapter 17.44 of the Wildomar Municipal Code have been complied with. 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 66-lot single family development site remains consistent with the Zoning Ordinance in that all the R-4 development standards as outlined in Chapter 17.60 of the Wildomar Municipal Code have been complied with. 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. Considering these facts, the proposed request for a 1-year extension of time to July 13, 2025, for Plot Plan No. 14-0002 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 was originally 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. Further, the EIR/MMRP adopted for Plot Plan No. 14-0002 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 project remains consistent with this finding, and the extension of time does not change this. Considering these facts, the proposed request for a 1-year extension of time to July 13, 2025, for Plot Plan No. 14-0002 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 EOT application and paid the required fees on March 12, 2024 well in advance of the July 13, 2024 expiration date. Considering this fact, the proposed request for a 1-year extension of time to July 13, 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. 2024-08 approving a 1-year extension of time to July 13, 2025 for Tentative Tract Map No. 36674 and Plot Plan No. 14-0002, subject to the updated conditions of approval attached hereto this resolution as Exhibit 1 and 2.

PASSED, APPROVED AND ADOPTED this 5th day of June, 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:

_____
Erica L. Vega
Assistant City Attorney

CONDITIONALLY APPROVED

- ☐ BY THE PLANNING DEPARTMENT
- ☐ BY THE PLANNING DIRECTOR
- ☐ BY THE PLANNING COMMISSION
- ☒ BY THE CITY COUNCIL

FOR THE CITY OF WILDOMAR ON 07/13/2016

APPLICATION NOS. EIR/FEIR 14-0002

PLANNER Matthew Bassi

SIGNATURE Matthew Bassi

Draft Environmental Impact Report
Baxter Village Mixed Use Project

City of Wildomar
SCH #2014121047
December 30, 2015











LSA

DRAFT ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE NO. 2014121047

BAXTER VILLAGE MIXED USE PROJECT (PA NO. 14-0002)

CITY OF WILDOMAR

RIVERSIDE COUNTY, CALIFORNIA

LSA

December 30, 2015

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DRAFT ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE NO. 2014121047

BAXTER VILLAGE MIXED USE PROJECT (PA NO. 14-0002)

CITY OF WILDOMAR

RIVERSIDE COUNTY, CALIFORNIA

Prepared for:

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LSA

December 30, 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

The Draft Environmental Impact Report (EIR) (State of California Clearinghouse No. 2014121047 for the "Baxter Village Mixed Use" (proposed project or project) has been prepared by LSA Associates, Inc. (LSA) on behalf of the City of Wildomar (City) to accomplish the following: 1) identify the proposed project's impacts on the environment; 2) to discuss alternatives to the proposed project; and 3) to propose mitigation measures that will offset, minimize or otherwise avoid significant environmental impacts.

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).

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 on the EIR may commence directly. 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 so the City analyzed the project's environmental impacts in an EIR related to the following issues:

[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.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality, including Human Health
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change
- Hazards and Hazardous Materials
- Hydrology, and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services and Facilities
- Recreation
- Transportation and Traffic
- 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.B at the end of this section.

1.2 PROPOSED PROJECT

The proposed project site is located centrally within the City of Wildomar in western Riverside County. The project site is approximately 36 acres and is bounded to the north by Grove Street, Interstate 15 (I-15) to the east, Baxter Road to the south, and White Street to the west. The project site is currently vacant land with the exception of the "Brown House" that is being temporarily stored on the project site by the local historical society. The project site has a General Plan Land Use designation of Mixed Use Planning Area (MUPA) and is currently zoned C-P-S (Scenic Highway Commercial). The project site also includes a Mixed Use (MU) overlay zoning district. The developer proposes to develop 75,000 square feet of commercial retail uses on approximately 12.2 acres of the site, 204 multi-family apartments on 11.3 acres of the site, 66 single-family dwelling units on 12.5 acres of the site. The remaining acreage would contain roads, required parking, detention basins, and recreation areas.

The project will require the following entitlements from the City:

- General Plan Amendment: A proposal to amend the existing General plan land use designation on the entire project site from Mixed Use Planning Area (MUPA) to Very High Density Residential (VHDR) on 11.3 acres to accommodate the multi-family apartment development, Medium High Density Residential (MHDR) on 12.5 acres to accommodate the single family residential development and Commercial Retail (CR) on 12.2 acres to accommodate the commercial/retail development.

- Change of Zone (CZ): A proposal to change the current zoning designation for approximately 24 acres of the 36-acre site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) on 11.3 acres to accommodate the 204-unit multi-family apartment development, and R-4 (Planned Residential Zone) on 12.5 acres to accommodate the proposed 66 unit single family residential development. The proposed commercial/retail development will maintain its current zoning designation of C-P-S (Scenic Highway Commercial) for 12.2 acre portion of the site. The Applicant has also proposed a Change of Zone to remove the Mixed Use Overlay (MU) zone designation on the entire project site to accommodate the proposed project.
- Tentative Tract Map (TTM 36674): A tentative tract map proposal to subdivide the 36-acre project site into 82 lots as follows: 66 lots will comprise the Single Family development portion, with a minimum 4,500 square foot lot size. The Multi-Family development portion will have one (1) lot to accommodate the 204-unit multi-family apartments. The commercial development portion includes eight (8) lots to accommodate the 75,000 square feet of commercial/retail development project. There are seven (7) lots to be used for water quality basins, open space/trails and a private park.
- Plot Plan (PP): There are three (3) plot plans proposed for the 36 acre project site consisting of the following:
    - Single Family development portion – A final site plan of development for the 66-unit single family residential development including, but not limited to the following: a site plan information (with house plotting, setbacks, etc.), a model home complex (if model homes are being proposed), floor plans architectural elevations, landscape plans and a wall/fence plans.
    - Multi-Family development portion – This plot plan subarea is proposed to develop a 204-unit multi-family apartment project with related site development improvements (i.e., parking, landscaping, etc.).
    - Commercial/Retail development portion – This plot plan subarea is proposed to develop an approximately 75,000 square feet commercial/retail center with related site development improvements (i.e., parking, landscaping, etc.).

The General Plan amendment would change project's site's land use designation to Very High Density Residential (VHDR) on 11.3 acres, Medium High Density Residential (MHDR) on 12.5 acres, and Commercial Retail (CR) on 12.2 acres. The zone change would also remove the Mixed Use Overlay zone from the entire project site. The EIR will examine the impacts of the proposed project and within the Baxter Village Mixed Use Project site.

1.3 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The EIR discusses environmental impacts that would occur as a result of implementing the proposed project. This EIR also includes proposed mitigation

measures that have been identified to reduce or avoid significant effects that would result from the construction and operation of the proposed on-site uses. *CEQA Guidelines* Section 15123(b)(2) requires that areas of controversy known to the Lead Agency (City of Wildomar) be stated in the EIR summary. The following discussion identifies issues raised by other agencies and the public during the 30-day public comment period of the Notice of Preparation (NOP), and the second 30-day public comment period of the Revised Notice of Preparation, as well as comments received during the two public scoping meetings that were held for the proposed project.

Approximately 25 local residents attended the first scoping meeting on January 12, 2015 and six local residents attended the second scoping meeting on June 29, 2015. At both meetings the public indicated concerns about air pollution, traffic, and especially impacts to the Brown House. The following issues will be examined in the cited sections of the EIR:

- Impacts to the Brown House, which the local historical society considers a local historic resource, was moved, and is currently being stored on the project site. This issue is discussed in Section 4.5, *Cultural Resources*, of this EIR.
- Short-term and long-term air pollutant emissions including dust and diesel particulates as well as greenhouse gas emissions from project vehicle exhaust and other project-related activities that could negatively affect nearby residential uses. This issue is discussed in Section 4.3, *Air Quality,* and Section 4.7*, Greenhouse Gas Emissions and Climate Change,* of this EIR.
- Potential water-related impacts (flooding, drainage, water quality of runoff from the project) are addressed in Section 4.9, *Hydrology and Water Quality*, in the EIR.
- Project-related traffic causing congestion on local roads and intersections, plus impacts to vehicular, bicycle, and pedestrian safety. These issues are discussed in Section 4.15, *Transportation and Traffic,* of this EIR.

1.3.1 Notice of Preparation

The objective of distributing an NOP is to solicit public comment in order to identify and determine the full range and scope of issues of concern so that these issues might be fully examined in the EIR. The NOP was distributed to the State Clearinghouse, as well as to the organizations and persons considered likely to be interested in the project and its potential impacts. Comments received regarding the NOP were used to help identify impacts that could result from implementation of the proposed project. An NOP for the Draft EIR was distributed to State, regional, and local agencies for a 35-day review period on Monday, December 15, 2014, and concluded on Monday, January 19, 2015. Subsequently, the project was revised to include a General Plan amendment and the removal of the Mixed Use Overlay zone from the site. A revised NOP was distributed to State, regional, and local agencies for a 30-day review period on June 11 and concluded on July 10, 2015.

The NOP, its distribution list, Notice of Public Scoping Meeting, and response letters are included in Appendix A of the Draft EIR. As of the close of the first 35-day NOP public review period, six responses to the NOP were received. At the close of the second 30-day NOP public review period, three additional responses were received. Table 1.A summarizes the comments received regarding both NOP periods.

Table 1.A: Notice of Preparation Comment Letters Received

Agency/Organization/Individual	Date	Comments	Section of EIR Comment is Addressed
First NOP Period (December 15, 2014 to January 19, 2015)			
California Office of Planning and Research Scott Morgan	12/17/14	Acknowledging the receipt of the NOP by the State and assignment of a State Clearinghouse number.	NA
South Coast Air Quality Management District (SCAQMD) Jillian Baker	12/29/14	All air quality studies need to provide actual CalEEMod files, and evaluate construction and occupancy impacts for criteria pollutants, LSTs, Health Risk Assessment, dust (PM_{10} and $PM_{2.5}$).	4.3 Air Quality
Riverside County Fire Department (RCFD) Cecilia Buckley	12/29/14	The RCFD will review the Draft EIR when it is circulated for public review.	4.14 Public Services
California Department of Fish and Wildlife (CDFW) Leslie MacNair	1/12/15	Provide current information on existing habitat and species and mitigation measures to avoid sensitive biological resources. Analyze impacts to CFDW jurisdictional waters. Demonstrate consistency with MSHCP, and fully analyze cumulative impacts and project alternatives.	4.4 Biological Resources
Riverside County Flood Control and Water Conservation District (RCFCWCD) Henry Olivo	1/13/15	This project would not be affected by the RCFCWCD Master Drainage Plan facilities. It is located within the Murrieta Creek/ Wildomar Valley Drainage Plan for which the applicant is required to pay adopted fees.	4.9 Hydrology and Water Quality
Pechanga Band of Luiseño Indians Tuba Erbu Ozdil	1/14/15	The project is located within a culturally significant area of the Luiseño and could contain significant cultural resources. The Tribe recommends an archaeological study and cultural resources evaluation. The Tribe is requesting consultation under SB 18 and to be kept abreast of the environmental review process.	4.5 Cultural Resources

Table 1.A: Notice of Preparation Comment Letters Received

Agency/Organization/Individual	Date	Comments	Section of EIR Comment is Addressed
Second NOP Period (June 11, 2015 to July 10, 2015)			
Soboba Band of Luiseño Indians Joseph Ontiveros	6/17/15	The project site falls within Soboba's Traditional Use Area. The tribe is requesting to consult on the project and to monitor the site during construction.	4.5 Cultural Resources
South Coast Air Quality Management District (SCAQMD) Barbara Radlein	6/18/15	All air quality studies need to provide actual CalEEMod files, and evaluate construction and occupancy impacts for criteria pollutants, LSTs, Health Risk Assessment, dust (PM_{10} and $PM_{2.5}$).	4.3 Air Quality
California Department of Fish and Wildlife (CDFW) Leslie MacNair	7/9/15	Provide current information on existing habitat and species and mitigation measures to avoid sensitive biological resources. Analyze impacts to CFDW jurisdictional waters. Demonstrate consistency with MSHCP, and fully analyze cumulative impacts and project alternatives.	4.4 Biological Resources

Note: All NOP response letters are included in Appendix A of the Draft EIR.

SB 18 Consultation. The proposed project involves an amendment to the General Plan; therefore, the City is required to consult with local Native American tribes per Senate Bill (SB) 18. At the time of this EIR the City has contacted the appropriate tribal groups and is conducting appropriate consultations.

1.3.2 Public Scoping Meeting

In compliance with *State CEQA Guidelines*, the City of Wildomar has taken steps to maximize opportunities for individuals, parties, and agencies to participate in the environmental process. During circulation of the original NOP, various Federal, State, regional, and local government agencies, and other interested parties were contacted to solicit comments and to inform the public of the proposed project. A public scoping meeting was held to solicit public comment on direction and scope of the analysis necessary for the Draft EIR. The public scoping meeting was held on January 12, 2015, at 6:00 p.m. at Wildomar City Hall. Copies of the NOP and the conceptual site plan were available to the public for review. City staff, the project applicant, and the EIR consultant (LSA) were present to provide information regarding the project and collect public comment. Input from the scoping meeting was used to prepare the analysis in the Draft EIR.

Subsequently, the project was revised to include a General Plan amendment and the removal of the Mixed Use Overlay zone from the site. A second public scoping meeting was held to solicit additional public comments on the revised direction and scope of analysis necessary for the Draft EIR. The second public scoping meeting was held on June 29, 2015 at 6:00 p.m. at Wildomar City Hall. Copies of the revised NOP and the conceptual site plan were available to the public for review. City staff was present to provide information regarding the revised project and collect public comments. Input from the second scoping meeting was used to prepare the analysis in the Draft EIR.

1.4 ALTERNATIVES TO THE PROPOSED PROJECT

In compliance with *CEQA Guidelines* (Section 15126.6), 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 significant effects of the project. The EIR need not consider every conceivable alternative; rather it must consider a reasonable range of potentially feasible alternatives. This EIR evaluates the following alternatives: (1) No Project-Existing General Plan; (2) Reduced Intensity; and (3) Modified Mixed use. A more detailed description of each project alternative as well as an analysis of the potential environmental impacts associated with the construction and operation of each is provided in Section 6.0.

1.5 SUMMARY OF IMPACTS, MITIGATION, AND LEVEL OF IMPACTS

Table 1.B 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.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
4.1 AESTHETICS		
Less than Significant Impacts		
Scenic Vistas: Implementation of the proposed project would not significantly block views of the Santa Ana Mountains or Sedco Hills.	No mitigation required	Less than Significant
Scenic Resources and Scenic Highways: The proposed project would not be visible from any officially designated scenic highways.	No mitigation required	Less than Significant
Existing Visual Character or Quality of Site and Its Surroundings: Implementation of the proposed project would change the existing character of the project site. However, the project is consistent with the General Plan land use vision for the area.	No mitigation required	Less than Significant
Light and Glare: The proposed project would add new lighting sources to the project area, mainly on residential and commercial buildings and in parking areas. The project would have to comply with City standards for the design of outdoor lighting (e.g., directed away from existing residential areas and public roadways). The review and approval of lighting fixtures would occur during the City's design review. Since all development in the City is required to adhere to these lighting requirements contained in the City's Zoning Code, light and glare impacts and impacts to the	No mitigation required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
Palomar Observatory would be less than significant.		
Cumulative Impacts. Changes in the visual character of the site resulting from the development of the proposed project, in combination with existing and planned development in the project vicinity, would be similar to the overall urban pattern that now exists. No cumulatively significant lighting impact would result from implementation of the proposed project.	No mitigation required	Less than Significant
Significant Impacts		
All potential impacts of the project on aesthetics have been determined to be less than significant and no mitigation is required.		
4.2 AGRICULTURAL RESOURCES		
Less than Significant Impacts		
Conflict with Forest Land Zoning: The City's General Plan contains no zoning designations related to forest land. Therefore, impacts are less than significant.	No mitigation required	Less than Significant
Loss or Conversion of Forest Land: The project site contains several species of trees but does not contain any forest resources. The proposed project will add new trees to the property as part of its landscaping. Therefore, impacts are less than significant.	No mitigation required	Less than Significant
Conversion of Farmland: While the site is underlain by prime agricultural soils, the site is not designated as Prime Farmland, Unique Farmland, or Farmland of Local Importance.	No mitigation required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
Therefore, impacts are therefore less than significant.		
Conflict with an Existing Agricultural Zone or the Williamson Act: The City General Plan and zoning map indicate the City has no agricultural zones. County records also indicate there are no Williamson Act (agricultural preserve) contracts on or near the project site. The site is not now nor could be used for agriculture based on existing land uses. Therefore, impacts are less than significant.	No mitigation required	Less than Significant
Cumulative Impacts: The cumulative area for agricultural resource impacts is Wildomar and adjacent communities. Agricultural activities in general moved out of the valley decades ago, so anticipated development, including the project, will not have any significant cumulative impacts on forest land or agriculture.	No mitigation required	Less than Significant
Significant Impacts		
No significant impacts were identified.	No mitigation required	NA
4.3 AIR QUALITY		
Less than Significant Impacts		
Air Quality Management Plan Consistency: The project was not considered when the General Plan was prepared. However, the proposed land uses are much less intense in terms of traffic and	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
anticipated air pollutants compared to operation of commercial uses under the existing General Plan and zoning designations. Therefore, the project is consistent with the goals of the AQMP and this impact is considered to be less than significant.		
Health Risks: The applicant proposes to add new multifamily and single family residences adjacent to the I-15 freeway. According to Health Risk Assessment (HRA) prepared for the proposed project the I-15 freeway serves 116,000 vehicles on an average day. However, the applicant has agreed to install air filtration units for both types of housing. With the addition of the air filtration units, the HRA determined that the maximum exposed residential receptor for carcinogenic (cancer) exposures totaled 7.81 in one million for a 30 year exposure and 2.34 in one million for a 9 year exposure. The threshold level is 10 in one million for a 30 year exposure, therefore the carcinogenic risks will not exceed any applicable thresholds for either 30 year or 9 year exposure scenario. Therefore, these impacts are less than significant.	No mitigation is required	Less than Significant
Long-Term Microscale (CO Hotspot) Impacts: None of the intersections analyzed would exceed either the state or federal one-	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
hour or the eight-hour CO standard. Because no CO hot spots would occur at intersections with the highest potential for CO hotspot formation, impacts associated with issue are less than significant.		
Odors: During construction, various diesel-powered vehicles and equipment in use on the site would create odors. With the exception of short-term construction-related odors, the proposed uses do not include uses that are generally considered to generate offensive odors (i.e., it is residential in nature). Solid waste generated by the proposed on-site uses will be collected by a contracted waste hauler, ensuring that any odors resulting from on site would be adequately managed. No significant impact related to this issue would occur.	No mitigation is required	Less than Significant
Cumulative Impacts: The cumulative area for air quality impacts is the South Coast Air Basin. The project would contribute criteria pollutants to the area during project construction and occupancy. The Basin is in nonattainment for PM_{10} and ozone at the present time; however, the project will not emit significant levels of criteria air pollutants during construction or occupancy due to its size and residential/commercial nature, so cumulative air quality impacts from the	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
project are considered to be less than significant.		
Significant Impacts		
Impact 4.3.6.1 Short-Term Emissions From Construction Activities: Grading and other construction activities would result in combustion emissions from heavy-duty construction vehicles, haul trucks, utility engines, and vehicles transporting the construction crew. Emissions are expected to exceed the SCAQMD daily thresholds for VOCs and NO_x. Therefore, short-term emissions during construction are significant.	**4.3.6.1A.** All rubber tired dozers and scrapers used during grading operations shall be California Air Resources Board (CARB) Tier 3 certified or better. The project contractor will provide specific equipment information to the City Public Works Department which shall be verified by inspection during construction. **4.3.6.1B.** Prior to the issuance of grading permits, the project applicant shall provide evidence to the City that grading plans include a requirement for the posting of an on-site sign instructing construction workers to shut off engines at or before five minutes of idling.	Less than Significant with Mitigation
Impact 4.3.6.2 Construction-related Localized Emissions. Local Significance Thresholds (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. LSTs apply to CO, NO_2, PM_{10} and $PM_{2.5}$. Project-generated PM_{10} and $PM_{2.5}$ pollutants on the peak day of construction without BACMs and mitigation measures would exceed LST thresholds. This is a potentially significant impact.	Previously identified **Mitigation Measures 4.3.6.1A and B**	Less than Significant with Mitigation
Impact 4.3.6.3 Long-Term Project	**4.3.6.3A.** Prior to the issuance of building permits, the Project	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
Operational Emissions. The project would produce air pollutants over the long term from vehicles used by project residents, visitors, and from stationary sources such as use of consumer products, landscape equipment, general energy, and solid waste. The increase of NOx as a result of the proposed project would exceed the SCAQMD daily emission thresholds for any criteria pollutants. Project related long-term air quality impacts would be significant.	Applicant shall submit energy demand calculations to the City (Planning and Building Departments) demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 15% increase in energy efficiencies beyond current California Building Code Title 24 performance standards. Representative energy efficiency/ energy conservation measures to be incorporated in the project would include, but would not be not limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would demonstrably reduce energy consumption and promote energy conservation would also be acceptable): • Increase in insulation such that heat transfer and thermal bridging is minimized; • Limit air leakage through the structure and/or within the heating and cooling distribution system; • Use of energy-efficient space heating and cooling equipment; • Installation of electrical hook-ups at loading dock areas; • Installation of dual-paned or other energy efficient windows; • Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards; • Installation of automatic devices to turn off lights where they are not needed;	with Mitigation

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
	• Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; • Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors; • Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and • Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.	
4.4 BIOLOGICAL RESOURCES		
Less than Significant Impacts		
Adopted Habitat Conservation Plans: There are no established habitat conservation plan areas that include the project site or surrounding area. Therefore, impacts are less than significant.	No mitigation is required	Less than Significant
Significant Impacts		
Impact 4.4.6.1 - Candidate, Non-listed Sensitive, or Special Interest Species: Special-status species were determined to have low potential for occurring on site, however, impacts to candidate, non-listed, or special status species are still potentially significant due to the presence of potentially suitable habitat for burrowing owl. Therefore	**4.4.6.1A.** Within 30 days prior to ground disturbance, a pre-construction survey for burrowing owl shall be conducted to avoid potential direct take of burrowing owls that may occupy the site in the future. In the event no burrowing owls are observed within the limits of ground disturbance, no further mitigation is required. If burrowing owls are determined present following the pre-	Less than Significant with Mitigation

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
mitigation is required.	construction survey, occupied burrows shall be avoided t following the guidelines in the "Staff Report on Burrowing Owl Mitigation" published by California Department of Fish and Wildlife (March 7, 2012) including, but not limited to, avoiding occupied burrows during the nesting and non-breeding seasons, implementing a worker awareness program, biological monitoring, establishing avoidance buffers, and flagging burrows for avoidance with visible markers. If occupied burrows cannot be avoided, acceptable methods may be used to exclude burrowing owl either temporarily or permanently, pursuant to a Burrowing Owl Exclusion Plan that shall be prepared and approved by CDFW. The Burrowing Owl Exclusion Plan shall be prepared in accordance with the guidelines in the Staff Report on Burrowing Owl Mitigation.	
Impact 4.4.6.2 Riparian Habitat or Other Sensitive Natural Communities: The proposed project may affect sensitive native habitats such as southern willow scrub/eucalyptus woodland and southern riparian scrub. Therefore mitigation is required.	**4.4.6.2A.** Prior to ground disturbance or issuance of a grading permit, impacts to 0.36 acre of southern willow scrub/ eucalyptus woodland (including 0.33 acre on site and 0.03 acre off site) and 0.10 acre of southern riparian scrub (off site) shall be compensated for by the developer providing no less than a 1:1 ratio of off-site land within the Santa Margarita Watershed or an adjacent watershed to be acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an established off-site mitigation bank or in-lieu fee program. Purchase of mitigation credits shall occur prior to any impacts to the southern willow scrub/eucalyptus woodland or southern riparian scrub habitats. Mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved	Less than Significant with Mitigation

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
	mitigation bank or in-lieu fee program shall include the preservation, creation, restoration, and/or enhancement of similar habitat within the Santa Margarita Watershed or an adjacent watershed pursuant to a Habitat Mitigation and Monitoring Plan (HMMP). The HMMP shall be prepared prior to any impacts to the southern willow scrub/eucalyptus woodland and southern riparian scrub habitats, 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 affected habitat.	
Impact 4.4.6.3 Jurisdictional Waters/ Wetlands: The proposed project will affect jurisdictional waters through potential impacts to southern willow scrub/eucalyptus woodland and southern riparian scrub. Mitigation is required.	**4.4.6.3A.** Prior to the issuance of any grading permit for permanent impacts in either on-site or off-site jurisdictional features, the project applicant shall obtain a Clean Water Act Section 404 permit and an Approved Jurisdictional Determination from the USACE, a Clean Water Act Section 404 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." or "waters of the State" within the Santa Margarita Watershed at a ratio of no less than 1:1 or within an adjacent watershed at a ratio of 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	Less than Significant with Mitigation

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
	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 or within an agency-accepted off-site permittee-responsible mitigation area. 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 or within an agency-accepted off-site permittee-responsible mitigation area.	
Impact 4.4.6.3 Habitat Fragmentation/ Wildlife Movement: The project site and surrounding area contain suitable nesting habitat for several tree-, shrub-, and ground-nesting avian species. Therefore, the proposed project would affect special status bird species and mitigation is required.	**4.4.6.4A.** Pursuant to the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC), site preparation activities (removal of trees and vegetation) shall be avoided during the nesting season of potentially occurring native and migratory bird species (generally February 1 to August 31). If site preparation activities must occur during the nesting season, a pre-activity field survey shall be conducted by a qualified biologist prior to issuance of grading permits for such development. The survey shall determine if active nests of species protected by the MBTA or CFGC are present in the construction zone. If active nests of these species are found, the developer shall establish an appropriate buffer zone with	Less than Significant with Mitigation

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
	no grading or heavy equipment activity within of 500 feet from an active listed species or raptor nest, 300 feet from other sensitive or protected bird nests (non-listed), or 100 feet for sensitive or protected songbird nests. In the event no special status avian species are identified within the limits of disturbance, no further mitigation is required. In the event such species are identified within the limits of ground disturbance, Mitigation Measure 4.4.6.4B shall also apply. **4.4.6.4B.** If it is determined that project-related grading or construction will affect nesting special status avian species, no grading or heavy equipment activity shall take place within the limits established in Mitigation Measure 4.4.6.4A until it has been determined by a qualified biologist that the nest/burrow is no longer active, and all juveniles have fledged the nest/burrow.	
Impact 4.4.6.5 - Adopted Policies and/or Ordinances: The proposed project may affect adopted habitat conservation plans such as the MSHCP due to potential impacts to Burrowing owl. Mitigation is required.	Refer to **Mitigation Measure 4.4.6.1A.**	Less than Significant with Mitigation
Cumulative 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	No additional mitigation is required	Less than Significant with Mitigation

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
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 4.4.6.1A** through **4.4.6.4B,** the project's contribution to cumulative biological impacts will be incremental and not be cumulatively considerable.		
4.5 CULTURAL RESOURCES		
Less than Significant Impacts		
Human Remains: Adherence to provisions of Health and Safety Code §7050.5 is required of all development projects; therefore, adherence to the requirements in State law sufficiently mitigates for potential impacts to human remains, no significant impact related to this issue will occur.	No mitigation is required	Less than Significant
Historic Resources: The project site contains the Brown House which was moved from its original site on Grand Avenue to the project site in 2006. According to the Cultural Resources Assessment, the Brown House and water tower lack historical context because they have been moved from their original location.	No mitigation is required	Less than Significant
Cumulative Impacts: The cumulative area for cultural resources is the Elsinore valley.	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
The EIR contains measures to identify, recover, and/or record any cultural resource that may occur within the project limits during grading, and other development projects will likely have similar requirements. With implementation of project-level **Mitigation Measures 4.6.6.1A** and **4.5.6.1B**, the project's contribution to cumulative cultural impacts will be incremental and will not be cumulatively considerable.		
Significant Impacts		
Impact 4.5.6.1 Prehistoric Cultural Resources: Local Native American representatives have indicated the area is sensitive for cultural resources, and grading must be monitored by tribal representatives as well as by an archaeologist. This is considered a potentially significant impact that requires mitigation.	**4.5.6.1A.** 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, 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.	Less than Significant with Mitigation

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
	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 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. **4.5.6.1C.** If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the project archeologist, the Pechanga Tribe, and the Soboba Band shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe and/or Band cannot agree on the significance of or the mitigation for such resources, 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	

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
	with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of both the Pechanga Tribe and the Soboba Band. 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.** 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.	
Impact 4.5.6.2: Paleontological Resources: The project site is located in an area identified as having a "high sensitivity" for paleontological resources. Construction of the proposed project has the potential to result in significant impacts to nonrenewable paleontological resources, requiring mitigation.	**4.5.6.2A.** If paleontological resources (fossils) are discovered during project grading, work will be halted in that area until a qualified paleontologist can be retained to assess the significance of the find. The project paleontologist shall monitor remaining earthmoving activities at the project site and shall be equipped to record and salvage fossil resources that may be unearthed during grading activities. The paleontologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. Any fossils found shall be evaluated	Less than Significant with Mitigation

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
	in accordance with the CEQA Guidelines and offered for curation at an accredited facility approved by the City of Wildomar. Once grading activities have ceased or the paleontologist determines that monitoring is no longer necessary, monitoring activities shall be discontinued.	
4.6 GEOLOGY AND SOILS		
Less than Significant Impacts		
Fault Rupture: The Temecula branch of the Elsinore Faults is located 2.6 miles west of the project site. The eastern portion of the site is within a fault hazard zone. However, a fault study determined there are no faults on or immediately adjacent to the project site, so the risk of fault rupture is considered low. This impact is therefore less than significant.	No mitigation is required	Less than Significant
Unstable Soils: Soil borings completed onsite determined that the soil is considered to have very low expansive potential and is classified as "non-expansive" based on the 2010 CBC Section 1803.5.3. Therefore, the project site is not considered to be located on expansive soils, will not have a significant impact in this regard, and no mitigation is required.	No mitigation is required	Less than Significant
Seismic Related Ground Failure: The project area would be subject to moderate ground shaking during a major seismic event, but the project site is not expected to experience ground failure as a result this shaking. Impacts are considered to be less	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
than significant with compliance with existing building code requirements.		
Soil Erosion and Loss of Topsoil: The project is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) will also be required to address erosion and discharge impacts associated with the proposed on-site grading. Therefore, the project will not have a significant impact on soil erosion and no mitigation is required.	No mitigation is required	Less than Significant
Septic Tanks: The project will connect to the existing sewer system. The project will have no impacts regarding wastewater treatment, and will not require septic systems.	No mitigation is required	Less than Significant
Cumulative Impacts: As development occurs in the project area, each development 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.	No mitigation is required	Less than Significant
Significant Impacts		
Impact 4.6.6.1 Ground Shaking: The proposed project could experience substantial adverse effects due to strong ground shaking. This is a potentially	**4.6.6.1A.** The developer shall implement the seismic design recommendations of the project geotechnical assessment conducted by Geocon West, Inc. dated March 26, 2015 (revised). These site-specific recommendations shall be	Less than Significant with Mitigation

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
significant impact that, in addition to compliance with current CBC requirements, will require additional mitigation.	incorporated as appropriate into project building plans, project grading, etc.	
4.7 GREENHOUSE GASES AND GLOBAL CLIMATE CHANGE		
Less than Significant Impacts		
GHG Plan, Policy, or Regulation Consistency: The project is consistent with state guidance on construction and occupancy activities that help reduce GHG emissions.	No mitigation is required	Less than Significant
Significant Impacts		
Impact 4.7.6.1 Greenhouse Gas Emissions: The project will generate approximately 9,443 tons per year of greenhouse gases (GHGs). Mitigation measures are required to meet AB 32 reduction targets. Therefore, the project would have a potentially significant impact and mitigation is required.	Refer to **Mitigation Measures 4.3.6.1A** and **4.4.6.1B** and **4.3.6.3A**	Less than Significant with Mitigation
4.8 HAZARDS AND HAZARDOUS MATERIALS		
Less than Significant Impacts		
Routine Transport, Use, and Disposal of Hazardous Materials and Reasonable Foreseeable Accident Conditions Impacts: During construction activities, the project will require limited transport of potentially hazardous materials (e.g., fuels, lubricants, solvents, cleansers, paints) to and from the project site. Occupancy of the	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
project may involve small amounts of chemicals (cleaners, lawn care products). Appropriate documentation for all hazardous waste that is transported in connection with project site activities would be provided as required by hazardous materials regulations. Hazardous materials are extensively regulated at the local, State, and Federal levels. It is not anticipated that the development of the project would result in conditions that are not currently addressed by existing regulations. On this basis, potential impacts due to routine transport, use, or disposal of hazardous materials are considered less than significant.		
Located on a List of Hazardous Materials Sites: The project site has not been identified by the Department of Toxic Substance Site (DTSC) as being on or within a site on its Hazardous Waste and Substance Site (Cortese) list. Therefore, impacts associated with this issue are less than significant.	No mitigation is required	Less than Significant
Within Two Miles of a Public/Private Airport or Within an Airport Land Use Plan: The project is not within any airport land use plan areas and is consistent with all General Plan policies pertaining to airport. No significant impact would occur and no mitigation is required.	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
Existing or Proposed School: The project is within a quarter mile of an existing school. The project is not expected to handle any acutely hazardous. However, if present, handling would be in accordance with the Hazardous Materials Business Emergency Plan as required by applicable local, State, and Federal standards. Compliance will ensure that impacts associated with environmental and health hazards related to an accidental release of hazardous materials near existing or proposed schools are less than significant and no mitigation is required.	No mitigation is required	Less than Significant
Emergency Response Plan: The proposed project would not have any direct effect on an adopted emergency response plan, or emergency evacuation plan. The proposed project will be designed and conditioned to provide required circulation and fire access to allow for ingress and emergency vehicles and egress of employees and patrons. Therefore, the proposed project would not be in conflict in any way with the City's emergency response or emergency evacuation plans.	No mitigation is required	Less than Significant
Wildland Fires: The areas around the project site are prone to fire risks. However, the project site is in an urbanized area that, according to the City of Wildomar General	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
Plan, does not have any risk of wildfires. The project would also comply with the General Plan Safety Element. Therefore, the project will have a less than significant impact and no mitigation is required.		
Cumulative Impacts: 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. Therefore, the project's contribution to any cumulative impacts related to hazards or hazardous materials is considered to be less than significant.	No mitigation is required	Less than Significant
Significant Impacts		
On-site Hazardous Materials: The project site may contain an underground septic tank on-site. Due to lack of information mitigation is required.	**4.8.6.1A.** Prior to grading, evidence of the existence or absence of a septic tank and/or water well shall be identified. If a septic tank and/or water well is present on site, it will be removed and disposed of by a licensed contractor under the direction of the Riverside County Health Department.	Less than Significant with Mitigation
4.9 HYDROLOGY, DRAINAGE, AND WATER QUALITY		
Less than Significant Impacts		
Drainage Pattern and Capacity: The difference between the pre-project and post-project drainage rates were used to design five sand filter basins, two subsurface basins, and porous pavers. With these planned improvements, project impacts	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
related to drainage patterns and capacity are reduced to less than significant levels, and no mitigation is required.		
Dam Inundation: There are no water impoundments or structures nearby that would result in inundation of the site were they to fail. Therefore, impacts are less than significant and no mitigation is required.	No mitigation is required	Less than Significant
Seismic Related Impacts: Due to its location and the lack of water bodies or impoundment facilities nearby, the project site will not be subject to tsunami, seiche (seismically induced standing wave), or mudflows. Impacts are less than significant and no mitigation is required.	No mitigation is required	Less than Significant
Groundwater: It is anticipated that the proposed project would be served by the Elsinore Valley Water District which receives most of its water from imported groundwater, and its Urban Water Management Plan (UWMP) indicates it has sufficient water supplies, including use of imported water purchased from Metropolitan for groundwater replenishment. The project is below the threshold for preparing a Water Supply Assessment, but information from the UWMP indicates there are adequate supplies of water available in the future to serve the project, assuming a build-out population of 653 persons. The proposed	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
project is not expected to interfere with groundwater recharge activities. Impacts associated with this issue are less than significant and no mitigation is required.		
100-Year Flood-Related Impacts: Based on FIRM maps, the project site does not fall within a 100-year floodplain. Therefore, impacts related to this issue are less than significant and no mitigation would be required.	No mitigation is required	Less than Significant
Cumulative Impacts: Cumulatively, development within the watershed would result in increases in impervious surfaces in addition to changes in land use and associated pollutant runoff characteristics. Increased impervious surfaces are likely to alter existing hydrology and increase potential pollutant loads. However, all proposed and future development in the City and throughout the Elsinore Valley must comply with the applicable NPDES permit program requirements. Each new development is required to mitigate its own specific impacts on water quality and drainage. Therefore, there would be no significant cumulative impacts to water quality.	No mitigation is required	Less than Significant
Construction-Related Water Quality Impacts: The construction and grading phases of the project site would require	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
temporary disturbance of surface soils and removal of vegetative cover which could potentially result in erosion and sedimentation on site. Adherence to the BMPs mandated by NPDES and SWPPP will reduce impacts associated with short-term (construction) storm water discharges during project construction to a less than significant level.		
Operational-Related Water Quality Impacts: 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. Unless the operational project-specific BMPs from the WQMP are implemented as proposed, it is possible the project could result in long-term water quality impacts during project occupancy. Compliance with the requirements of the NPDES permit, which include implementation of the BMPs outlined in the WQMP, will reduce impact to less than significant levels.	No mitigation is required	Less than Significant
Significant Impacts		
All potential impacts of the project related to hydrology and water quality have been determined to be less than significant and no mitigation is required.		

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
4.10 LAND USE AND PLANNING		
Less than Significant Impacts		
Physically Divide an Established Community: The majority of the surrounding area is residential, the existing residential communities will become more contiguous with the conversion of the project site from vacant open space to mostly residential uses and some commercial uses. The project would not divide an established community and no significant impact would occur. No mitigation is required.	No mitigation is required	Less than Significant
Conflict with Applicable Land Use Plans, Policies, or Regulations: Based on a review of the project to the various General Plan policies that are applicable to it. The project is consistent with the existing General Plan except for zoning designations. However, with the implementation of the zone change request the project will be consistent with the City's zoning. The project is also generally consistent with goals of SCAG's RCP, Compass Plan and RTP and is consistent with the Water Quality Control Plan for the San Diego Basin and the Riverside County DAMP. These impacts are less than significant and no mitigation is required.	No mitigation is required	Less than Significant
Conflict with Any Applicable Habitat or Natural Community Conservation Plan:	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
The project site is within the MSHCP area. However, all impacts have been mitigated in Section 4.4 Biological Resources.		
Cumulative Impacts: The project is consistent with existing General Plan so the proposed project will not make a significant contribution to cumulative land use impacts.	No mitigation is required	Less than Significant
Significant Impacts		
No Significant Impacts were identified.		
4.11 MINERAL RESOURCES		
Less than Significant Impacts		
Loss of State-wide Regionally Significant Mineral Resources: The site is not designated as containing significant mineral resources. Therefore, impacts are less than significant and no mitigation is needed.	No mitigation is required	Less than Significant
Cumulative Impacts: The City has not identified any mineral resources within its boundaries; cumulative projects would not decrease the local or regional availability of mineral resources. No significant impact would occur. No mitigation is required.	No mitigation is required	Less than Significant
Significant Impacts		
No Significant Impacts were identified.		
4.12 NOISE		
Less than Significant Impacts		
Airport Noise Impacts: The proposed project site is not located within two miles of	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
an airport or private airstrip. Therefore, there will be no impacts in this regard and no mitigation is required.		
Groundborne Vibration Impacts: The maximum level of vibration felt by the nearest sensitive receptor would be below the FTA human annoyance standard of 80 VdB. Construction vibration would be intermittent and short-term. During operation of the project, delivery trucks accessing the commercial/retail portion of the site could generate vibration. However, these trucks are not expected to generate a ground vibration level of greater than the threshold of human perception. Construction and operation of the project will not create significant vibration impacts. Impacts are less than significant.	No mitigation is required	Less than Significant
Cumulative Noise Impacts: It is not possible to predict if contiguous properties may be constructed at the same time and create cumulative noise impacts that would be greater than if developed at separate times. However, as development occurs over time, ambient noise levels in the City will incrementally rise. Due to the size and nature of the project, it is not expected to make a significant contribution to any cumulatively considerable noise impacts in the City or surrounding communities.	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
Significant Impacts		
Impact 4.12.6.1: Short-Term Construction Noise Impacts: Construction activities would include grading, excavation, and installation activities generating noise levels up to 87.1 dBA L_{max} at 50 feet from an active construction area. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. Compliance with the construction hours specified in the City's Municipal Code will help reduce construction noise impacts, but some houses are immediately adjacent to the site, and some noise impacts may be significant at certain times. This is a potentially significant impact that requires mitigation.	**4.12.6.1A.** A construction 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 activity, proximity to identified noise receptors, and demonstrate either a minimum 10 dBA reduction in noise levels off-site, or that noise levels would not exceed 85 dBA at any time when measured at the nearest property line of noise receptors. Methods to mitigate construction noise may include (but shall not be limited to): • Install temporary noise control barriers, or equally effective noise protection measures. The noise barriers shall be maintained and any damage promptly repaired. 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.	Less than Significant with Mitigation

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
Impact 4.12.6.2: Long-Term Noise Impacts: Exterior noise levels may potentially exceed the General Plan standard. Noise levels at the multifamily housing adjacent to I-15 will exceed the City's exterior noise standard. This is a significant impact and requires mitigation.	**4.12.6.2A.** To satisfy the City of Wildomar 45 dBA CNEL interior noise level criteria, lots facing the I-15 Freeway will require a Noise Level Reduction (NLR) of up to 27.7 dBA and a windows closed condition requiring a means of mechanical ventilation (e.g., air conditioning). Specific window recommendations will be made once final architectural plans are available and detailed interior noise reduction calculations can be calculated based on actual building assembly details. The preliminary interior noise analysis indicates that in order to meet the City of Wildomar 45 dBA CNEL interior noise standards, the project shall provide the following noise mitigation measures: • **Windows:** All windows and sliding glass doors shall be well fitted, well weather-stripped assemblies and shall have a minimum STC of 32. • **Exterior Walls:** Provide exterior walls with a minimum Sound Transmission Class (STC) rating of 46. Typical walls with this rating will have 2 × 4 studs or greater, 16" o.c. with R-13 insulation, a minimum ⅞" exterior surface of cement plaster and a minimum interior surface of ½" gypsum board. • **Doors:** All exterior doors shall be well weather-stripped solid core assemblies at least 1¾" thick. • **Roof:** Roof sheathing of wood construction shall be well fitted or caulked plywood of at least one-half inch thick. Ceilings shall be well fitted, well-sealed gypsum board of at least ½" thick. Insulation with at least a rating of R-19 shall be used in the attic space. • **Ventilation:** Arrangements for any habitable room shall	Less than Significant with Mitigation

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
	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. • **Landscaping:** A screen of planting containing predominantly evergreen tree and shrub species between the property and the freeway will help to reduce noise and visual impacts associated with freeway vehicle movement.	
4.13 POPULATION AND HOUSING		
Less than Significant Impacts		
Population Growth: The project would contribute housing to the 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 significant.	No mitigation is required	Less than Significant
Displace Substantial Housing/People: Only one vacant residential structure is currently located on the project site (Brown House) and it was moved to this site from another property, and is temporarily stored on blocks and beams. Construction and occupancy of the project would remove this one unit, which does not represent a significant displacement of existing housing or residents, nor require the construction of	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
replacement housing elsewhere in the City. No significant impact related to this issue would occur and no mitigation is required.		
Consistent with General Plan Growth Policies: The project proposes residential and commercial uses on site planned for such uses. An analysis of the project indicates it is consistent with the overall growth goals and policies of the City General Plan, and will be consistent and compatible with surrounding land uses.	No mitigation is required	Less than Significant
Cumulative Impacts: The project proposes development of 270 residential units and 75,000 square feet of commercial uses. Development of this site with residential and commercial uses which are consistent with surrounding land uses does not represent a substantial contribution to any cumulatively considerable land use impacts.	No mitigation is required	Less than Significant
Significant Impacts		
No Significant Impacts were identified.		
4.14 PUBLIC SERVICES		
Less than Significant Impacts		
Police Services: The project will add 270 residential units to the area and create an incremental need for police services. The project will pay approved Development Impact Fees for police service and facility expansion. Therefore, impacts are less than	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
significant and no mitigation is needed.		
Fire Services: The project will add 270 residential units to the area and create an incremental need for fire services. The project will pay approved Development Impact Fees for fire service and facility expansion. Therefore, impacts are less than significant and no mitigation is needed.	No mitigation is required	Less than Significant
Schools: The project will add 270 residential units to the area and generate students who will attend local elementary, middle, and high schools. Payment of approved School Impact Fees is considered complete mitigation under CEQA.	No mitigation is required	Less than Significant
Other Municipal Services: Because of the limited size of the proposed project, it is not anticipated that development of the proposed project would have a negative impact on other public facilities, such as courts, libraries, and hospitals within the project area. The project applicant will be required to pay any applicable library impact fees.	No mitigation is required	Less than Significant
Cumulative 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 than significant levels, and the project will not make a significant contribution to any	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
cumulative impacts on public services.		
Significant Impacts		
No Significant Impacts were identified.		
4.15 RECREATION AND PARKS		
Less than Significant Impacts		
Increased Use of Existing Facilities: The project proposes a total of 5.41 acres of open space area. For the proposed project, the required amount of parkland required would be approximately 1.96 acres. Impacts associated with this issue would be less than significant. No mitigation is required.	No mitigation is required	Less than Significant
New or Physically Altered Recreation Facilities: The construction of recreation facilities within the project area are included as part of the project site's development, which 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. For these reasons, impacts associated with this issue are considered to be less than significant. No mitigation is required.	No mitigation is required	Less than Significant
Cumulative Impacts: Implementation of the project in combination with cumulative projects in the area would increase use of	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
existing parks and recreation facilities. However, as future development is proposed, the City will require developers to provide the appropriate amount of parkland or pay the in-lieu fees. The cumulative impact of build out associated with the implementation of the proposed project when considered with cumulative projects in the area would be less than significant and no mitigation is required.		
Significant Impacts		
No Significant Impacts were identified.		
4.15 TRANSPORTATION		
Less than Significant Impacts		
Air Traffic Pattern Impacts: The proposed project is not near any airports, and does not consist of any uses that would cause changes to air traffic volumes or otherwise affect air traffic patterns. Additionally, the proposed project does not include any visual, electronic, or physical hazards to aircraft in flight and is not anticipated to disrupt or alter air traffic patterns, including either an increase in traffic levels or a change in location. As such, no impacts associated with this issue would occur.	No mitigation is required	Less than Significant
Design Features or Incompatible Uses: Roadway improvements in and around the project site would be designed and	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
constructed to satisfy all City requirements for street widths, corner radii, intersection control as well as incorporate design standards tailored specifically to site access requirements. Adherence to applicable existing requirements of the City would reduce impacts associated with this issue to a less than significant level.		
Inadequate Emergency Access: The project would be required to provide for adequate emergency access and evacuation. Adherence to applicable existing requirements of the City would reduce potential impacts associated with this issue to a less than significant level.	No mitigation is required	Less than Significant
Alternative Transportation: The project site has bus service available along Palomar Street, and the project will provide bicycle parking at the recreation features and at the commercial center. Based on these conditions, the project would have no significant impacts and no mitigation is required.	No mitigation is required	Less than Significant
Significant Impacts		
Impact 4.16.6.1: Existing Conditions plus Project: The project will generate traffic onto local streets and intersections. The project would cause one intersection (Central Street/Baxter Road) to operate at an unsatisfactory Level of Service. This is a	**4.16.6.1A Central Street/Baxter Road intersection:** The following intersection improvements shall be completed prior to the issuance of a certificate of occupancy for development on the project site that would, combined with any previous development on the site, generate 50 or more AM peak-hour outbound trips at this intersection:	Significant and Unavoidable

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
significant impact.	• Traffic signal with protected left-turn phasing on the eastbound approach of Baxter Road • Northbound approach: N/A • Southbound approach: one left-turn lane, one right-turn lane. • Eastbound approach: one left-turn lane, one through lane. • Westbound approach: one through lane, one right-turn lane. Any application for development prior to installation of the intersection improvements shall provide to the City an estimate of trips associated with the proposal prepared by a traffic engineer, demonstrating that the number of trips at this intersection are below the threshold of 50 AM -our outbound trips, or the intersection improvements shall be required prior to occupancy. **4.16.6.1B** Prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Southbound Ramps/Baxter Road intersection. Construction of the signals shall begin prior to construction of more than 22 single-family dwelling units (or 30 apartments), or construction of more than 10,000 square feet of commercial retail uses.	
Impact 4.16.6.2: Opening Year (2018): Intersection Level of Service impacts would exceed City standards at intersections under the Opening Year (2018) condition. This is a significant impact and requires mitigation.	**4.16.6.2A** Prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Northbound Ramps/Baxter Road intersection. Construction of the signals shall begin prior to construction of more than 22 single-family dwelling units (or	Significant and Unavoidable

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
	30 apartments), or construction of more than 10,000 square feet of commercial retail uses.	
Impact 4.16.6.3: General Plan Buildout (Post-2035): Intersection Level of Service impacts would exceed City standards at intersections under the General Plan Buildout (post-2035).This is a significant impact that requires mitigation.	Feasible mitigation is not available to fully mitigate freeway impacts to less than significant levels.	Significant and Unavoidable
Impact 4.16.6.4: Freeway Impacts: Intersection Level of Service impacts would exceed Caltrans standards on freeway mainline segments or at freeway ramps.	Feasible mitigation is not available to fully mitigate freeway impacts to less than significant levels.	Significant and Unavoidable
Cumulative Impacts: With the project-specific mitigation previously identified, project-related cumulative 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.	Feasible mitigation is not available to fully mitigate freeway impacts to less than significant levels.	Significant and Unavoidable
4.17 UTILITIES AND SERVICE SYSTEMS		
Less than Significant Impacts		
Construction or Expansion of Water Treatment Facilities: Based on Elsinore Valley Municipal Water District (EVMWD)	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
Urban Water Management Plan (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 206.94 AFY, this would only incrementally increase demand and not require the construction of new water treatment facilities or expansion of existing facilities. No significant impact would occur.		
Storm Water Drainage Requirements: The project hydrology study demonstrated that increases in storm water runoff would be captured and treated by on-site drainage features. The site's design will maintain the general pattern of existing flow. 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	Less than Significant
Cumulative Water Supply Impacts: As outlined above, the EVMWD's UWMP indicates it can provide long-term water supplies to its service area, including the project area. The project will be designed to minimize water consumption, consistent with the latest Green Building Code. Therefore, the project will not make any significant contributions to cumulatively considerable water supply impacts.	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
Wastewater Treatment Requirements: Compliance with condition or permit requirements established by the San Diego Regional Water Quality Control Board which will ensure that discharges into the wastewater treatment facility system from the operation of the proposed project would not exceed applicable Regional Water Quality Control Board wastewater treatment requirements. Therefore, no significant impact related to this issue would occur, and no mitigation is required.	No mitigation is required	Less than Significant
Wastewater Treatment Capacity: The amount of wastewater generated by the proposed project would be within the existing surplus treatment capacity at the EVMWD facilities. Therefore, the proposed project would not require the construction of new wastewater treatment facilities or expansion of existing facilities, which could cause significant environmental effects; impacts associated with wastewater facilities would be less than significant and no mitigation is needed.	No mitigation is required	Less than Significant
Cumulative Impacts to Wastewater Services: The combined projected wastewater generation of the proposed project and planned area growth represents a small percentage of the average wastewater surplus capacity. Therefore, the	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
project will have no significant cumulative impacts associated with wastewater with payment of adequate development impact fees.		
Solid Waste Facility Facilities: Project solid waste represents much less than one percent of the surplus daily capacity of available landfills. In addition, the payment of fees would offset operation costs associated with solid waste collection and disposal. Therefore, the project would not make a significant contribution to any cumulatively considerable solid waste impacts, and no mitigation is required.	No mitigation is required	Less than Significant
Solid Waste Reduction: Solid waste disposal needs of the proposed project have been incorporated into local and regional waste management planning. Because the proposed 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, a less than significant impact related to this issue would occur.	No mitigation is required	Less than Significant
Cumulative Impacts to Solid Waste Services: The County's Solid Waste Management Plan outlines how the City will meet the recycling and diversion requirements of AB 939. The project is a	No mitigation is required	Less than Significant

Table 1.B: Baxter Village Mixed Use Project Summary of Environmental Impacts

Issues/Impacts	Mitigation Measures	Level of Significance
small increment of new development that will generate a relatively small amount of waste. The waste from this project, in conjunction with waste from other development projects, is not expected exceed the capabilities of the City's waste management system. Consequently, cumulative impacts associated with solid waste within the City would be considered less than significant and no mitigation is required.		
Significant Impacts		
No Significant Impacts were identified.		

2.0 INTRODUCTION AND PURPOSE

This project-level Environmental Impact Report (EIR) has been prepared to evaluate the environmental impacts associated with the proposed Baxter Village Mixed Use Project ("proposed project" or "project") in the central portion of the City of Wildomar ("City"), and to identify mitigation measures to avoid or minimize significant environmental impacts. The City is the "public agency which has the principal responsibility for carrying out or approving the project" and, as such, is the "Lead Agency" for this project under the California Environmental Quality Act (CEQA) of 1970 (*CEQA Guidelines* Section 15367). CEQA requires the Lead Agency to consider the information contained in the EIR prior to taking any discretionary action. The EIR is also a public disclosure document available to agencies and the public for review and comment prior to the consideration of the proposed project by the City, and is intended to serve as an informational document to be considered by the City, Responsible Agencies, and Trustee Agencies during deliberations on the proposed project. The project approvals associated with the proposed project are described in Section 3.0.

This section of the EIR outlines the document's format; describes the purpose of the EIR; 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 DOCUMENT FORMAT

To assist the reader's review of the document, the following describes the format of this EIR.

Section 1.0 *Executive Summary* provides a summary of the EIR document and (in Table 1.B) identifies potentially significant impacts, mitigation measures, and the level of significance of each impact following mitigation.

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; describes the role of the MMRP to be provided in the Final EIR; identifies the 17 environmental issues that are discussed; and defines the cumulative analysis provided in the EIR.

Section 3.0 *Project Description* provides a detailed description of the geographical setting, project location, project setting, County of Riverside General Plan designations as adopted by the City of Wildomar, zoning designations, project characteristics, project objectives, and discretionary actions required to implement the proposed project.

Section 4.0 *Existing Setting, Impacts, and Mitigation Measures* evaluates the impacts associated with the proposed project. This section is organized by 17 issue areas, each with following the framework:

- *Existing Setting*. Information in the existing setting contains a discussion of the local and regional environment conditions (environmental and built) in existence at the time this EIR was prepared. Existing setting information provides the reader with the "baseline" from which future impacts are analyzed, and provides a standard against which to measure impacts.
- *Existing Policies and Regulations.* Regulatory requirements and policies (Federal, State, and local) applicable to the issue area are summarized.
- *Methodology*. A brief summary of the methods and resources utilized in the preparation of the environmental analysis.
- *Thresholds of Significance*. Determinations regarding the significance of potential impacts resulting from implementation of the proposed project are provided. These thresholds represent the criteria used in this programmatic EIR to determine whether identified impacts are significant.
- *Less than Significant Impacts*. Potential issues for which the proposed project was determined to have no impact or a less than significant impact are identified. For these issues, either no mitigation would be required or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level.
- *Significant Impacts*. Potential impacts from implementation of the proposed project are identified. Each of these issues contains an impact analysis, mitigation measures, and discussion of significance after mitigation.
    - *Impact Analysis.* An analysis of potential programmatic impacts of the proposed project is presented in this section. This discussion focuses on the impacts of implementation of the proposed project and includes potential short-term/long-term and direct/indirect project impacts, and consistency with applicable planning documents or regulations.

- *Project Design Features.* Characteristics of the Baxter Village Mixed Use Project that help reduce potential environmental impacts.
- *Mitigation Measures*. The measures proposed to mitigate any potential impacts of the proposed project are identified.
- *Level of Significance after Mitigation* provides a conclusion as to whether implementation of the proposed mitigation measures will reduce the project-related and cumulative impacts to a level that is less than 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.

Section 5.0 *Other CEQA Topics* contains discussions of additional topics required by CEQA, including effects found not to be significant, unavoidable effects of the proposed project, and significant irreversible environmental changes. The proposed project's consistency with regional plans (discussed in Section 4.10 Land Use) and potential to induce growth (discussed in Section 4.13 Population and Housing) are summarized in this section.

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 Sections 4.1 through 4.17. This section also evaluates the proposed effects of the No Project Alternative and identifies the environmentally superior alternative.

Section 7.0 This section contains all the references cited in the EIR and lists the organizations and persons consulted in preparation of the EIR.

Section 8.0 This section lists the preparers of the EIR by affiliation and name.

Section 9.0 This section defines the acronyms and abbreviations used in the document, and provides definitions of terms used, including those specific to the proposed project.

Appendices The Appendices contain a copy of the NOP, NOP mailing list, NOP comment letters and responses, public scoping meeting information, all of the various technical studies that support the EIR analysis, referenced materials, and other relevant correspondence received during the course of the analysis of the proposed project.

2.2 PURPOSE OF CEQA AND THE ENVIRONMENTAL IMPACT REPORT

According to Section 15002 of *CEQA Guidelines*, the basic purposes of 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.

CEQA requires that a project be reviewed to determine the environmental effects that would result if the project were approved and implemented. The City has the responsibility for preparing, processing, and determining whether to approve the proposed project and certify this EIR. As Lead Agency, the City has the authority to make decisions regarding discretionary actions relating to implementation of the proposed project.

As previously noted, CEQA requires the Lead Agency consider the information contained in the EIR prior to taking any discretionary action on a project. This EIR provides information to the Lead Agency and other public agencies, the general public, and decision-makers regarding the potential environmental impacts from the construction and operation of the proposed project. The purpose of the public review of the EIR is to evaluate the adequacy of the environmental analysis in terms of compliance with CEQA. Section 15151 of the *CEQA Guidelines* states the following regarding standards from which adequacy is judged:

> *"An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure."*

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the *CEQA Guidelines*, and provides the information needed to assess

the environmental consequences of a proposed project. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

Under CEQA (PRC Section 21002.1[a]):

> *"The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the proposed project, and to indicate the manner in which those significant effects can be mitigated or avoided."*

This project-level EIR has been prepared to evaluate the potential environmental impacts associated with the entitlement and development of the Baxter Village Mixed Use Project including 75,000 square feet of commercial uses, 204 multifamily units, and 66 single-family residential units as well as its associated infrastructure and related entitlements. As permitted under the *CEQA Guidelines* (Section 15084[d-e]), LSA Associates, Inc. (LSA) has prepared the EIR under the direction of professional City planning staff. However, prior to certification, the Planning Commission and the City Council must independently review the methodologies used, and conclusions reached in the EIR. The City is undertaking an independent review of this EIR by having City planning staff work with LSA on the EIR. If certified by the City, the information included in and the conclusions reached in the EIR will therefore represent the City's independent judgment.

This EIR has been prepared utilizing information from 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 EIR has been prepared in accordance with CEQA, California Public Resources Code §21000 *et seq.*; the *Guidelines for California Environmental Quality Act* (California Code of Regulations, Title 14, Chapter 3); and the rules, regulations, and procedures for implementing CEQA as adopted by the City. The objective of the EIR is to inform City decision-makers, representatives of other affected/responsible agencies, the public, and other interested parties of the potential environmental consequences that may be associated with the approval and implementation of the proposed project.

2.3 REGIONALLY SIGNIFICANT PROJECT

When an EIR is prepared for any project that is considered to be of statewide, regional, or area-wide significance, as defined by *CEQA Guidelines* Section 15206, then the Draft EIR must be submitted to the State Clearinghouse and the appropriate metropolitan area council of governments for review and comment. A

project is considered to be of statewide, regional, or area-wide significance if it meets any of the following criteria:

(1) A proposed local general plan, element, or amendment thereof for which an EIR was prepared.

(2) A project has the potential for causing significant effects on the environment extending beyond the city or county in which the project would be located. Projects of this nature would include:

  (a) A proposed residential development of more than 500 dwelling units.

  (b) A proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space.

  (c) A proposed commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space.

  (d) A proposed hotel/motel development of more than 500 rooms.

  (e) A proposed industrial, manufacturing, processing plant, or industrial park planned to employ more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.

(3) A project which would result in cancellation of an open space contract made pursuant the California Land Conservation Act of 1965 (Williamson Act) for any parcel of 100 or more acres.

(4) A project for which an EIR has been prepared that is located in and would substantially affect areas of critical environmental sensitivity.

(5) A project which would substantially affect sensitive wildlife habitats and habitats for endangered, rare, or threatened species.

(6) A project that would interfere with the attainment of regional water quality control standards as stated in the approved area-wide waste treatment management plan.

(7) A project that would provide housing, jobs, or occupancy for 500 or more persons within 10 miles of a nuclear power plant.

The Baxter Village Mixed-Use Project, as proposed, would be considered a “project of statewide, regional or area-wide significance” as it does meet the above criteria by requiring a general plan amendment. The NOP, Draft EIR, and Notice of Completion (NOC) will be transmitted to the State Clearinghouse and Southern California Association of Governments (SCAG) for review and comment.

2.4 INCORPORATED DOCUMENTS

CEQA (§15150) permits the incorporation by reference of all or portions of other documents that are generally available to the public. Any document incorporated by reference shall be made available to the public for inspection at a public place or public building and requires that the EIR state where the incorporated documents will be made available for public inspection. The following documents have been incorporated by reference:

- City of Wildomar General Plan, July 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 TECHNICAL REPORTS

Various technical or project-related reports have been prepared to assess specific issues that may result from the construction and operation of the proposed project. As relevant, information from the following documents and technical reports has been integrated into the EIR as appendices.

- *Baxter Village Air Quality Impact Analysis, City of Wildomar, California*. Urban Crossroads. October 29, 2013. Revised March 25, 2015 (DEIR Appendix D).
- *Baxter Village Greenhouse Gas Analysis, City of Wildomar, California*. Urban Crossroads. October 29, 2013. Revised March 25, 2015 (DEIR Appendix D).
- *Baxter Village Mobile Source Air Toxic Health Risk Assessment, City of Wildomar, California*. Urban Crossroads. September 17, 2014. Revised March 25, 2015 (DEIR Appendix D).
- *Biological Resources Assessment and Western Riverside County MSHCP Consistency Analysis, Baxter Village, APNs 367-180-015 & 367-180-043*. PCR. September 2013 (DEIR Appendix E).
- *Determination of Biologically Equivalent or Superior Preservation, Baxter Village, APNs 367-180-015 & 367-180-043*. PCR. August 2014 (DEIR Appendix E)
- *Cultural Resource Assessment, Baxter Property (Baxter Village Mixed Use Project), Wildomar, Riverside County, California*. BCR Consulting. November 30, 2012. Revised Mark 24, 2015 (DEIR Appendix F).
- *Preliminary Geotechnical and Fault Rupture Hazard Investigation*, Geocon West, Inc. December 12, 2012. Revised March 26, 2015 (DEIR Appendix G).
- *Phase I Environmental Site Assessment APNs 367-1800-15 & 367-180-043, Wildomar, California*. Hillmann Consulting. September 10, 2012 (DEIR Appendix H).

- *Limited Phase II Environmental Site Assessment 367-1800-15 & 367-180-043, Wildomar, California*. Hillmann Consulting. March 9, 2015 (DEIR Appendix H).
- *Preliminary Hydrology and Hydraulics Study for Baxter Village*. JLC Engineering & Consulting, Inc. November 4, 2013. Revised March 30, 2015 (DEIR Appendix I).
- *Preliminary Water Quality Management Plan*. JLC Engineering and Consulting, Inc. November 4, 2013. Revised March 30, 2015 (DEIR Appendix I).
- *Noise Impact Analysis, City of Wildomar*. Urban Crossroads. November 26, 2013. Revised March 27, 2015 (DEIR Appendix J).
- *Baxter Village Traffic Impact Analysis, City of Wildomar, California*. Urban Crossroads. October 29, 2013. Revised March 18, 2015 (DEIR Appendix K).

These documents are included in the appendices of this EIR. In addition, they are available for review at the following location:

City of Wildomar City Hall
Planning Division
23873 Clinton Keith Road, Suite 201
Wildomar, California 92595
Phone: (951) 677-7751
Monday–Thursday 8:00 a.m.–5:00 p.m.

2.6 PUBLIC REVIEW OF THE DRAFT EIR

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 NOC and Notice of Availability (NOA) of the EIR have been distributed as required by CEQA. During the 45-day public review period, the EIR and technical appendices have been made available for review.

Written comments regarding this EIR should be addressed to:

Matthew C. Bassi, Planning Director
Planning Department
23873 Clinton Keith Road, Suite 201
Wildomar, California 92595
Phone: (951) 677-7751
Email: mbassi@cityofwildomar.org

After the 45-day public review period, written responses to all significant environmental issues 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 of

Wildomar City Council, at which time the certification of the Final EIR will be considered. The Final EIR (which includes the Draft EIR, the public comments and responses to the Draft EIR, the Final EIR, and findings) will be included as part of the environmental record for consideration by the City decision-makers. The City will respond as appropriate to comments made at public hearings on the Baxter Village Mixed Use Project and its EIR.

2.6.1 Notice of Preparation

The City initiated the environmental process without completion of an Initial Study. The City determined that, due to the nature and size of the proposed project, all environmental topics warranted further environmental review in an EIR. The City circulated the NOP for the EIR to State, regional, and local agencies, and owners of adjacent properties on December 15, 2014, for a 35-day review period.[1] The NOP was distributed to the State Clearinghouse, as well as to 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. Subsequently, the project was revised to include a General Plan amendment and the removal of the Mixed Use Overlay zone from the site. A revised NOP was distributed to State, regional, and local agencies for a 30-day review period on June 11, 2015 and concluded on July 10, 2015.

Comments received regarding both NOPs were used to help identify impacts that could result from implementation of the proposed project. The City received six comment letters regarding the original NOP and 25 residents attended the first public Scoping Meeting on January 12, 2015. The City received three comment letters regarding the second NOP and six residents attended the second public Scoping Meeting on June 29, 2015. The NOPs and comment letters received regarding the NOPs are included in Appendices A and B of the EIR. Table 2.A provides a brief summary of NOP comment letters and comments received during the public Scoping Meeting.

Table 2.A: Notice of Preparation and Public Scoping Meeting Comments Received

Agency/ Organization/ Individual	Date	Comments*	Addressed in Section(s) of the EIR
First NOP Period (December 15, 2014 to January 19, 2015)			
Governor's Office of Planning and Research	12/17/14	Provided copy of cover letter and documents sent to responsible agencies.	Not Applicable
Riverside County Fire Department	12/23/14	Cecilia Buckley: Acknowledges receipt of NOP and upon submittal requests copy of EIR to review for impact to public services.	Section 4.14 Public Services

[1] The City's Notice of Preparation 35-day public review period was from December 15, 2014, to January 19, 2015, although the state logged the document in on December 12, 2014.

Table 2.A: Notice of Preparation and Public Scoping Meeting Comments Received

Agency/ Organization/ Individual	Date	Comments*	Addressed in Section(s) of the EIR
South Coast Air Quality Management District (SCAQMD)	12/29/14	Jillian Baker: The SCAQMD staff's comments are recommendations regarding the analysis and mitigation of potential air quality impacts from the proposed project.	Sections 4.3 Air Quality, and 4.7 Greenhouse Gases
California Department of Fish and Wildlife	1/12/15	Leslie MacNair: Provide current information on existing habitat and species and mitigation measures to avoid sensitive biological resources. Demonstrate consistency with the Western Riverside County Multiple Species Habitat Conservation Plan, and fully analyze cumulative impacts and project alternatives.	Section 4.4 Biological Resources
Riverside County Flood Control and Water Conservation District	1/13/15	Henry Olivo: The District provides general project area and water district information and also suggests that the project be required to obtain appropriate permits.	Section 4.9 Hydrology and Water Quality
Pechanga Band of Luiseño Indians	1/14/15	Tuba Ebru Ozdil: The Pechanga Tribe requests that archaeological and cultural resource evaluation be completed for the project in consultation and participation from the Pechanga Tribe.	Section 4.5 Cultural Resources
Second NOP Period (June 11, 2015 to July 10, 2015)			
Soboba Band of Luiseño Indians Joseph Ontiveros	6/17/15	The project site falls within Soboba's Traditional Use Area. The tribe is requesting to consult on the project and to monitor the site during construction.	4.5 Cultural Resources
South Coast Air Quality Management District (SCAQMD) Barbara Radlein	6/18/15	All air quality studies need to provide actual CalEEMod files, and evaluate construction and occupancy impacts for criteria pollutants, LSTs, Health Risk Assessment, dust (PM_{10} and $PM_{2.5}$).	4.3 Air Quality
California Department of Fish and Wildlife (CDFW) Leslie MacNair	7/9/15	Provide current information on existing habitat and species and mitigation measures to avoid sensitive biological resources. Analyze impacts to CFDW jurisdictional waters. Demonstrate consistency with MSHCP, and fully analyze cumulative impacts and project alternatives.	4.4 Biological Resources
Comments from Scoping Meetings (in order of presentation)			
First Scoping Meeting (January 12, 2015)			
George Cambero	1/12/15	Concerned about the future of the Brown House. Would like to see it preserved.	Section 4.5 Cultural Resources

Table 2.A: Notice of Preparation and Public Scoping Meeting Comments Received

Agency/ Organization/ Individual	Date	Comments*	Addressed in Section(s) of the EIR
Sharron Heil	1/12/15	Concerned about the future of the Brown House. Would like to see it preserved and turned into a museum.	Section 4.5 Cultural Resources
Ken Mayes	1/12/15	Concerned about the number of multifamily units being too limited to be consistent with the housing plan, concerns about lack of public transportation, suggests the Brown House be given a time limit to be taken off the site or restored, and suggests a vertical mixed-use project as an alternative.	Sections 4.12 Noise, 4.17 Utilities and Service Systems, 4.5 Cultural Resources, and 6.0 Alternatives
Robert Powers	1/12/15	Concerned about how drainage will be addressed on site and also concerned about having a three-story apartment next to his house.	Sections 4.9 Hydrology and Water Quality, and 4.1 Aesthetics
Joseph Morabito	1/12/15	Suggests keeping only part of the Brown House, also has concerns about traffic impacts, suggests more commercial and less residential as an alternative.	Sections 4.5, Cultural Resources, 4.14 Public Services and Facilities, and 6.0 Alternatives
Edith Tucker	1/12/15	Concerned about traffic on White Street.	Section 4.17 Utilities and Service Systems
Bobby Swan	1/12/15	Concerned about who will be responsible for the Brown House.	Section 4.5 Cultural Resources
Vikki Long	1/12/15	Suggests the Brown House stay on the project site and be turned into a museum.	Section 4.5 Cultural Resources
Kristine Lloyd	1/12/15	Concerned about the future of the Brown House.	Section 4.5 Cultural Resources
Kathy Bundy	1/12/15	Concerned about traffic and the proposed trail.	Section 4.17 Utilities and Service Systems, and 4.16 Transportation and Circulation
Paul Hayes.	1/12/15	Has concerns about drainage from the project site and would like to know if the project will include curb and gutter on White Street.	Section 4.9 Hydrology and Water Quality, and 4.17 Utilities and Service Systems
Second Scoping Meeting (June 29, 2015)			
Monty Goddard	6/26/15	Has concerns about placement of lights and stop signs on Baxter Avenue and mitigation for I-15 southbound.	Section 4.16 Traffic
Gary Andre	6/29/15	Asked questions about project design and whether White Street would be one way and include speed humps.	Section 3.0 Project Description and 4.16 Traffic

Table 2.A: Notice of Preparation and Public Scoping Meeting Comments Received

Agency/ Organization/ Individual	Date	Comments*	Addressed in Section(s) of the EIR
George Cambero	6/29/15	Concerns about the Brown House.	Section 4.5 Cultural Resources
Mike Smith	6/29/15	Worried that White Street will become a cut through street for high school.	Section 4.16 Traffic
Anita Avila	6/29/15	Concerned about speeding impacts, White Street being used as a cut through for the high school. She also asked about traffic calming measures	Section 4.16 Traffic

Note: All Notice of Preparation (NOP) response letters are included in Appendix B of the EIR.

2.6.2 Public Scoping Meetings

Two public scoping meetings were held for the proposed project at Wildomar City Hall on January 12, 2015, at 6:00 p.m. and on June 29, 2015, at 6:00 p.m. Approximately 25 members of the public were present and no agency staff representatives were present at the first meeting and approximately 6 members of the public and no agency staff were present as the second meeting (refer to Table 2.A). At the first scoping meeting the developer briefly described the project and then comments from the public were solicited. Local residents were concerned about the future of the Brown House. Many residents requested the house stay on the site and not be demolished. Others believed the house should be removed from the property or only a portion of the house should be saved. Other major concerns included on-site drainage, traffic circulation, and public transportation. At the second scoping meeting, City staff described the revisions to the project and then comments from the public were again solicited. At the second scoping meeting residents were concerned about traffic impacts and the impacts to the Brown House. Copies of the written scoping materials are included in Appendix A.

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 POTENTIAL PROJECT IMPACTS DISCUSSED IN THE EIR

This EIR focuses on the areas of concern identified in the NOP and comments submitted regarding the NOP. The following 17 environmental topics are addressed in this EIR:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality, including Human Health
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population, Housing, and Employment
- Public Services and Facilities
- Transportation and Traffic
- Recreation
- Utilities and Service Systems

2.9 EFFECTS FOUND NOT TO BE SIGNIFICANT

As required under CEQA (Section 15128), an EIR is to contain a statement supporting the Lead Agency's determination that some of the possible effects of a project are not significant and, therefore, are not discussed in detail in the EIR. In this case, the proposed project is not consistent with the City's current zoning and General Plan land use designations for the project site. Due to the scope and location of the project, the City determined that all potential environmental issues outlined above would be evaluated in this EIR.

2.10 CUMULATIVE IMPACTS

2.10.1 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 commercial, employment, housing, and population 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.B summarizes data provided by the City Planning Department of the potential development projects that could contribute to cumulative impacts within the project area. The locations of these various cumulative projects are shown in Figure 2.1, *Cumulative Projects*.

It is expected that the cumulative impact analysis set forth in this EIR will be conservative and would tend to overstate (rather than understate) 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. Thus, as set forth above, this section 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.

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.

Because of the nature of individual environmental factors, the cumulative "universe" for every issue addressed in this EIR will 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). The individual cumulative areas for the issues addressed in this EIR are provided within the cumulative impacts discussion in the respective impact sections, but range from the City of Wildomar to the County to the entire SCAG region when necessary.

Table 2.B: Cumulative Projects List

Map[1]	Name/Location	Land Use[2]	Development[3]
1	Lennar Residential (TTM 36497, APN: 380-280-004, 380-280-009 to 380-280-012)	SFDR	67 DU
2	Lesle Tract Map (TTM 36519, APN: 367-170-029)	SFDR	10 DU
3	CV Communities (TTM 25122, TTM 32078, APN: 380-080-008,380-080-009, 380-140-001)	SFDR	157 DU
4	Lennar Ranch (TTM 32535, APN: 380-110-005, 380-110-006, 380-120-001, 380-120-002, 380-100-006, 380-100-005, 380-130-002, 380-130-018, 380-100-004)	SFDR	84 DU
5	Rancon Medical & Retail Center (PM 36492, APN: 380-250-022) 3	Business Park General Office Medical Office Shopping Center Fast Food Restaurant with Drive Through	267,450 SF 45,000 SF 33,400 SF 17,100 SF 3,000 SF
6	Cornerstone Church Pre-School Expansion (PUP No. 778) 4	Preschool/Daycare	180 students
7	Elm Street Subdivision (TTM 33840, APN: 376-043-027)	SFDR	14 DU
8	Wildomar Walmart	Free-Standing Discount Superstore Specialty Retail Fast Food with Drive Through	200,000 SF 3,900 SF 3,900 SF
9	McVicar Residential Project (TTM 32035, APN: 380-040-005, 380-040-007, 380-040-008, 380-040-012)	SFDR	49 DU
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
11	Auto Zone Retail Center (Case No. 10-0101, APN: 380-120-003, 380-120-004)	Automobile Parts Sale	29,767 SF
12	Hoover Ranch Project (TTM 31895, APN: 380-160-020)	SFDR	51 DU

Table 2.B: Cumulative Projects List

Map[1]	Name/Location	Land Use[2]	Development[3]
13	Westpark Promenade Development (TPM 36122, APN: 376-410-013, 376-410-023, 376-410-025)	Apartments Shopping Center	322 DU 86,000 SF
14	Sienna Apartment Project (Case No. 13-0089, APN: 380-290-029)	Apartments	180 DU
15	Grove Park Mixed Use Project	Multifamily Residential Commercial/Retail/Office	162 units 50,000 SF
16	Prielipp Residential Development (APN 380-250-023)	Condo/Townhomes Assisted Living Skilled Nursing	146 DU 54 Beds 32 Beds
17	Sehremelis PAR (TTM 29426, APN: 367-250-007)	SFDR	80 DU
18	Spring Meadow Ranch PAR (Case No. 12-0399)	SFDR Community Center Area Open Space	1,192 DU 5.0 AC 42.0 AC
19	Subway (Case No. 10-0222, APN: 366-390-026, 366-390-027)	Specialty Retail	10,500 SF
20	Orange Bundy (TPM 30522, APN: 367-100-024, 367-100-026)	Retail Fast Food with Drive Through Gas Station with Market	79,497 SF 1,500 SF 6 VFP
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
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
23	Lennar Homes Andalusia I (Case No. 12-0015, TTM 30839, 30939)	SFDR	55 DU
24	Meritage Homes (Case No. 11-0099, TTM 31499)	SFDR	74 DU
25	Lennar Homes Andalusia 2 (Case No. 12-0401, TTM 31837, APN: 380-410-001 to 380-410-019, 380-411-001 to 380-411-025)	SFDR	44 DU
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
27	Wildomar Square Retail Center (Case No. 08-0072, PM 36080, APN: 380-110-045)	Shopping Center	46,600 SF
28	Rancon Monte Vista Residential (TTM No. 31409, APN: 367-110-007, 367-110-008)	SFDR	126 DU
29	Oak Springs Ranch Specific Plan No. 340	SFDR Apartments	103 DU 312 DU
30	Diversified Pacific Homes (APN: 362-240-020, 023,029,031, and 032)[2]	SFDR	51 DU

Table 2.B: Cumulative Projects List

Map[1]	Name/Location	Land Use[2]	Development[3]
31	Pacific Cove Inv. (APN: 367-140-007 and 367-140-011)[2]	SFDR Commercial/Office	70 DU TBD
32	Beazer Homes (APN: 380-060-007 and 380-060-008)[2]	SFDR	108 DU
33	Sycamore Academy Charter School[2]	Educational/Institutional	28,000 SF/ 401 students
34	Bear Creek Residential Development (DPA-011-3032)	SFDR Condominium/Townhouse	11 DU 90 DU
35	Space Creations Office and Daycare Facility (DP0-004-220)	Office Daycare	17,400 SF 15,350 SF
	TOTAL	**SFDR** **Apartments/Condos** **Commercial/Retail** **Fast Food/Restaurants** **Gas Stations** **General/Medical Offices** **Assisted Living/Nursing** **Community/Open Space Area** **Daycare/Educational**	**2,621 DU** **1,242 DU** **539,608 SF** **206,000 SF** **26 VFP** **+424,900 SF** **86 Beds** **47 AC** **37,305 SF/ 581 students**
	PROPOSED PROJECT	**Commercial** **SFDR** **Apartments**	**75,000 SF** **66 DU** **204 DU**

Sources: Baxter Village Traffic Impact Study (Appendix K) and City of Wildomar Planning Department, Active Development Projects, December 2014.

1 See Figure 2.1

2 Projects not included in the traffic study

3 Notes: SF = square feet, DU = dwelling units, VFP = vehicle fueling positions, TBD = to be determined, SDFR = single family detached residential, AC = acre

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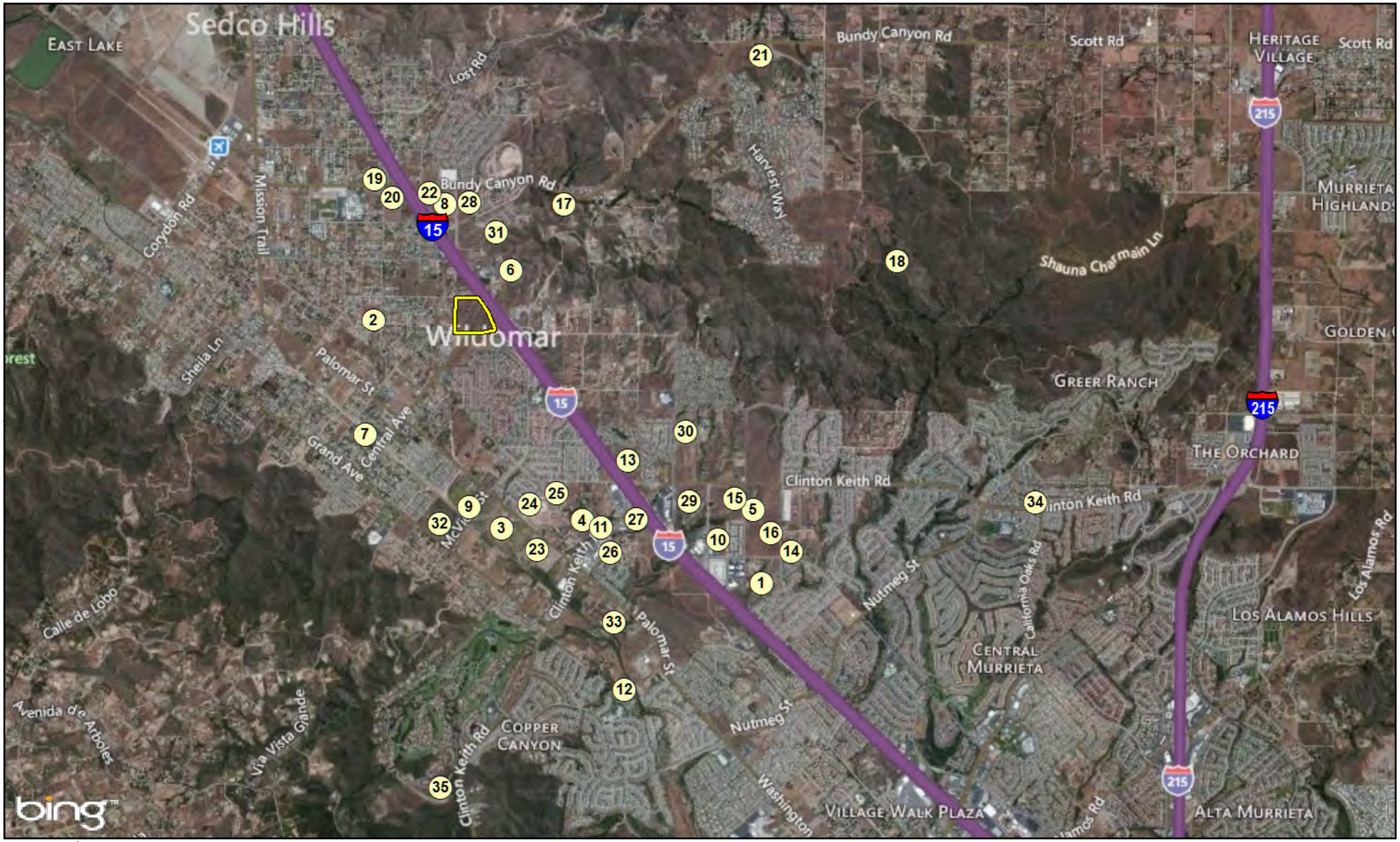

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Project Boundary

Cumulative Projects

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0 2,500 5,000

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SOURCE: Bing Aerial, 2010; City of Wildomar, 2014

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FIGURE 2.1

Baxter Village
Environmental Impact Report

Cumulative Projects

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2.10.2 Analysis of Cumulative Impacts

The analysis of each environmental issue or topic (EIR Sections 4.1 through 4.17) also discusses the cumulative impacts of the proposed project. Implementation of the mitigation measures identified in each specific section of this EIR will reduce the cumulative impact of the project to the extent feasible. In many cases, the mitigation measures will result in reducing the project's cumulative impact to a less than significant level. For other impacts, the implementation of the identified mitigation measures will not avoid a significant cumulative impact. The 17 subsections of Section 4.0 (i.e., 4.1 through 4.17) identify those significant, unavoidable cumulative impacts that will not be reduced to a less than significant level by implementation of the identified mitigation measures presented in each of those sections. In addition, 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 Assessment (TIA) used a similar list of cumulative projects to estimate potential traffic impacts over time on local roadways and intersections (see Section 4.16, *Transportation and Traffic*).

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3.0 PROJECT DESCRIPTION

The project description is provided in this section of the EIR in conformance with *CEQA Guidelines* Section 15124. It discusses the geographic setting, project location, project setting, City of Wildomar General Plan, and zoning designations, project characteristics, project objectives, and discretionary actions required to implement the proposed project. The project description is used as the basis for analyzing the proposed project's impacts on the existing physical environment in Section 4.0 of the EIR.

3.1 PROJECT LOCATION

The project is generally located in the central portion of the City of Wildomar within the western portion of Riverside County, California. Figure 3.1 depicts the location of the proposed project within the region and the City of Wildomar. The project site is bordered on the east by Interstate 15 (I-15) and on the south by Baxter Road. The western boundary of the site is White Street and the northern boundary is Grove Street. The portions of White and Grove Street that border the project site are unimproved dirt roads. The project site is approximately 3.3 miles southeast of Lake Elsinore and 4.1 miles southwest of Canyon Lake.

The project site consists of Assessor's Parcel Numbers (APNs) 367-180-015 and 367-180-043 and is located in Section 26 of Township 6 South, Range 4 West of the San Bernardino Baseline and Meridian. As depicted on the U.S. Geological Survey (USGS) 7.5-minute series *Wildomar, California* quadrangle (1988) and has latitude 33° 36' 50" north and longitude 117° 15' 52" west. Figure 3.2 shows an aerial photograph of the project site and surrounding area.

3.2 PROJECT SETTING

3.2.1 Project Setting

The project site consists of rolling terrain with a general slope to the southwest at approximately 3.4 percent. Elevations on site range from approximately 1,373 feet above mean sea level (amsl) at the northeastern corner down to 1,329 feet amsl along the southern end. The project site consists of a variety of sandy and loamy soils with remnant olive trees along a natural drainage that crosses the site from northeast to southwest.

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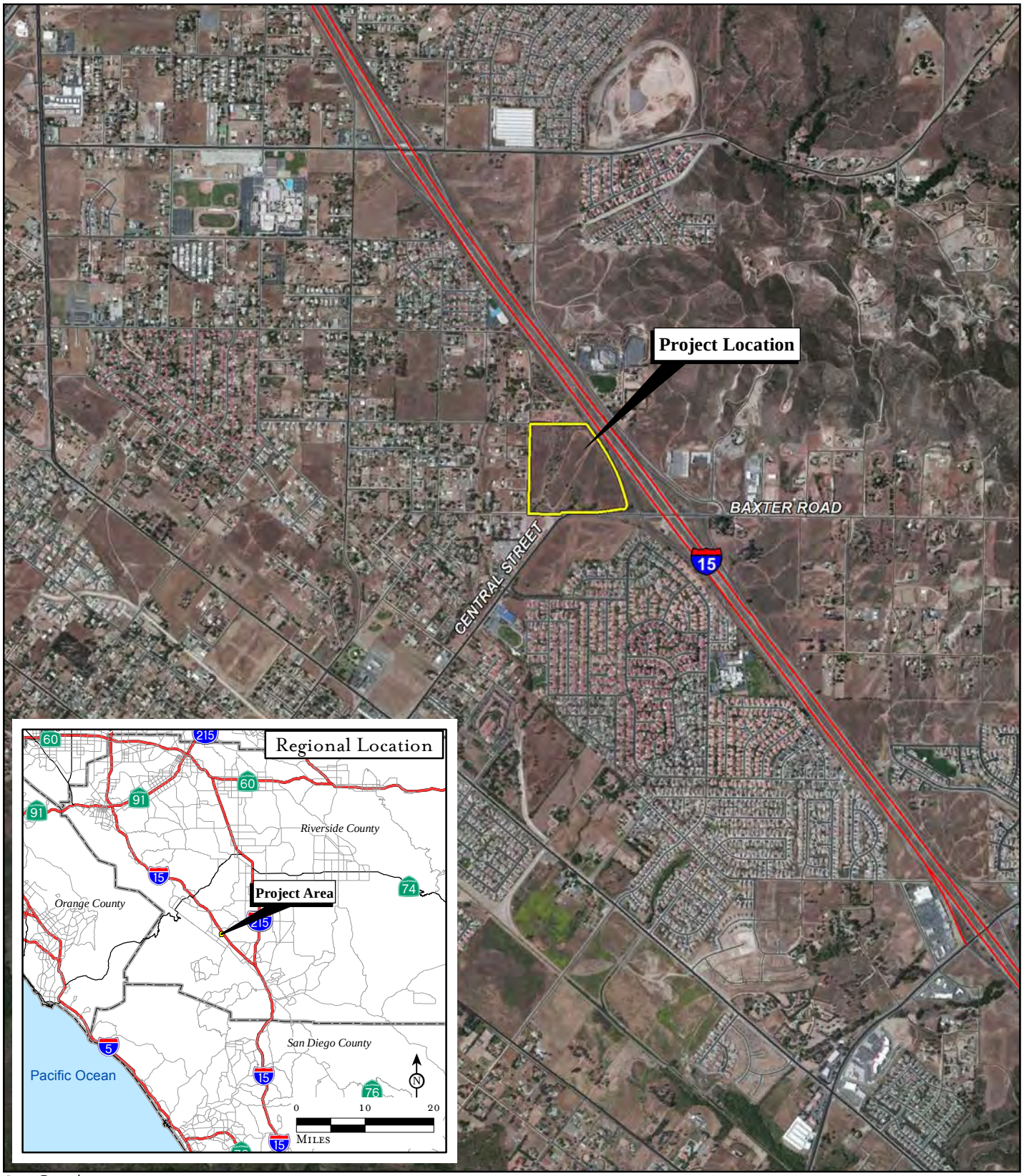

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FIGURE 3.1

Baxter Village
Environmental Impact Report

SOURCE: Bing Aerial, 2010; Riveride County, 2014.

Regional and Project Location

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FIGURE 3.2

Project Boundary

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Baxter Village
Environmental Impact Report

SOURCE: Bing Aerial, 2010; Riverside County, 2014.

Project Area

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3.2.2 Existing On-site Land Uses

The majority of the property is undeveloped and vacant; however, a former farming residence (the Brown House) is currently located in the south-central portion of the project site situated for temporary storage on beams and blocks. The Brown House was moved onto the site in 2006 because at that time, its original location was planned for development. The house dates from 1886 and is recognized as one of the oldest remaining farmhouses in the Elsinore Valley. Although it has been modified over the years, it is firmly associated with Rudolph J. (R.J.) Brown, a prominent figure and family in the history of the Wildomar area.

The site also contains a dirt track and informal trails used by pedestrians, bicyclists, and equestrians. Figure 3.3 depicts the uses on the project site and the immediate surroundings (discussed below).

3.2.3 Surrounding Land Uses

The project site is adjacent to low-density single-family residential housing immediately west and north of the site. These residences are also considered to be the closest sensitive receptors in terms of air pollution and noise. Vacant undeveloped lands are located south of the site. A large residential community exists beyond the vacant lot. I-15 is immediately east of the site. Beyond I-15 are vacant lands and some commercial uses. The major roadways that provide access to the project area are Baxter Road to the south and White Street to the west.

Other land uses surrounding the project site include the Living Hope Lutheran Church and California Lutheran High School 0.4 mile to the southwest, Donald Graham Elementary School 0.5 mile southeast of the project site, and the Cornerstone Community Church 0.1 mile northeast of the project site, east of I-15. A small shopping center is located 0.1 mile east of the project site, also east of I-15.

3.3 GENERAL PLAN AND ZONING DESIGNATIONS

The prevailing planning document for the project site is the City of Wildomar General Plan. As previously noted, the City adopted the Riverside County General Plan upon incorporation on July 1, 2008. As identified in the City of Wildomar General Plan Land Use Map (Figure 3.4), the City designates the entire project site as Mixed Use Policy Area (MUPA). According to the City of Wildomar's Zoning Map (Figure 3.5), the entire site is zoned as C-P-S (Scenic Highway Commercial) and Mixed Use Overlay. The areas immediately north and south of the project site also have the General Plan land use designation Mixed Use Policy Area (MUPA) and are zoned as C-P-S (Scenic Highway Commercial) and Mixed Use Overlay. The area west of

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FIGURE 3.3

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Project Boundary

Brown House

Baxter Village
Environmental Impact Report

SOURCE: Google Earth, 2013; Riverside County, 2014.

Existing Land Uses

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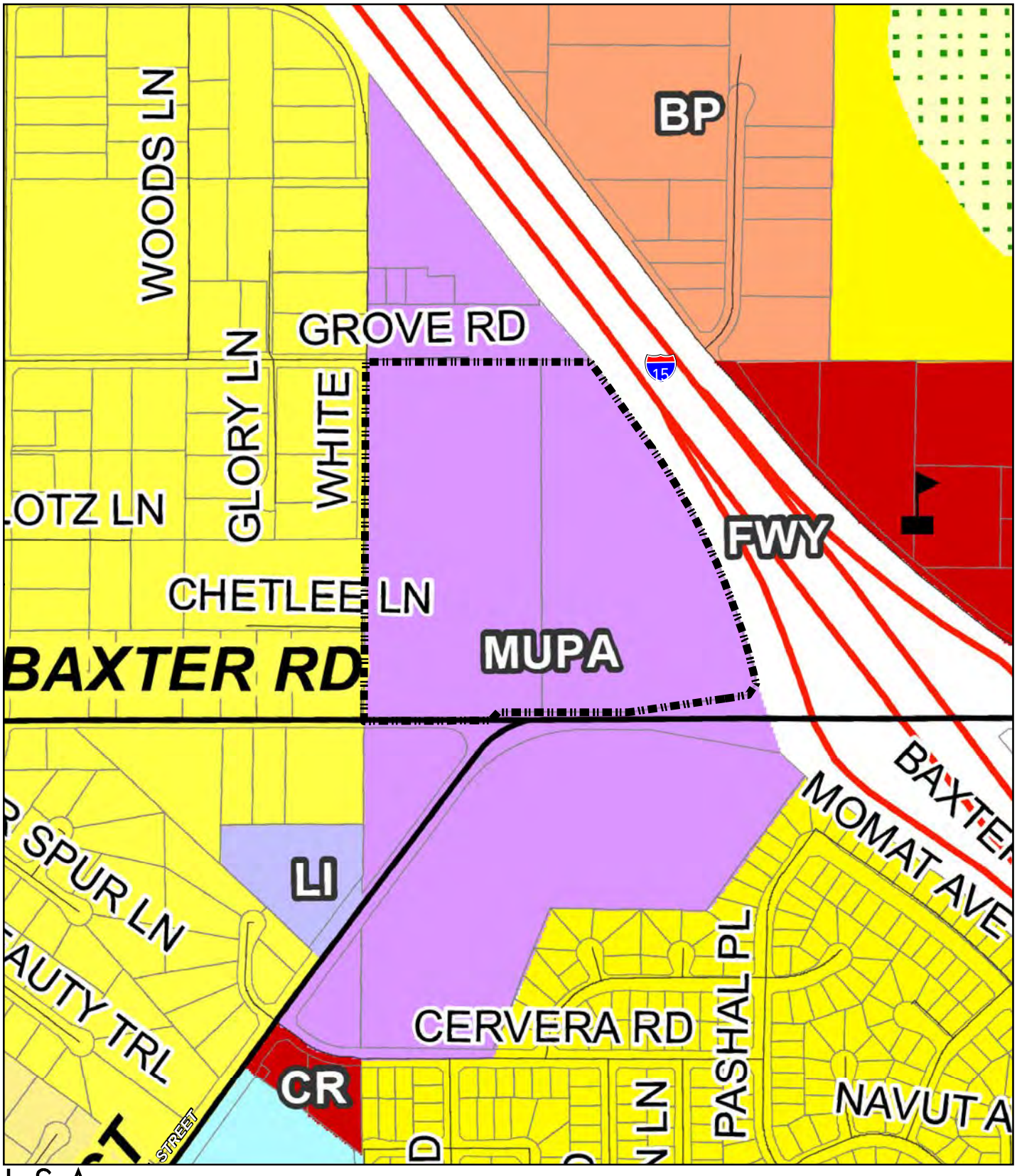

FIGURE 3.4

Baxter Village
Environmental Impact Report

General Plan Land Use Map

SOURCE: City of Wildomar, June 2014.

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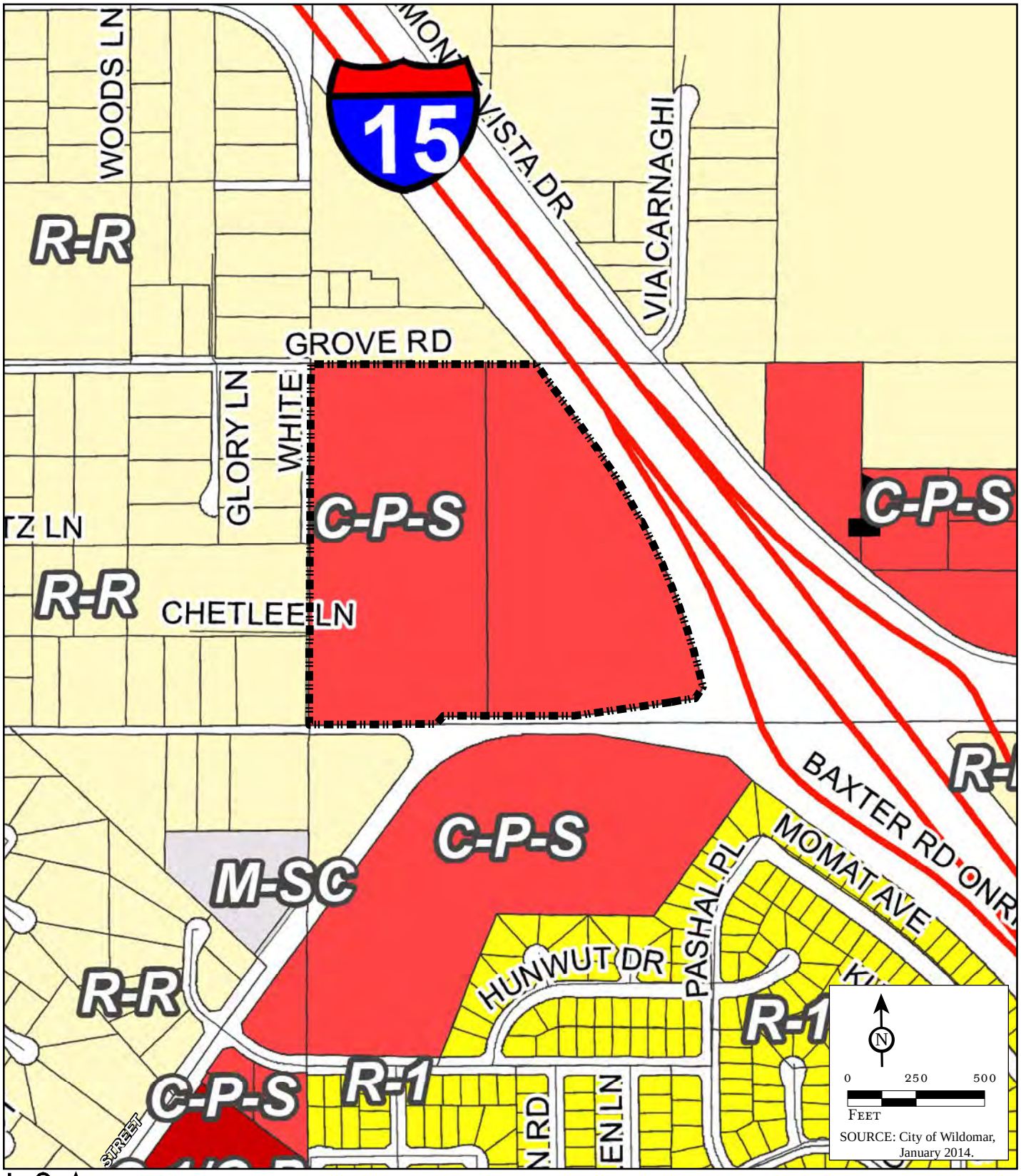

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FIGURE 3.5

COMMERCIAL
C-1/C-P (General Commercial)
C-O (Commercial Office)
C-P-S (Scenic Highway Commercial)
INDUSTRIAL
I-P (Industrial Park)
MANUFACTURING
M-SC (Manufacturing Service Commercial)

RESIDENTIAL
R-1 (One Family Dwellings)
R-1-1
R-1-11000
R-1-15000
R-1-18000
R-1-20000
R-1-8000
R-3 (General Residential)
R-4
R-5 (Open Area Combining Zone, Res. Dev.)

RESIDENTIAL AGRICULTURE
R-A
R-A-1
R-A-1/2
R-A-10
R-A-2
R-A-2 1/2
R-A-20000
R-A-5

RURAL RESIDENTIAL
R-R
MOBILEHOME SUBDIVISION / MOBILEHOME PARK
R-T
SPECIFIC PLAN
SP ZONE
STREET
ST
WATERCOURSE, WATERSHED, CONSERVATION
W-1

Project Boundary

Baxter Village
Environmental Impact Report

Zoning Map

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the project site is designated as Low Density Residential and is zoned R-R (Rural Residential). The area east of I-15 has the General Plan land use designation CR (Commercial Retail) and is zoned C-P-S (Scenic Highway Commercial).

In general, land uses farther north, east, and west of the project site are designated as Low Density Residential. South of the site is primarily Medium Density Residential. Table 3.A provides a summary of existing General Plan land use and zoning designations of the project site and surrounding area, and Figure 3.5 shows the zoning designations of the project site and surrounding land.

Table 3.A: On-site and Adjacent Land Uses and Land Use Designations

Location	Current Land Use	General Plan Land Use Designation	Zoning
On site	Brown House, dirt track, vacant land	Mixed Use Policy Area (MUPA)	Scenic Highway Commercial (C-P-S); Mixed Use Overlay
North	Some residential homes	MUPA	C-P-S; Mixed Use Overlay
South	Vacant land	MUPA	C-P-S; Mixed Use Overlay
East	I-15 and small shopping center	Commercial Retail (CR)	C-P-S
West	Some residential homes	Low Density Residential	Rural Residential (R-R)

Sources: City of Wildomar General Plan Land Use Map, July 2008; City of Wildomar Zoning.

3.4 PROJECT CHARACTERISTICS

3.4.1 Land Uses and Zoning

The project site is approximately 36 acres and its development would include a mixed-use project that would contain apartments, single-family homes, and commercial retail uses. As indicated previously, the existing General Plan land use designation is Mixed Use Policy Area (MUPA). Development of the proposed project would require a General Plan amendment from MUPA to Very High Density Residential (VHDR) on 11.3 acres to accommodate the multi-family apartment development, Medium High Density Residential (MHDR) on 12.5 acres to accommodate the single family residential development and Commercial Retail (CR) on 12.2 acres to accommodate the commercial/retail development. The project also requires a zone change from C-P-S (Scenic Highway Commercial) to R-4 (Planned Residential Zone) for the northwestern third of the project site where the 66 single-family homes would be located. In addition, the northeastern third of the project site, where the multifamily apartments would be located, would also require a zone change from C-P-S (Scenic Highway Commercial) to R-3 (General Residential). The Mixed Use Overlay zone will also be removed from the entire property. Figure 3.6 shows the conceptual land use plan for the proposed project. Table 3.B below shows the development components of the proposed project.

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FIGURE 3.6

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SOURCE: KTGY, 2014.

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Baxter Village
Environmental Impact Report

Conceptual Site Plan

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Table 3.B: Project Components

Development Component	Acres	Square Feet	Dwelling Units	Density (DU/AC)
Commercial	12.2	75,000	–	–
Apartments	11.3	–	204	18
Single Family	12.5	–	66	5.3
Total	**36**	**75,000**	**270**	–

DU=Dwelling Unit, AC=Acre

3.4.1.1 Commercial Area

The proposed project includes 12.2 acres of commercial retail uses in the southeast portion of the site. This portion of the project would consist of eight commercial retail buildings of various sizes ranging from 7,000 square feet to 26,000 square feet and total approximately 75,000 square feet. The commercial retail buildings would all be single story and comply with Section 17.76.C of the City's Municipal Code, which restricts building heights in C-P-S (Scenic Highway Commercial) zones to no more than 50 feet. Potential uses include retail shops as well as restaurants. This portion of the project would also provide 423 parking spaces for customers. Figure 3.7 shows examples of how the proposed commercial area may appear.

3.4.1.2 Multifamily Area

The proposed project includes 11.3 acres of multifamily apartments located in the northeast portion of the site. This portion of project would consist of 42 one-bedroom apartments, 102 two-bedroom apartments, and 60 three-bedroom apartments, for a total of 204 apartments. The multifamily apartment buildings would all be three stories and comply with Section 17.44.F of the City's Municipal Code, which restricts building heights in R-3 (General Residential) zones to no more than 50 feet. This portion of the project would also provide 448 parking spaces. The multifamily area would have a density of 18 dwelling units per acre. Figure 3.8 shows elevations of the proposed apartment buildings.

3.4.1.3 Single-Family Area

The proposed project includes 12.5 acres of single-family homes in the western half of the site. This area would include 66 homes on approximately 4,200-square foot lots. The single-family homes would all be two-story buildings and would comply with Section 17.60.C of the City's Municipal Code, which restricts single-family residences to heights of no more than 40 feet. The single-family area would also have a density of 55.3 dwelling units per acre.

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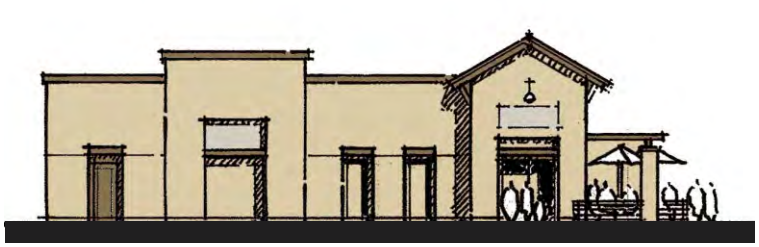

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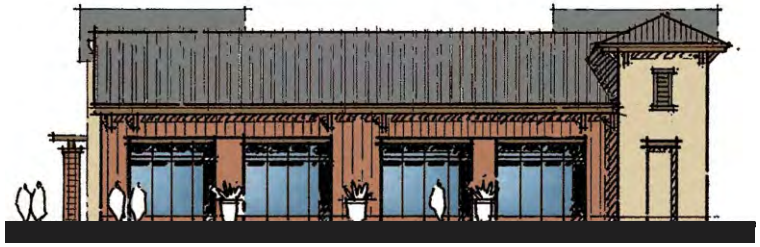

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CHARACTER ELEVATIONS - RETAIL BLDG. E

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FIGURE 3.7

Baxter Village
Environmental Impact Report

Character Elevations

SOURCE: KTGY, 2014

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FIGURE 3.8

Baxter Village
Environmental Impact Report

Apartment Elevations

SOURCE: KTGY, 2014

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3.4.2 Circulation

The project would take its primary access off Baxter Road, which is classified as a Secondary road. This driveway would provide access to the retail commercial area, single-family homes, and the multifamily apartments. An additional driveway that provides direct access to the commercial retail area is also proposed along Baxter Road. A third driveway along White Street would only provide direct access to the single-family homes.

All other streets within the project site will provide circulation throughout the project into various planning areas. All additional streets, classified as local private streets, would be contained within the project and would be determined at tentative map or Plot Plan phase of the project.

3.4.3 Utilities

The project site is mostly vacant with no existing utility connections. The applicant proposes to install all required utilities underground. Gas service will be provided by Southern California Gas Company; Southern California Edison will provide electricity; and telephone services will be provided by Verizon. All utility connections are available adjacent to the project site and no extensions of any pipelines or other service connections will be needed.

3.4.4 Landscaping

Each building and surrounding parking areas would be landscaped according to the project landscape plans consistent with City landscaping requirements. The project will also have a landscape buffer along portions of I-15 including tree species which reduce visual and noise impacts of the freeway and reduce diesel particulate matter. The project will include trees along all roadways within the project as well as throughout the project site. Figure 3.9A through 3.9F show the proposed landscaping plan for the project, and more landscaping details are provided in Appendix C, *Project Information*.

3.4.5 Recreation

The proposed project conceptual plan (previously referenced Figure 3.6) shows that the project includes a community roadside multiuse trail that borders the project site on the western side along White Street. This trail continues into the project site, between the single-family homes and multifamily homes, and wraps around the perimeter of a proposed recreation area in the southwest corner of the project site.

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FIGURE 3.9A

Baxter Village
Environmental Impact Report

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Source: RBF Consulting, 2/9/15.

Landscape Plan

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LEGEND

COMMUNITY ENTRY MONUMENT - TREES, LOW WALLS, BOULDERS, HEDGE, AND UP-LIGHTS WITH SIGN PER CITY STANDARDS AND TO COMPLIMENT ARCHITECTURE

5' MINIMUM HIGH DECORATIVE MASONRY SCREEN / PRIVACY WALL AND COLUMNS WITH PRECAST CONCRETE CAP

5' MINIMUM HIGH INTERNAL WOOD FENCE

4' MINIMUM HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE (PLAY AREA)

COMPACTED DECOMPOSED GRANITE TRAIL

DECORATIVE PAVEMENT SUCH AS INTERLOCKING PAVERS, STAMPED CONCRETE OR EXPOSED AGGREGATE CONCRETE

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 (JANUARY 2004), GUIDE TO CALIFORNIA FRIENDLY LANDSCAPING (DECEMBER 2009), CALIFORNIA FRIENDLY PLANT LIST (MARCH 2013), FIRE DEPARTMENT REQUIREMENTS, OAK TREE MANAGEMENT GUIDELINES, 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 PRIVATE PROPERTY OWNERS OR HOME OWNERS ASSOCIATION(S).

WATER USE CALCULATIONS

TOTAL LANDSCAPE AREA 715,550 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 715,550 X 0.62 = 2,887,000 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

LANDSCAPE ZONES AND PLANT PALETTE

BAXTER VILLAGE SINGLE FAMILY RESIDENTIAL NEIGHBORHOOD

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	ACCENT TREES, SUCH AS;		
	JACARANDA MIMOSIFOLIA	JACARANDA	M
	LAGERSTROEMIA INDICA	CRAPE MYRTLE	M
	PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT PEAR	M

NOTES: MINIMUM 15 GALLON AND 24" BOX SIZES; MINIMUM 36" AND 48" BOX BOX SIZES AT ENTRY; 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

	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 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

	WALL CLINGING VINES, SUCH AS;		
	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	M
	FICUS PUMILA	CREEPING FIG	M

NOTE: MINIMUM 1 GALLON SIZES

DROUGHT TOLERANT VARIETIES OF TURF

NATIVE AND CALIFORNIA FRIENDLY LANDSCAPED OPEN SPACE, BUFFER AND SCREEN

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	CANOPY TREES, SUCH AS;		
	CEDRUS DEODARA	DEODAR CEDAR	M
	CUPRESSUS ARIZONICA	ARIZONA CYPRESS	L
	EUCALYPTUS SPECIES	EUCALYPTUS	L
	PINUS ELDARICA	AFGHAN PINE	L
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	M
	POPULUS FREMONTII	FREEMONT COTTONWOOD	M
	QUERCUS AGRIFOLIA	LIVE OAK	L
	QUERCUS ENGELMANII	ENGELMAN OAK	L
	SCHINUS MOLLE	CALIFORNIA PEPPER	L

NOTE: MINIMUM 15 GALLON AND 24" BOX SIZES

	SHRUBS, SUCH AS;		
	ENCELIA FARINOSA	BRITTLEBUSH	L
	HETEROMELES ARBUTIFOLIA	TOYON	L
	LIGUSTRUM JAPONICUM 'TEXANUM'	TEXAS PRIVET	M
	PHOTINIA X FRASERI	FRASERS PHOTINIA	M
	PITTOSPORUM TOBIRA	TOBIRA	M
	PRUNUS CAROLINIANA 'COMPACTA'	CAROLINA CHERRY	M
	RHAMNUS CALIFORNICA	COFFEE BERRY	L
	RHAPHIOLEPIS INDICA	INDIA HAWTHORN	M
	RHUS OVATA	SUGAR BUSH	L
	XYLOSMA CONGESTUM 'COMPACTA'	COMPACT SHINY XYLOSMA	M

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

ORGANIC GROUND COVERS, SUCH AS;
COBBLE STONE
CRUSHED ROCK
DECOMPOSED GRANITE
COURSE ORGANIC BARK MULCH
NATIVE HYDROSEED



PLANNING APPLICATION NO. 14-0002

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FIGURE 3.9B

Baxter Village
Environmental Impact Report

Source: RBF Consulting, 2/9/15.

Landscape Plan

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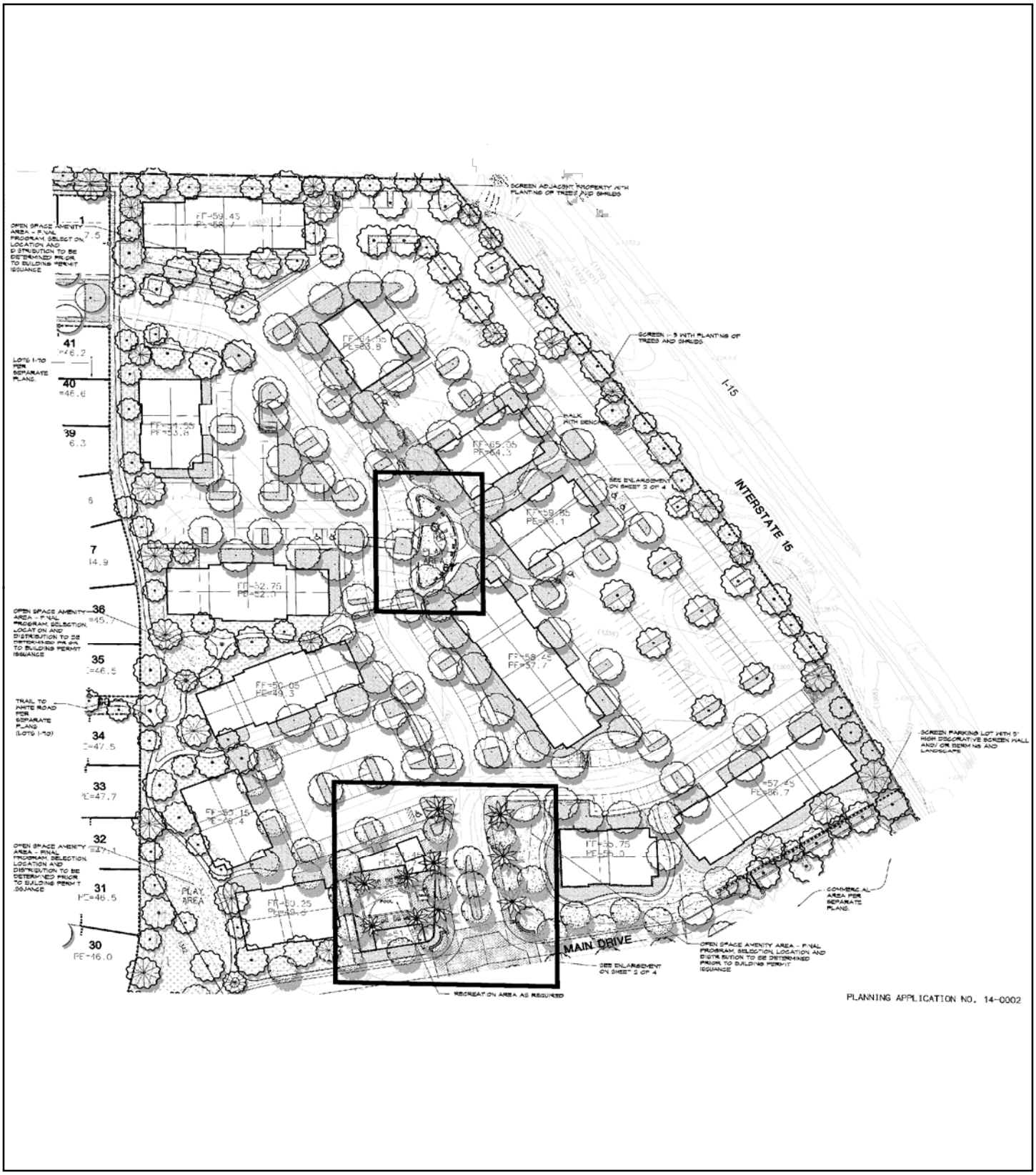

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FIGURE 3.9C

Baxter Village
Environmental Impact Report

Source: RBF Consulting, 2/3/15.

Landscape Plan

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SECONDARY COMMUNITY ENTRY MONUMENT - LOW WALLS AND OR BOULDERS AND OR HEDGE WITH SIGN PER CITY STANDARDS AND TO COMPLIMENT ARCHITECTURE

5' MINIMUM HIGH DECORATIVE MASONRY SCREEN / PRIVACY WALL AND COLUMNS WITH PRECAST CONCRETE CAP

5' MINIMUM HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE WITH MASONRY COLUMNS AND PRECAST CONCRETE CAP (POOL AREA)

3' HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE WITH MASONRY COLUMNS AND PRECAST CONCRETE CAP (PLAY AREA)

COMPACTED DECOMPOSED GRANITE TRAIL

DECORATIVE PAVEMENT SUCH AS INTERLOCKING PAVERS, STAMPED CONCRETE OR EXPOSED AGGREGATE CONCRETE

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 (JANUARY 2004), GUIDE TO CALIFORNIA FRIENDLY LANDSCAPING (DECEMBER 2009), CALIFORNIA FRIENDLY PLANT LIST (MARCH 2015), FIRE DEPARTMENT REQUIREMENTS, OAK TREE MANAGEMENT GUIDELINES, 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 OUTSIDE OF PUBLIC RIGHT OF WAY TO BE MAINTAINED BY PRIVATE PROPERTY ASSOCIATION(S) OR HOMEOWNERS ASSOCIATION(S).

WATER USE CALCULATIONS

TOTAL LANDSCAPE AREA 178,555 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 178,555 X 0.62 = 4,777,500 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 - 244 SPACES (OPEN)
TOTAL AREA OF PARKING SPACES = 94,328 SF

TREE SHADE QUANTITY @ FULL (100%) - 22 @ 600 SF
TREE SHADE QUANTITY @ HALF (50%) - 47 @ 300 SF
TOTAL SHADE PROVIDED 27,300 SF
PERCENT SHADE = 69%

LANDSCAPE ZONES AND PLANT PALETTE

BAXTER VILLAGE MULTI-FAMILY RESIDENTIAL NEIGHBORHOOD CENTER

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	ACCENT TREES, SUCH AS;		
	BRAHEA ARMATA	MEXICAN BLUE PALM	M
	LAGERSTROEMIA INDICA	CRAPE MYRTLE	M
	OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	L
	PHOENIX DACTYLIFERA	DATE PALM	L
	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	L
	NOTES: MINIMUM 15 GALLON AND 24" BOX SIZES; MINIMUM 36" AND 48" BOX SIZES AT ENTRY; PALMS MAY ONLY BE USED IN LOCATIONS SHOWN ON THIS PLAN AND/ OR A MAXIMUM OF 15% OF TREE PALETTE.		
	CANOPY TREES, SUCH AS;		
	ARBUTUS UNEDO	STRAWBERRY TREE	L
	LAURUS NOBILIS 'SARATOSA'	SWEET BAY	L
	PARKINSONIA SPECIES	PALO VERDE	L
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	M
	PLATANUS WRIGHTII	ARIZONA SYCAMORE	M
	PROSOPIS SPECIES	MESQUITE	L
	QUERCUS AGRIFOLIA	LIVE OAK	L
	NOTE: MINIMUM 15 GALLON AND 24" BOX SIZES; MINIMUM 36" AND 48" BOX SIZES AT ENTRY		
	SHRUBS, SUCH AS;		
	AGAVE SPECIES	AGAVE	L
	CALLISTEMON VIMINALIS 'LITTLE JOHN'	WEEPING 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 AND 15 GALLON SIZES		
	GROUND COVERS, SUCH AS;		
	BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
	COTONEASTER SPECIES	COTONEATER	M
	HEMEROCALLIS HYBRIDS	DAY LILY	M
	LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	M
	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		
	DROUGHT TOLERANT VARIETIES OF TURF		
	NATIVE HYDROSEED		
	ORGANIC GROUND COVERS, SUCH AS;		
	COBBLE STONE		
	CRUSHED ROCK		
	DECOMPOSED GRANITE		
	COURSE ORGANIC BARK MULCH		
	WALL CLINGING VINES, SUCH AS;		
	PARTHENOCISSUS TRICUSPIDATA		
	FICUS PUMILA - CREEPING FIG		
	MINIMUM 1 GALLON SIZES		

NATIVE AND CALIFORNIA FRIENDLY LANDSCAPED OPEN SPACE, BUFFER AND SCREEN

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	CANOPY TREES, SUCH AS;		
	CEDRUS DEODARA	DEODAR CEDAR	M
	CUPRESSUS ARIZONICA	ARIZONA CYPRESS	L
	EUCALYPTUS SPECIES	EUCALYPTUS	L
	PINUS ELDARICA	AFGHAN PINE	L
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	M
	POPULUS FREMONTII	FREEMONT COTTONWOOD	M
	QUERCUS AGRIFOLIA	LIVE OAK	L
	QUERCUS ENGELMANII	ENGELMAN OAK	L
	SCHINUS MOLLE	CALIFORNIA PEPPER	L
	NOTE:MINIMUM 15 GALLON SIZES		
	SHRUBS, SUCH AS;		
	ENCELIA FARINOSA	BRITTLEBUSH	L
	HETEROMELES ARBUTIFOLIA	TOYON	L
	LIGUSTRUM JAPONICUM 'TEXANUM'	TEXAS PRIVET	M
	PHOTINIA X FRASERI	FRASERS PHOTINIA	M
	PITTOSPORUM TOBIRA	TOBIRA	M
	PRUNUS CAROLINIANA 'COMPACTA'	CAROLINA CHERRY	L
	RHAMNUS CALIFORNICA	COFFEE BERRY	L
	RHAPHIOLEPIS INDICA	INDIA HAWTHORN	M
	RHUS OVATA	SUGAR BUSH	L
	XYLOSMA CONGESTUM 'COMPACTA'	COMPACT SHINY XYLOSMA	M
	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		
	ORGANIC GROUND COVERS, SUCH AS;		
	COBBLE STONE		
	CRUSHED ROCK		
	DECOMPOSED GRANITE		
	COURSE ORGANIC BARK MULCH		
	NATIVE HYDROSEED		

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FIGURE 3.9D

Baxter Village
Environmental Impact Report

Source: RBF Consulting, 2/3/15.

Landscape Plan

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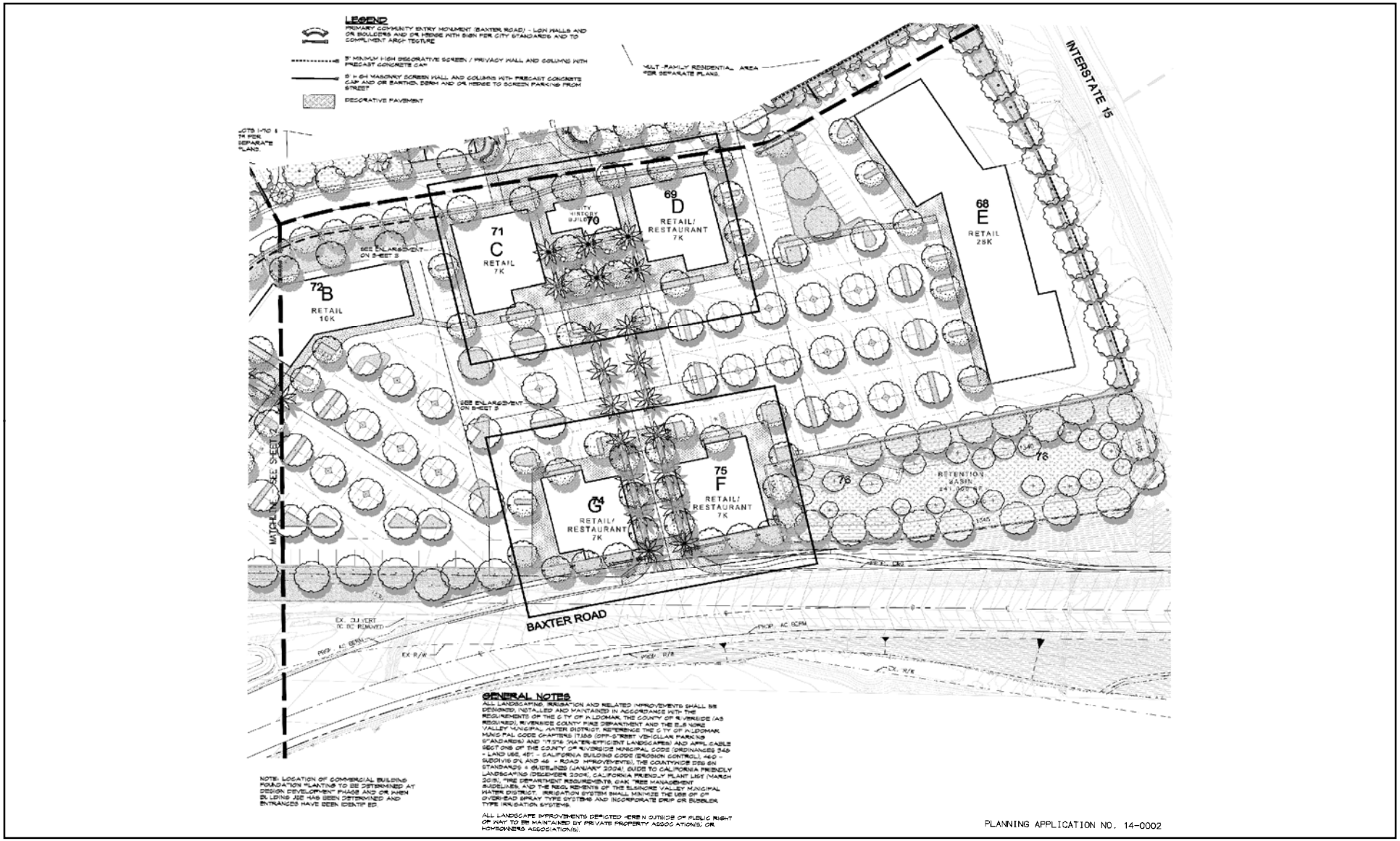

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FIGURE 3.9E

Baxter Village
Environmental Impact Report

Source: RBF Consulting, 2/3/15.

Landscape Plan

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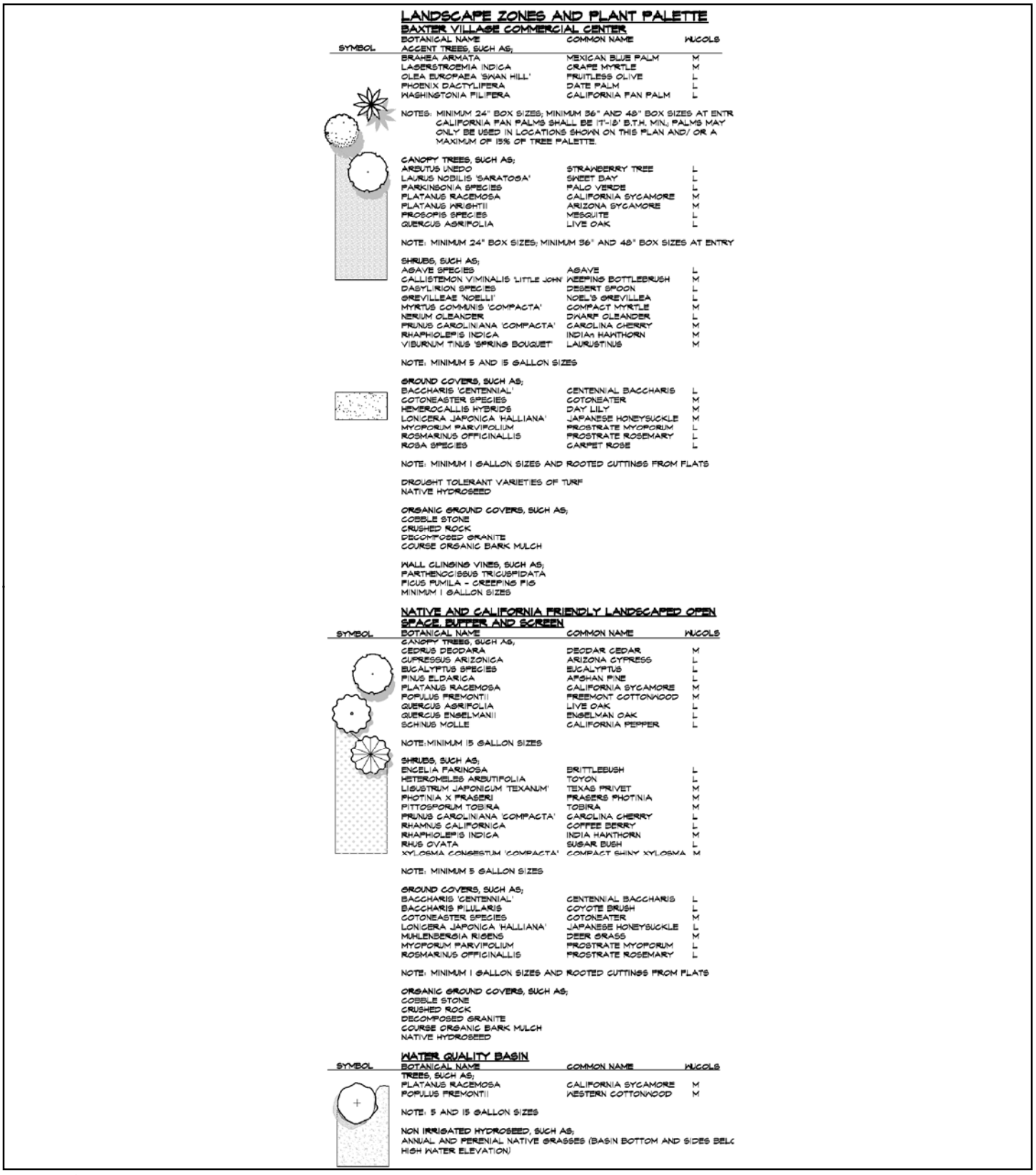

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FIGURE 3.9F

Baxter Village
Environmental Impact Report

Source: RBF Consulting, 2/3/15.

Landscape Plan

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In addition to the trail and recreation area, the project applicant proposes a tot lot, gazebo area, and BBQ area that would be available for use by the tenants of the apartment buildings.

3.4.6 Grading

The conceptual grading plan for the project indicates that it will require a total of 723,422 cubic yards of earthwork on site, which includes import of approximately 142,652 cubic yards of soil to the site. This represents 15,850 truck trips to and from the site assuming 9 cubic yards per truck trip. As Table 3.C shows, this number of truck trips to support project earthwork has been incorporated where appropriate into the analysis of project impacts (e.g., traffic, air quality, and noise).

Table 3.C: Grading (cubic yards)

Project Area	Cut	Fill	Total[1] Earthwork	Import[1]
Commercial Retail	125,525	207,224	332,749	81,700
Multifamily Apartments	70,116	79,333	149,449	9,217
Single-Family Homes	70,104	121,839	241,224	51,735
Total	**264,194**	**459,228**	**723,422**	**142,652**

Source: Project Conceptual Grading Plan, RBF, 2014.
[1] Takes into account shrinkage, so values are net.

3.4.7 Phasing

Development of the proposed project is anticipated to occur in several phases over a period of 2 to 3 years (late 2016 to mid-2019). Table 3.D shows the approximate amount of time that construction activities are anticipated during development of the proposed project.

Table 3.D: Proposed Construction Schedule

Activity	Duration[1] (Days)	Begin	End
Site Preparation	31	September 2016	November 2016
Grading	76	October 2016	January 2017
Building Construction	701	January 2017	January 2019
Paving	51	January 2019	March 2019
Architectural Coating	41	March 2019	June 2019

Source: Extrapolated from the Air Quality Impact Analysis, October 2013.
[1] Duration is for actual activity while begin and end dates include weekends, overlap of activities, down time for activity coordination, etc.

3.5 REQUIRED GENERAL PLAN AMENDMENT & ENTITLEMENTS

Approval of the project includes a zone change that would change parts of the project site zoning from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) and R-4 (Planned Residential Zone), and would remove the Mixed Use Overlay from the entire site.

The project will require the following entitlements from the City:

- General Plan Amendment: A proposal to amend the existing General plan land use designation on the entire project site from Mixed Use Planning Area (MUPA) to Very High Density Residential (VHDR) on 11.3 acres to accommodate the multi-family apartment development, Medium High Density Residential (MHDR) on 12.5 acres to accommodate the single family residential development and Commercial Retail (CR) on 12.2 acres to accommodate the commercial/retail development.
- Change of Zone (CZ): A proposal to change the current zoning designation for approximately 24 acres of the 36-acre site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) on 11.3 acres to accommodate the 204-unit multi-family apartment development, and R-4 (Planned Residential Zone) on 12.5 acres to accommodate the proposed 66 unit single family residential development. The proposed commercial/retail development will maintain its current zoning designation of C-P-S (Scenic Highway Commercial) for 12.2 acre portion of the site. The Applicant has also proposed a Change of Zone to remove the Mixed Use Overlay (MU) zone designation on the entire project site to accommodate the proposed project.
- Tentative Tract Map (TTM 36674): A tentative tract map proposal to subdivide the 36-acre project site into 82 lots as follows: 66 lots will comprise the Single Family development portion, with a minimum 4,500 square foot lot size. The Multi-Family development portion will have one (1) lot to accommodate the 204-unit multi-family apartments. The commercial development portion includes eight (8) lots to accommodate the 75,000 square feet of commercial/retail development project. There are seven (7) lots to be used for water quality basins, open space/trails and a private park.
- Plot Plan (PP): There are three (3) plot plans proposed for the 36-acre project site consisting of the following:
    - Single Family development portion – A final site plan of development for the 66-unit single family residential development including, but not limited to the following: a site plan information (with house plotting, setbacks, etc.), a model home complex (if model homes are being proposed), floor plans architectural elevations, landscape plans and a wall/fence plans.

- Multifamily development portion – This plot plan subarea is proposed to develop a 204-unit multi-family apartment project with related site development improvements (i.e., parking and landscaping).

- Commercial/Retail development portion – This plot plan subarea is proposed to develop an approximately 75,000 square feet commercial/retail center with related site development improvements (i.e., parking and landscaping).

3.6 PROJECT OBJECTIVES

The primary project objective of the Baxter Village Mixed-Use Project is the development of the site with uses that are consistent with the goals, policies and development standards established by the City specifically to:

- Establish a mixed-use community for Wildomar with a balance of land uses including commercial, single-family housing, and multifamily housing.
- Provide both rental and ownership housing opportunities to accommodate a variety of housing preferences and lifecycles.
- Deliver an appropriately sized commercial center that provides a mix of retail, dining, and office uses with opportunities for employment growth and increased sales tax for Wildomar.
- Utilize architectural styles and design elements that reflect Wildomar's heritage, namely through the use of Ranch, Farmhouse, and Craftsman styles.
- Incorporate a public gathering place within the commercial area for the overall Wildomar community.
- Design the project's vehicular circulation routes to minimize traffic on White Street.
- Create a walkable community that provides convenient non-vehicular access from the residential areas to the commercial center.
- Implement a trail system for the project consistent with the Wildomar Multi-Use Trails Master Plan.
- Provide a transition along White Street and the project edge through architectural massing articulation and a landscaped buffer.

3.7 REQUIRED DISCRETIONARY ACTIONS AND PERMITS

3.7.1 City of Wildomar Current Approvals

This project-level EIR is intended to inform the City of Wildomar decision-makers and the general public of the environmental consequences of the proposed project. Entitlements being analyzed in this EIR include:

- General Plan Amendment and Change of Zone;
- Tentative Tract Map;
- Plot Plan; and
- Development Agreement.

The City of Wildomar is the Lead Agency for the proposed project, but actions may also be required by other agencies (see Section 3.7.2).

3.7.2 Actions by Others

Although the City of Wildomar is the Lead Agency for the proposed project, a number of Federal, State, and regional special purpose agencies may review and utilize this EIR for their own decision-making and actions now or in the future. The following is a list of anticipated discretionary or non-discretionary actions by other agencies; however, it is not exhaustive and may include other agencies and processes in the future as appropriate.

- **State of California**
  - Caltrans: Encroachment Permit (if needed);
  - California Department of Fish and Wildlife (CDFW) Lake and Streambed Alteration Agreement (if needed); and
  - Regional Water Quality Control Board (RWQCB) Federal Clean Water Act (CWA) water quality permitting.

4.0 ENVIRONMENTAL IMPACT EVALUATION

This Draft EIR addresses potential environmental impacts associated with the following 17 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		

Within each of Section 4.0's subsections, the following information is presented relative to each environmental issue described:

- Description of the existing setting as it relates to the specific environmental issue;
- A summary of existing policies and regulations relevant to the specific environmental issue;
- Identification of the thresholds of significance;
- Evaluation of project-specific impacts and a determination of significance based on identified threshold levels;
- Description of proposed project design features that will help reduce potential impacts;
- Identification of mitigation measures;
- A determination of the level of significance after mitigation measures are implemented; and
- Cumulative impacts.

The environmental analysis provided in Sections 4.1 through 4.17 focuses on changes in the existing physical environment and identifies direct and indirect significant impacts associated with the proposed project. The cumulative impacts for each of the proposed project components are analyzed within the discussion of each component for each threshold.

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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.

For the purposes of the following analyses, two general aesthetic terms are defined: scenic vistas and viewsheds.

- **Scenic Vistas.** A scenic vista can be categorized as either containing a panoramic view[1] or a focal view. Panoramic views are typically associated with publicly-accessible vantage points that provide a sweeping geographic orientation not commonly available (e.g., skylines, valleys, mountain ranges, or large bodies of water). Focal views are typically associated with views of natural landforms, public art/signs, and visually important structures, such as historic buildings. Aesthetic components of a scenic vista include three components: scenic quality, sensitivity level, and view access.
- **Viewsheds.** A viewshed is typically defined as the natural environment that is visible from one or more viewing points. CEQA documents most often define viewshed as what portions of the project viewers can see from surrounding areas. A viewshed can be divided into three distinct components: the foreground, midground, and background.

4.1.1 Existing Setting

The proposed project is located in the central portion of the City of Wildomar and is bounded on the south by Baxter Road. The site consists of gently rolling hills that slope to the southwest. The site is vacant although the Brown House is currently being stored on site. To the north and east are scattered single-family residences and vacant land. Immediately south of Baxter Road is vacant land with a residential community farther south. The site is bordered by Interstate 15 (I-15) to the east with light commercial and vacant land on the east side of the freeway.

The site topography gently slopes down to the southwest at approximately 3.4 percent. Elevations on site range from 1,377 feet above mean sea level (amsl) at the northeastern corner of the property down to 1,329 feet amsl along the southern boundary of the site. A drainage feature traverses the western portion of the site in a northeast-southwest direction. The site contains remnants of an olive orchard with most remaining trees along the drainage feature. In addition, the site contains a dirt track that is used as an unofficial walking and bike trail.

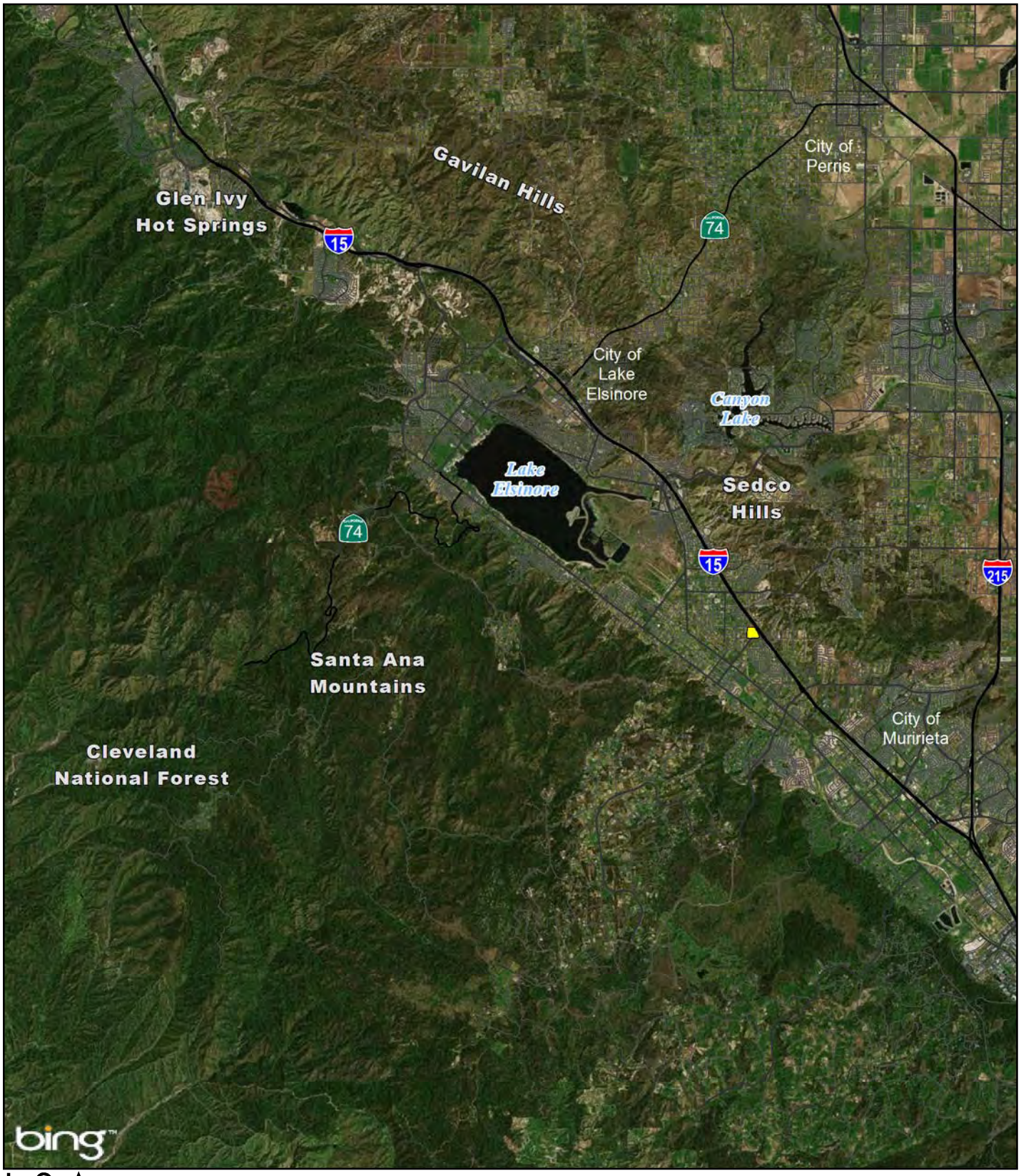
[1] A panoramic view consists of visual access to a large geographic area, for which the field of view can be wide and extend into the distance.

4.1.1.1 Existing Viewsheds and Scenic Vistas

A viewshed is the visible surface area from an observer's point of view and is typically defined by what viewers can see from the project and what portions of the project viewers can see from the surrounding area. A viewshed can be divided into three distinct 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 physical features of area that constitute visual resources. Figure 4.1.2 is a key map showing the direction from which various site photos were taken (Figures 4.1.2A through 4.1.2D).

Table 4.1.A: Existing Viewsheds from the Project Area

Vantage Point	Characteristics of Views		
	Foreground	Midground	Background
North from project site	Dirt driveway, undeveloped land, and a residential home.	Tops of mature trees	Power lines and views of the Sedco Hills to the northeast
East from project site	Interstate 15	Commercial uses	Views of Sedco Hills
South from project site	Baxter Road and vacant lands	Mature trees and the roofs of residential homes	Views of the Santa Ana Mountains
West from project site	White Street, some trees, and scattered residential homes	Roofs of residential homes	Views of the tops of the Santa Ana Mountains
North toward project site from the south	Large mature trees, the Brown House, olive trees, and open space	Mature trees, the residential home adjacent to the project site, and the Cornerstone Church the northeast	Power lines, limited views of the Sedco Hills to the northeast and a limited view of the Santa Ana Mountains to the northwest
East toward project site from the west	Open space and olive trees located on the project site	Interstate 15, Cornerstone Church, commercial uses, power lines, and trees	Views of the Sedco Hills
South toward project site from the north	Undeveloped land and olive trees on the project site	Baxter Road, mature trees, and roofs of residential homes	Views of the Santa Ana Mountains
West toward project site from the east	Undeveloped vacant project site	Top of Brown house, mature trees, and roofs of residential homes	Views of the Santa Ana Mountains



LSA

FIGURE 4.1.1

N

Project Boundary

0 1.5 3

MILES

SOURCE: Bing Aerial, 2010.

Baxter Village
Environmental Impact Report

Physical Features

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FIGURE 4.1.2

Project Boundary

Photograph Location and Direction Taken

N

0 125 250

FEET

Baxter Village
Environmental Impact Report

SOURCE: Google Earth, 2013; Riveride County, 2014.

Photograph Key Map

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PHOTOGRAPH 1: *View looking west toward the southwest corner of the project site from the southeast corner.*



PHOTOGRAPH 2: *View looking west toward White Street and the Santa Ana Mountains from the northeastern portion of the site.*

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FIGURE 4.1.2A

Baxter Mixed-use Project
Environmental Impact Report

Site Photographs

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PHOTOGRAPH 3: *View looking north toward the nearest resident from the northeastern portion of the site.*



PHOTOGRAPH 4: *View looking southeast toward the I-15 freeway and Baxter Road overpass from northeastern portion of the site.*

LSA

FIGURE 4.1.2B

Baxter Mixed-use Project
Environmental Impact Report

Site Photographs

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PHOTOGRAPH 5: *View looking southwest from the northeastern portion of the site.*



PHOTOGRAPH 6: *View looking south from the northwest corner of the site.*

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FIGURE 4.1.2C

Baxter Mixed-use Project
Environmental Impact Report

Site Photographs

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NORTH EAST SOUTH



PHOTOGRAPH 7: *Views looking north, east, and south from the southwest corner of the project site.*



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FIGURE 4.1.2D

Baxter Mixed-use Project
Environmental Impact Report

Panoramic Site Photograph

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4.1.1.2 Lighting and Visibility

Ambient nighttime lighting in the vicinity of the project site is characteristic of undeveloped vacant property in a rural setting. While the site itself does not contain any nighttime lighting, other light sources within the project area include lighting on the side of the freeway, the headlights of vehicles traveling on I-15, and lighting produced by the nearby residential homes. Assuming "worst-case" conditions, current ambient light levels in the central and southern portions of the project site are assumed to be at or near zero foot-candles per square foot; this is the same unit of measurement used by professionals when referring to sky glow and nighttime light levels.

4.1.1.3 NOP/Scoping Comments

Several members of the public commented during the public scoping process. One person whose property is adjacent to the project site commented about the potential of impacts to views from his house due to the proposed project. No agency comments were made about aesthetics during the two public scoping meetings or the two NOP comment periods.

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. These policies are presented in their entirety in Table 4.1.B, later in this section, with an evaluation of the project's consistency with the stated goals and policies.

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 structures to 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.

Mt. Palomar Nighttime Lighting

ELAP 10.1 Adhere to the lighting requirements of Riverside County for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.

Scenic Highways

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.

4.1.2.2 City of Wildomar Municipal Code (Chapter 8.64: Light Pollution)

8.64.150 Residential lighting provisions

D. Shielding Requirements.

1. All outdoor luminaires shall be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin or onto the public right-of-way.
2. Unshielded fixtures or lighting sources shall not exceed 3,000 lumens per luminaire.

E. Lighting Intensity.

1. The maximum permitted lumens per acre for residential parcels is 55,000 lumens per acre, with an 11,000-lumen limit on the unshielded component.
2. In lieu of calculating total lumens per this section, a single residential lot of any size shall be considered in compliance with the lumen cap if it has a maximum of five 850-lumen (60-watt incandescent or 13-watt compact fluorescent) full cutoff luminaires.
3. If at least 75% of the installed lumens are from LPS sources, the total lumens may be increased by 50%.

F. Light fixtures shall not exceed a color temperature of 3,500 K (warm white light). (Ord. 75 § 2, 2013)

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. 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 documents 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, current residences west and north of the project site and motorists on I-15 east of the site would be considered sensitive to the visual and aesthetic alteration of the project site. Where possible, the potential aesthetic impacts of the proposed project will be evaluated to determine if or the degree to which the project is consistent with applicable General Plan objectives and policies.

Previously referenced Figures 3.7 and 3.8 show computerized photographic renderings of the commercial and apartment buildings of the proposed project.

[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 Thresholds of Significance

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.

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 (therefore, no mitigation would be required) or adherence to established regulations, standards, and policies would reduce potential impacts to a less than significant level.

4.1.5.1 Scenic Vistas

Threshold:	Would the proposed project have a substantial adverse effect on a scenic vista?

Scenic vistas in the project area include the Sedco Hills to the east and the Santa Ana Mountains to the west. The project proponent proposes to develop 66 single-family homes, 204 multifamily apartments, and 75,000 square feet of commercial/ retail space. The residential communities would come in a variety of designs; however, the tallest buildings would be the multifamily apartments, which would be three stories high. The project would comply with Section 17.44 of the City's Municipal Code, which restricts the height of buildings in an R-3 Zone to 50 feet. In comparison, the single-family homes would be two-story buildings. Compliance with Municipal Code 17.60.C would restrict the height of these buildings to 40 feet. The commercial retail buildings would be one-story buildings and restricted to a height less than 50 feet by the City's Municipal Code 17.76.C (refer to building elevations Figures 3.7 and 3.8 in Section 3 *Project Description*).

The proposed residential and commercial buildings would to some degree block the views of motorists from I-15 looking west toward the Santa Ana Mountains and motorists and pedestrians traveling along White Street looking toward the Sedco Hills. Blocked views would be limited to the lower portions of the Santa Ana Mountains and Sedco Hills; the peaks will still be visible. In addition, the views of the

Santa Ana Mountains can still be seen to the northwest and southwest of the project site. The Sedco Hills can also be seen to the northeast and southeast of the site. Therefore, the project will not have a significant impact on scenic vistas and no mitigation is required.

4.1.5.2 Scenic Resources and 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 California Department of Transportation (Caltrans) Scenic Highway Program does not identify any State-designated scenic highways[1] near the project site.[2] However, the portion of I-15 that intersects the State Route 91 and travels south through Riverside County is an Eligible Scenic Highway-Not Officially Designated. This section of I-15 is adjacent to the project site. However, the project is not required to provide a formal Visual Impact Assessment (VIA) to Caltrans since it is not visible from any officially state-designated scenic highways. In addition, there are no designated local scenic roadways near the project site. Therefore, the proposed project will not affect scenic resources within a state scenic highway or a local scenic road, and no mitigation is required.

4.1.5.3 Existing Visual Character and Surroundings

Threshold	Would the proposed project substantially degrade the existing visual character or quality of the site and its surroundings?

The proposed project will substantially change the views of both nearby residents and motorists on adjacent roadways. Development of the proposed project would substantially and fundamentally change the existing character of the project site from undeveloped vacant space to residential and commercial. However, this area within the City of Wildomar is in the process of transitioning from a rural area to an urban/ suburban area consistent with the vision of the City's General Plan which designates the areas surrounding the project as Medium Density Residential. In addition, the proposed residential and commercial uses are consistent with surrounding residential uses to the north and west and nearby commercial uses on the east side of I-15. For these reasons, the proposed project would be consistent with the General Plan land use vision for this area. The renderings provided by the applicant (Figures 3.7 and 3.8 in Section 3 *Project Description* and Appendix C in the DEIR) indicate that the proposed single-family homes, apartment buildings, and

[1] A State Scenic Highway is defined as any freeway, highway, road, or other public right-of-way, that traverses an area of exceptional scenic quality.

[2] *Eligible and Officially Designated Routes,* California Department of Transportation Scenic Highway Program, http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm, website accessed August 13, 2014.

commercial buildings will be visually similar to others constructed recently within the City.

The project will also be required to comply with all City of Wildomar ordinances and regulations, as shown in Table 4.1.B, which will reduce impacts to the existing visual characteristics of the site to less than significant. No mitigation is required.

Table 4.1.B: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
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 solid walls along the freeway/project property line are generally located at or below the level of the freeway which minimizes blocking of public views.
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 will 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 landscaping and a roadway.
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 comply with City design standards.
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.	**Consistent.** The project site does not contain superior examples of native trees or natural vegetation. There are remnant stands of established eucalyptus and olive trees which were planted when the property was in active agriculture use.
OS 9.4. Conserve the oak tree resources in the County.	**Consistent.** The project site does not contain large stands of oak trees protected by City Ordinance.
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.

Table 4.1.B: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Mt. Palomar Nighttime Lighting	
ELAP 10.1 Adhere to the lighting requirements of Riverside County for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.	**Consistent:** The project will comply with Chapter 8.64 Light Pollution, of the Wildomar Municipal Code.
Scenic Highways	
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.	**Consistent:** As discussed in Section 4.1.5..2, the project will not impact Interstate 15 and would not diminish the aesthetic value of the project area.

Source: City of Wildomar General Plan July 2008.

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?

Currently, there is no source of light or glare on the project site as it is currently undeveloped. Existing sources of light and glare in the surrounding area include lights from nearby residential homes, streetlights along I-15, and lighting along the Baxter Road off-ramp. According to the City General Plan, the surrounding areas are planned for and will eventually consist of medium density residential development which will result in nighttime lighting levels typical of suburban communities.

Development of the project site would introduce new sources of light and glare into the area in the form of street lighting, parking lots, and security lighting for the commercial and residential buildings and nighttime traffic, as well as landscaping lights. The City Municipal Code requires that building and site lighting be oriented downward so as to not project direct light rays into the sky or onto adjacent properties. The City's building permit review process will help ensure that development on the site complies with City design standards regulating light and glare for the planned residential and commercial uses. Adherence to the existing Wildomar Municipal Code will help control lighting impacts of the proposed project relative to adjacent residential properties and help reduce them to less than significant levels.

The project is approximately 29 miles northwest of Mt. Palomar Observatory. All development within the City is subject to Chapter 8.64 Light Pollution, of the Wildomar Municipal Code. Therefore, potential impacts on the observatory will be less than significant.

4.1.6 Significant Impacts

All potential impacts of the project on aesthetics have been determined to be less than significant and no mitigation is required.

4.1.7 Cumulative Impacts

The cumulative effect on scenic vistas from the proposed project would be less than significant as scenic vistas would not be affected from viewpoints within certain project locations and adjacent roads. Although the development of the proposed project would partially obstruct views of the Santa Ana Mountains and Sedco Hills from current vantage points near the project structures, vistas would not be completely obstructed from viewpoints afforded from the circulation network, openings between rows of buildings or trees, or at the end of vehicular rights-of-way.

Compliance with the City's General Plan standards and the City's Municipal Code standards would ensure that the proposed 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.

The cumulative area for lighting impacts for the proposed project is the Wildomar valley along the I-15 Freeway. Ambient lighting levels will incrementally increase in the area as proposed, existing, and future development occurs and the valley area slowly transitions to a more urbanized area. The project site is located in an already semi-urbanized area and is adjacent to a major freeway and ramps that currently provide a substantial amount of light. The construction of the project would not significantly increase the cumulative lighting impact in the City of Wildomar. In addition, as with past and currently proposed development, cumulative lighting-related impacts would be reduced through the 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 possible agricultural and forestry resource impacts attributable to the proposed project. It describes existing agricultural resources and State farmland classifications for the project site. This section 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:

- *Biological Resources Assessment and Western Riverside County MSHCP Consistency Analysis, Baxter Village, APNs 367-180-015 & 367-180-043*. PCR. September 2013 (DEIR Appendix E).
- *A Guide to the Farmland Mapping and Monitoring Program,* California Department of Conservation, Division of Land Resources Protection, 2004 Edition.
- Land Use Element, *City of Wildomar General Plan*, July 2008.
- Multipurpose Open Space Element, *City of Wildomar General Plan,* July 2008.

4.2.1 Existing Setting

4.2.1.1 Agricultural Designations

The land within the project is currently vacant and undeveloped, with the exception of a small house on blocks. The site consists primarily of disturbed, fallow agricultural fields, with some native vegetation and the remnants of an olive orchard. The project area is underlain by the following soils: 29.6 percent Greenfield sandy loam with 2–8 percent slopes, eroded (GyC2); 9.5 percent Greenfield sandy loam with 8–15 percent slopes, eroded (GyD2); 16.5 percent Hanford coarse sandy loam, 2–8 percent slopes (HcC); 4.3 percent Monserate sandy loam, 8–15 percent slopes, eroded (MmD2); 18.2 percent Monserate sandy loam, shallow, 5–15 percent slopes, eroded (MmD2); 19.0 percent Ramona sandy loam, 2–5 percent slopes, eroded (RaB2); and 2.8 percent Ramona sandy loam, 2–5 percent slopes, eroded (RaD2). Figure 4.2.1 depicts the locations of on-site soils. The following are descriptions of soil series on the site, including their potential uses in agriculture:

- **Greenfield series (GyD2, GyC2):**[1] Greenfield soils consist of sandy loam overlying fine sandy loam to a depth of 51 inches. Beneath these layers lie stratified layers of loamy sand, sandy loam, and fine sandy loam parent material. These soils are well drained with slow to medium runoff, and moderately rapid permeability. Greenfield can be used for irrigated field crops or dry land grain, as well as pasture.

[1] http://soilseriesdesc.sc.egov.usda.gov/OSD_Docs/G/GREENFIELD.html. Accessed October 29, 2014.

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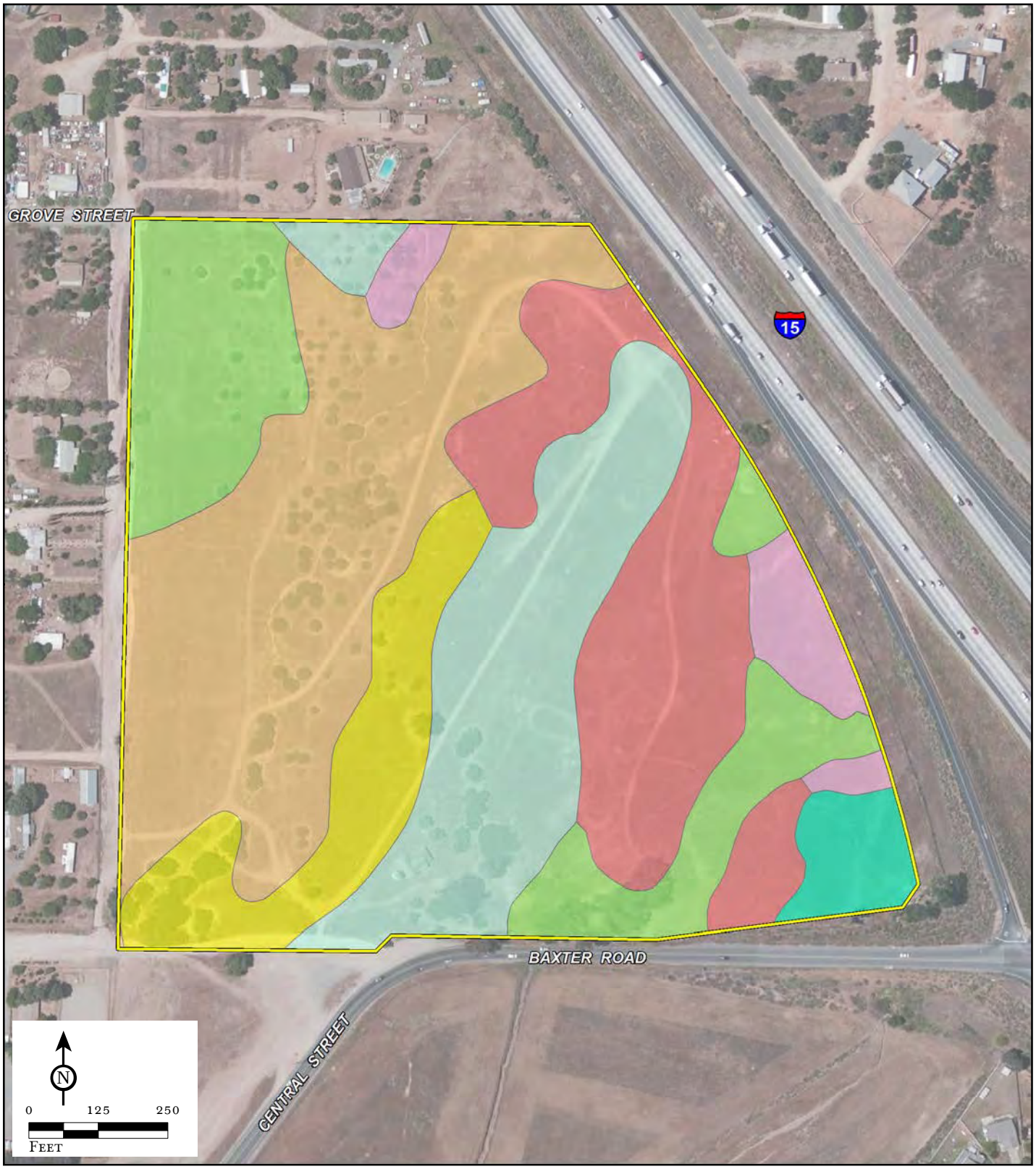

LSA

FIGURE 4.2.1

Project Boundary

Soils

- GyC2: Greenfield sandy loam
- GyD2: Greenfield sandy loam
- HcC: Hanford coarse sandy loam
- MmD2: Monserate sandy loam
- MnD2: Monserate sandy loam, shallow
- RaB2: Ramona sandy loam
- RaD2: Ramona sandy loam

Baxter Village
Environmental Impact Report

SOURCE: Bing Aerial, 2010; Riverside County, 2014; Soil Data Mart, 2003; FMMP, 2010.

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Local Soils

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- **Hanford series (HcC):**[1] These soils consist of fine sandy loam to a depth of 60 inches and 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, MnD2):**[2] 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.
- **Ramona series (RaB2, RaD2):**[3] The Ramona series consists of sandy loam and loam overlying sandy clay loam to a depth of 68 inches, followed by a layer of sandy loam, and a massive alluvial parent material beneath that. 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.

The California Government Code (Section 65570) requires the collection and reporting of agricultural land use acreage and conversion by June 30 of each even-numbered year. Utilizing data from the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) soil survey and current land use information, the California Department of Conservation (DOC), the Farmland Mapping and Monitoring Program (FMMP)[4] 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. These maps delineate land use in eight mapping categories (and one overlay category) and represent an inventory of agricultural soil resources within Riverside County. The FMMP defines its Farmland categories as follows:

- **Prime Farmland:** Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.[5]
- **Farmland of Statewide Importance:** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.[6]

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1 http://soilseriesdesc.sc.egov.usda.gov/OSD_Docs/H/HANFORD.html. Accessed October 29, 2014).
2 http://soilseriesdesc.sc.egov.usda.gov/OSD_Docs/M/MONSERATE.html. Accessed October 29, 2014.
3 http://soilseriesdesc.sc.egov.usda.gov/OSD_Docs/R/RAMONA.html. Accessed October 29, 2014.
4 *A Guide to the Farmland Mapping and Monitoring Program*, California Department of Conservation, Division of Land Resources Protection, 2004 Edition.
5 http://www.conservation.ca.gov/dlrp/fmmp/mccu/Pages/map_categories.aspx. Accessed October 30, 2014.
6 http://www.conservation.ca.gov/dlrp/fmmp/mccu/Pages/map_categories.aspx. Accessed October 30, 2014.

- **Unique Farmland:** Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been used for crops at some time during the four years prior to the mapping date.[1]
- **Farmland of Local Importance:** Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.[2]

According to available FMMP data and mapping, the project site is almost entirely classified as Farmland of Local Importance. In Riverside County, Farmland of Local Importance is defined as:

> Soils that would be classified as Prime and Statewide but lack available irrigation water. Lands planted to dryland crops of barley, oats, and wheat.
>
> Lands producing major crops for Riverside County but that are not listed as Unique crops. These crops are identified as returning one million or more dollars on the 1980 Riverside County Agriculture Crop Report. Crops identified are permanent pasture (irrigated), summer squash, okra, eggplant, radishes, and watermelons.
>
> Dairylands, including corrals, pasture, milking facilities, hay and manure storage areas if accompanied with permanent pasture or hayland of 10 acres or more.
>
> Lands identified by city or county ordinance as Agricultural Zones or Contracts, which includes Riverside City "Proposition R" lands. Lands planted to jojoba which are under cultivation and are of producing age.[3]

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 the Riverside County Farm Bureau and the County Department of Regional Planning, there are no Williamson Act contracts on or in the general vicinity of the project site.

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1 Ibid.
2 Ibid.
3 http://www.conservation.ca.gov/dlrp/fmmp/Documents/local%20defs%200810.pdf. Accessed October 30, 2014.

4.2.1.3 Forest Land Designations

The project site includes approximately 0.55 acre (0.64 percent of 36 acres) of Coast Live Oak Woodland and 0.18 acre (0.5 percent of 36 acres) of Eucalyptus Woodland. Public Resource Code Section 12220(g)) defines forest land as:

> "… 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."

The project site contains a total of 1.14 percent native tree cover.

4.2.1.4 NOP/Scoping Comments

Several members of the public commented during the public scoping process; however, no public or agency comments were made about agricultural issues during the scoping meetings or the NOP comment periods.

4.2.2 Existing Policies and Regulations

4.2.2.1 City of Wildomar General Plan Policies

The following policy pertains to agriculture and forestry resources and is applicable to the proposed project. 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.

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:

- 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.
- 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.

4.2.4 Methodology

The methodological analysis underlying this section of the EIR consists of the following:

- First, analyze the FMMP data to determine if portions of the project area are designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.
- Second, evaluate the current General Plan land use designations and zoning applicable to the site to determine the existence of any conflicts between the project and any potential existing agricultural General Plan and zoning designations applicable to the site.

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 Forest Land Zoning and 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?

According to the California Department of Forestry and Fire Protection, there are no areas designated as forest land or timberland on or near the project site. In addition, the project site includes approximately 0.73 acre or 1 percent of woodland on site as described in the Baxter Village Biological Resources Assessment and MSHCP report (Appendix E). Although trees are located on the project site, the quantity and species of these trees are not appropriate for consideration as forest land. For these

reasons, no significant impacts would occur from the implementation of the project, and no mitigation is required.

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?

According to the State Farmland Mapping and Monitoring Program, the entire site is classified as Farmland of Local Importance. However, the FMMP does not designate any of the site as Prime, Unique, or Farmland of Statewide Importance. Therefore, project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural land uses. No impact would occur and no mitigation is required.

4.2.5.3 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?

Historically, the project site has been used as an olive tree orchard and remnants of the olive orchard currently exist on the project site. The project site is not being actively farmed. As described above, the project site is designated as Farmland of Local Importance. This is due to the site containing what would be some Prime Soils if the site was irrigated. However, there is no land within the City with an agricultural General Plan land use designation, and the project site has the General Plan land use designation of Mixed Use Policy Area (MUPA) and is zoned C-P-S (Scenic Highway Commercial) with a Mixed Use Overlay zone. The County's EIR for the 2003 General Plan noted that the total amount of land designated for agricultural uses represented a 32.5 percent decrease in the amount of agricultural land in the County, and concluded that the potential impacts of the conversion of farmland to non-agricultural uses from the adoption of the General Plan were significant and unavoidable. The County adopted a statement of overriding considerations for these impacts. Since the project site was not designated for agricultural use in the 2003 General Plan, the impacts stemming from the conversion of this site from agricultural uses to commercial and residential uses was evaluated in the 2003 General Plan EIR. No new impacts are associated with the changes to the land use designations and zoning that are proposed as a part of this project. Therefore, in the context of this DEIR, impacts on the conversion of farmland to non-agricultural uses are considered to be less than significant.

In addition, the project site consists of rolling hills and a drainage feature that may need to be graded and leveled to make the site suitable for agricultural uses. The site is bordered by I-15 and urban residential uses, which would make the site inappropriate for agricultural uses due to increased dust and noise from agricultural activities. Also, the site and surrounding area do not contain any agricultural wells; therefore, water would need to be imported to the site to irrigate any crops. The only available water in the City of Wildomar is urban/suburban potable water. This type of water is very costly and would make farming this site economically infeasible. For these reasons, impacts related to the conversion of farmland to non-agricultural uses are less than significant and no mitigation is required.

4.2.5.4 Existing Zoning and Williamson Act

Threshold	Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

There is no land zoned for Williamson Act contracts either on the project site or on any adjacent properties. Because the project would not conflict with any Williamson Act contracts, the impacts related to this issue would be less than significant, and no mitigation is required.

4.2.6 Significant Impacts

All potential impacts of the project on agricultural or forest resources have been determined to be less than significant and no mitigation is required.

4.2.7 Cumulative Impacts

The State Department of Conservation publishes a Farmland Conversion Report every two years as part of its FMMP. These reports document land use conversion by acreage for each California county. The most recent data are for the 2008–2010 period,[1] 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). While the cumulative loss of agriculture in Riverside County is significant, the loss of 36 acres of Farmland of Local Importance, comprising a site that has little agricultural value without irrigation, does not represent a considerable contribution to the cumulative loss of important agricultural soils in the County or State. In addition, the cumulative impacts associated with the conversion of this site to non-agricultural uses were considered as a part of the 2003 General Plan EIR when the project site was designated for non-agricultural uses, and there are no new impacts associated with this project

[1] http://www.conservation.ca.gov/dlrp/fmmp/Pages/FMMP_2008-2010_FCR.aspx.

4.3 AIR QUALITY

This section analyzes the proposed project's potential air quality impacts based on the following comprehensive assessment:

- *Baxter Village Air Quality Impact Analysis, City of Wildomar, California.* Urban Crossroads. October 29, 2013. Revised March 25, 2015 (DEIR Appendix D).
- *Baxter Village Mobile Source Air Toxic Health Risk Assessment, City of Wildomar, California.* Urban Crossroads. September 17, 2014. Revised March 25, 2015 (DEIR Appendix D).

The air quality analysis evaluates potential air quality impacts and mitigation measures by examining the short-term construction and long-term operational impacts associated with the project and by evaluating the effectiveness of mitigation measures incorporated as part of the project design. Additionally, the analysis provides a discussion of the proposed project, the physical setting of the project area, and the air quality regulatory framework. The evaluation was prepared in accordance with appropriate standards, utilizing procedures and methodologies in the South Coast Air Quality Management District (SCAQMD) *CEQA Air Quality Handbook* (SCAQMD 1993) using the latest CalEEMod computer program developed and maintained by 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 project site is located in the South Coast Air Basin (Basin), a geographic area that encompasses the coastal plain and connecting broad inland valleys and low hills. The Pacific Ocean forms the western border of the Basin and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. The Basin is under the jurisdiction of the SCAQMD.

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 Ana winds") 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]			Notes
		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	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.
	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	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.
	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)	6 ppm (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	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.
	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	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.
	Calendar Quarter	—		1.5 µg/m^3	Same as Primary Standard		5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
	Rolling 3-Month Average	—		0.15 µg/m^3			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.
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	—	Ultraviolet Fluorescence	0.030 ppm (80 µg/m^3)	—	Spectrophotometry (Pararosaniline Method)	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.
	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)		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.
	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. 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).

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: •Baxter Village Air Quality Impact Analysis, City of Wildomar, California. Urban Crossroads. October 29, 2013, Revised March 25, 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 5.0 miles northwest of the project site. Data for PM_{10} were obtained from the Perris Valley monitoring station located approximately 13 miles north of the project site, while data for $PM_{2.5}$ were 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 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 p	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
Number of samples exceeding standard:	State: > 50 $\mu g/m^3$	01	1	—	—

[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
	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: Baxter Village Air Quality Impact Analysis, City of Wildomar, California. Urban Crossroads. October 29, 2013, Revised March 25, 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 VOCs, 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 Air Pollution Constituents and Attainment Status

The CARB coordinates and oversees both State and Federal air pollution control programs in California. The CARB oversees activities of local air quality management agencies and maintains air quality monitoring stations throughout the State in conjunction with the EPA and local air districts. The CARB has divided the State into 15 air basins based on meteorological and topographical factors of air pollution. 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 AAQS. 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. Previously referenced Table 4.3.D identifies the attainment status[1] for the criteria pollutants in the Basin.

4.3.1.5 Sensitive Land Uses in the Project Vicinity

Sensitive receptors include residences, schools, medical offices, convalescent facilities, and similar uses that are sensitive to air pollutants. The nearest sensitive receptor is a residential unit located approximately 62 feet north of the project site. Other sensitive receptors include low-density residences located immediately west of the project site.

4.3.1.6 NOP/Scoping Comments

No public comments were made at the scoping meetings expressing concern about air quality or air pollution. The SCAQMD sent two letters, one letter for the first NOP period and a second letter for the second NOP period. Both letters outlined the SCAQMD's recommendations for how the air quality study should be prepared for the proposed project. These letters are included in Appendix A to this EIR.

4.3.2 Existing Policies and Regulations

4.3.2.1 Federal Regulations

Clean Air Act. Pursuant to the Federal Clean Air Act (CAA) of 1970, the EPA established NAAQS. The NAAQS were established for six major pollutants, termed "criteria" pollutants. Criteria pollutants are defined as those pollutants for which the Federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations in order to protect public health. 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 and 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

Mulford-Carrell Act. The State first set CAAQS in 1969 under the mandate of the Mulford-Carrell Act. The CAAQS are generally more stringent than the NAAQS. In

[1] Unclassified designation: a pollutant that is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment; Attainment designation: a pollutant is designated attainment if the State standard for that pollutant was not violated at any site in the area during a 3-year period. Nonattainment: a pollutant is designated nonattainment if there was at least one violation at any site in the area during a 3-year period.

addition to the six criteria pollutants covered by the NAAQS, there are CAAQS for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Originally, there were no attainment deadlines for CAAQS; however, the CCAA of 1988 provided a time frame and a planning structure to promote their attainment. The CCAA required nonattainment areas in the State to prepare attainment plans and proposed to classify each such area on the basis of the submitted plan, as follows: moderate, if CAAQS attainment could not occur before December 31, 1994; serious, if CAAQS attainment could not occur before December 31, 1997; and severe, if CAAQS attainment could not be conclusively demonstrated at all. The attainment plans are required to achieve a minimum 5 percent annual reduction in the emissions of nonattainment pollutants unless all feasible measures have been implemented. The EPA has designated the Southern California Association of Governments (SCAG) as the Metropolitan Planning Organization (MPO) responsible for ensuring compliance with the requirements of the CAA for the Basin.

California Code of Regulations Title 24, Part 6. 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. The standards are updated periodically to allow consideration and incorporation of new energy efficiency technologies and methods. The latest amendments were enacted in 2011 as part of the California "Green" Building Code.

4.3.2.3 Regional Regulations

Lewis Air Quality Management Act. The 1976 Lewis Air Quality Management Act established the SCAQMD and other air districts throughout the State. The CAA Amendments of 1977 required that each state adopt an implementation plan outlining pollution control measures to attain the Federal standards in nonattainment areas of each state. The CARB is responsible for incorporating air quality management plans for local air basins into a State Implementation Plan (SIP) for EPA approval. Significant authority for air quality control within them has been given to local air districts that regulate stationary source emissions and develop local nonattainment plans.

Regional Air Quality Management Plan (AQMP). The SCAQMD and the SCAG are responsible for formulating and implementing the AQMP, which has a 20-year horizon for the Basin. The SCAQMD and SCAG must update the AQMP every three years. The current regional air quality plan is the Final 2012 AQMP adopted by the SCAQMD on December 7, 2012.

The AQMP proposes policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the Basin and those portions of the Salton Sea Air Basin that are under SCAQMD jurisdiction. This Final Plan also addresses several 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 in its 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 commitment toward meeting the federal 8-hour ozone standards. This Final Plan builds upon the approaches taken in the 2007 AQMP for the Basin for the attainment of the Federal ozone air quality standard.[1] The Basin is currently a Federal and State nonattainment area for PM_{10}, $PM_{2.5}$, and ozone.

4.3.2.4 City General Plan Policies

Local jurisdictions have the authority and responsibility to reduce air pollution through their police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air pollutant 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 that relate to a project being built and occupied 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 1.4 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 1.11 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.

[1] *Final 2012 Air Quality Management Plan,* South Coast Air Quality Management District, February 20, 2013.

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 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 boiler 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 5.2 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.

Table 4.3.E shows construction and implementation of the proposed project site are generally consistent with General Plan policies and objectives.

Table 4.3.E: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
AQ 1.1. Promote and participate with regional and local agencies, both public and private, to protect and improve air quality.	**Consistent.** The project will comply with all applicable regional and local agency policies and requirements to protect and improve air quality.
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.	**Consistent.** The project is consistent with the AQMP and the City's General Plan.

Table 4.3.E: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
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.	**Consistent.** Through the NOP and scoping meeting process, stakeholder groups and the general public were invited to comment on air quality concerns, inclusive of ways to reduce 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.	**Consistent with Mitigation.** The air study has evaluated the project's potential effects on sensitive receptors and found no significant impacts with mitigation. The project does not contain any point sources, although the commercial center will be separated from existing residences to minimize localized air pollutant impacts.
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.	**Consistent.** The project includes appropriate setbacks between proposed residential and commercial uses.
AQ 2.3. Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.	**Consistent.** The project includes landscaping including tree species which reduce toxic air contaminants and 5.4 acres of open space that would help trap particulate matter.
AQ 4.1. Encourage the use of building materials/methods which reduce emissions.	**Consistent with Mitigation.** Mitigation Measure 4.4.3.1B requires construction contractor to use construction equipment be CARB Tier 3 certified or better.
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 boiler units.	**Consistent with Mitigation.** Mitigation Measure 4.3.6.3A requires the project achieve a minimum of 15% increase in energy efficiencies beyond 2013 Title 24 performance standards. This includes using efficient heating equipment among other high efficiency appliances.
AQ 4.3. Encourage centrally heated facilities to utilize automated time clocks or occupant sensors to control heating.	**Not Applicable.** The project does not contain any large congregate facilities that require centralized heating systems.
AQ 4.4. Require residential building construction to comply with energy use guidelines detailed in Title 24 of the California Administrative Code.	**Consistent with Mitigation.** Mitigation Measure 4.3.6.3A requires the project achieve a minimum of 15% increase in energy efficiencies beyond 2013 Title 24 performance standards. This includes using efficient heating equipment among other high efficiency appliances.
AQ 4.5. Require stationary pollution sources to minimize the release of toxic pollutants.	**Not Applicable.** The project is residential and commercial in nature and thus has only non-point sources of pollutants (i.e., vehicles).
AQ 4.6. Require stationary air pollution sources to comply with applicable air district rules and control measures.	**Consistent.** The project will comply with all applicable stationary air pollution sources as required by the SCAQMD.

Table 4.3.E: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
AQ 4.7. To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions.	**Consistent with Mitigation.** Mitigation Measures in the DEIR require the project to mitigate to the extent possible emissions that 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.	**Consistent with Mitigation.** Mitigation Measure 4.3.6.1C requires the project to comply with these SCAQMD rules.
AQ 5.2. Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments.	**Consistent with Mitigation.** Mitigation Measure 4.3.6.3A requires the project achieve a minimum of 15% increase in energy efficiencies beyond 2013 Title 24 performance standards. This includes using efficient heating equipment among other high efficiency appliances.
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 with Mitigation.** The project includes extensive landscaping including evergreen and deciduous tree species providing shade throughout the site.

Source: City of Wildomar General Plan, July 2008.

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 air quality assessment includes estimating emissions associated with short-term construction as well as long-term operation of the proposed project. The net

increase in pollutant emissions determines the significance and impact on regional air quality as a result of the proposed project. Construction emissions would be generated by the use of heavy equipment and commuting of construction workers. Air quality in the project area would also be affected by long-term air pollutant emissions from stationary sources and mobile sources related to the proposed project. The results also allow the local government to determine whether the proposed project will deter the region from achieving the goal of reducing pollutants in accordance with the AQMP in order to comply with NAAQS and CAAQS.

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 "hotspots." CO concentrations in the project vicinity have steadily declined since the adoption of these standards, and hotspots could not be generated even in very busy intersections.

The SCAQMD has developed Local Significance Threshold (LST) methodology that can be used to determine whether or not a project may generate significant adverse localized air quality impacts. 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 and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). SCAQMD current guidelines, *Final Localized Significance Threshold Methodology* (June 2003), were adhered to in the assessment of air quality impacts for the proposed project. The LST mass rate look-up tables are used to determine whether the daily emissions for the proposed construction activities could result in significant localized air quality impacts. The emissions of concern from construction activities are NO_X, CO, PM_{10}, and $PM_{2.5}$ combustion emissions from construction equipment and fugitive PM_{10} dust from construction site preparation activities.

A screening level health risk assessment (HRA) has also been included due to the close proximity of existing residents next to the project site who could be exposed to construction emissions, as well as future project residents who may be exposed to vehicle emissions from the I-15 freeway. Both could potentially result in significant exposures. An HRA is a process used to estimate the increased risk of health problems in people who are exposed to different amounts of toxic substances. An HRA combines results of studies on the health effects of various animal and human exposures to toxic air pollutants with results of studies that estimate the level of people's exposures at different distances from the sources of the pollutants.

The air quality assessment assumed that construction would commence in September 2014 and would last through February 2018. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario should

construction occur any time 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 CEQA guidelines (UC 2015).

As noted in Chapter 2.0, construction is estimated to be phased beginning in 2016 and concluding in 2019. However, using a later date would not materially affect any of the analytical results; in fact, the analysis as constructed, is representative of a "worst-case" scenario for analytical purposes as identified in the report. Having the construction dates start at a date *after* September 2014 would yield fewer air quality emissions impacts since emission factors decrease as the analysis year increases.

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, in the case of a residential project, construction emissions (e.g., equipment exhaust, wind erosion, and vehicle exhaust) and trips to and from the homes (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. In the case of a residential project, 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 all applicable air district 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). Conformity with regional growth forecasts can be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast, such as a City's General Plan (i.e., a project is consistent with the established local land use and zoning designations of the General Plan at the time the regional plan was prepared).

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:

- Violate any AAQS;
- Contribute substantially to an existing air quality violation;
- Expose sensitive receptors to substantial pollutant concentrations;
- Create objectionable odors affecting a substantial number of people; and/or
- Conflict with adopted environmental plans and goals of the community in which it is located.

In addition to the Federal and State AAQS, there are daily emissions thresholds for construction and operation of a proposed project in the Basin. The Basin is administered by the SCAQMD, and guidelines and emissions thresholds established by the SCAQMD in its CEQA Air Quality Handbook (SCAQMD, April 1993) are used in this analysis.

It should be noted that the emissions thresholds were established based on the attainment status of the air basin with regard to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety (EPA), these emissions thresholds are regarded as conservative and would overstate an individual project's contribution to health risks.

4.3.4.1 Thresholds for Construction Emissions

The following CEQA significance thresholds for construction emissions have been established by the SCAQMD for the Basin:

- 75 pounds per day of VOCs.
- 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 $PM_{2.5}$.

Projects in the Basin with construction-related emissions that exceed any of the emission thresholds are considered to be significant under CEQA.

4.3.4.2 Thresholds for Operational Emissions

Projects with operation-related emissions that exceed any of the emission thresholds listed below are considered significant under the SCAQMD guidelines with respect to CEQA.

- 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 $PM_{2.5}$.

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 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 5.0 miles northwest of the project site. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. Construction-period emissions were evaluated using the SCAQMD Final Localized Significance Methodology.[1]

According to SCAQMD LST 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.,

[1] *Localized Significance Thresholds Methodology*. South Coast Air Quality Management District, 2003.

warehouse or transfer facilities). The proposed project does not include such uses, and thus, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is needed.

As identified previously, the nearest sensitive receptors are located approximately 62 feet (18.84 meters) away from the project site; therefore, the minimum distance 82 feet (25 meters) LSTs were used for the construction phase analysis. Note that the majority of work will occur more than 82 feet from existing residences, so this distance has been utilized as a "worst-case" estimate for the construction phase of the project, mainly when construction activity would occur along the northern and western boundaries of the project site.

Local air quality LST thresholds are as follows assuming a daily maximum ground disturbance of 3 acres (based on historical experiences with grading activities for a project site of this size) and 82 feet (25 meters) to the closest sensitive receptors:

- Construction LST Thresholds:
  - 279.67 lbs/day of NO_X.
  - 1,388.83 lbs/day of CO.
  - 9 lbs/day of PM_{10}.
  - 5.33 lbs/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?

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 SCAQMD has the following consistency criteria:

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

The violations that Criterion No. 1 refers to are the CAAQS and the NAAQS and the SCAQMD has determined that these standards would be violated if their Local Significance Thresholds (LSTs) were exceeded. Section 4.3.6.2 later in this chapter describes the potential impacts from localized construction-source emissions and applicable LSTs. Compliance with **Mitigation Measures 4.3.6.1A** through **4.3.6.1D** and **4.3.6.3A** would reduce emissions below applicable LSTs and the project would be consistent with Criterion No. 1. As stated above, long-term operational activity LSTs would only apply if the project included stationary sources, or attracted mobile sources that may spend long periods idling at the site (e.g. a warehouse or transfer facility). Because the project does not include either of these sources, operational LSTs do not apply and were not analyzed as a part of this project.

Regarding Criterion No. 2, although the proposed project will require a General Plan Amendment and zone change to modify land use designations/boundaries on the site, the proposed project is actually less intense than uses that could be built on the site under the current General Plan land use and zoning designations for the site (see Section 6.4.2, Alternative 1: Existing General Plan). Since the development proposed on the site would be no more intensive than would be allowed under existing General Plan and zoning designations, the proposed project at buildout would not exceed the assumptions of the AQMP. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan and no mitigation is required.

4.3.5.2 Health Risk Assessment

In 2005, the CARB released an advisory recommendation to avoid placing sensitive land uses (e.g., residential uses) within 500 feet of a freeway or urban road that serves over 100,000 vehicles per day or a rural road that serves 50,000 vehicles per day. According to the CARB, the increased cancer risk is 300 to 1,700 per million when sensitive uses are located within this area. The applicant proposes to add new multifamily and single-family residences adjacent to the I-15 freeway. According to the HRA, the I-15 freeway serves 116,000 vehicles on an average day. However, the applicant has agreed to install air filtration units for both types of housing (see project design features below). With the addition of the air filtration units, the HRA determined that the maximum exposed residential receptor for carcinogenic (cancer) exposures totaled 7.81 in one million for a 30-year exposure and 2.34 in one million for a 9-year exposure. The threshold level is 10 in one million for both the 30-year and 9-year exposures; therefore, the carcinogenic risks will not exceed any

applicable thresholds for either the 30-year or 9-year exposure scenario.[1] The HRA also calculated that non-carcinogenic hazards are within acceptable limits and are less than significant.

In addition, the maximum exposed residential receptor SCAQMD significance thresholds are 2.5 µg/m^3 and 1.0 µg/m^3 for 24-hour and annual averaging times. The HRA determined that I-15 freeway produces PM_{10} concentrations at 1.09 µg/m^3 and 0.59 µg/m^3, well below the established thresholds. Maximum 24-hour average concentration of $PM_{2.5}$ was determined to be 1.44 µg/m^3, which is also below the 2.5 µg/m^3 threshold. The proposed project does not generate significant quantities of other air pollutants that can cause serious health impacts as outlined in the previous Table 4.3.D.

Additionally, as part of the project design, the Project Applicant has agreed to implement the following design measures to further reduce exposure to pollutants:

- All multifamily (apartment) units within the project site will include the installation and maintenance of air filtration systems with efficiencies equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 14 as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2 (2)1.
- All single-family units within the project site will include the installation and maintenance of air filtration systems with efficiencies equal to or exceeding a MERV 8 as defined by the ASHRAE Standard 52.2 (2)2.

Therefore, the project does not have a significant impact related to health risks, and no mitigation is required.

4.3.5.3 Long-Term Microscale (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. Vehicular trips associated with the proposed project would contribute to traffic levels at intersections and along roadway segments in the project vicinity, which could cause localized air quality impacts. The primary mobile-source pollutant of local concern is CO, which is a direct function of vehicle idling time and, thus, traffic flow

[1] Applicable threshold for 30-year and 9-year exposure scenarios can be found in the *Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values*.

conditions. However, CO transport is extremely limited and disperses rapidly with distance from the source under normal meteorological conditions; however, under certain extreme meteorological conditions or unusual topographical conditions CO concentrations can peak (Urban Crossroads, March 2015) and may reach unhealthful levels affecting local sensitive receptors (residents, schoolchildren, the elderly, hospital patients, etc.).

According to the Air Quality Impact Analysis, the proposed project would need to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour where vertical and/or horizontal air does not mix to cause a significant CO impact. The project traffic study shows that it would only increase traffic volumes by approximately 4,777 trips per day and there are no topographical features in the area that would inhibit the dispersion of CO particles.

In addition, the HRA determined the project 1-hour average concentration for CO would be 2.88 ppm. For the 8-hour averaging time, the total project concentration of CO would be 0.82 ppm. Both of these concentrations are well below the CAAQS of 20.0 ppm and 9.0 ppm. For these reasons, the proposed project would not have a significant impact related to CO hotspots and no mitigation is required.

4.3.5.4 Odors

Threshold	Would the proposed project create objectionable odors affecting a substantial number of people?

During construction, the various diesel-powered vehicles and equipment in use on the site would create odors. SCAQMD Rule 402 states that air discharged from any source shall not cause injury, nuisance, or annoyance to the health, safety, or comfort of the public. With the exception of short-term construction-related odors (e.g., equipment exhaust and asphalt odors), the proposed uses do not include uses that are generally considered to generate offensive odors. While the application of architectural coatings and installation of asphalt may generate odors, these odors are temporary and not likely to be noticeable beyond the project boundaries. SCAQMD Rules 1108 and 1113 identify standards regarding the application of asphalt and architectural coatings, respectively.

Long-term objectionable odors are not expected to occur during the occupancy of the proposed project since it is residential and commercial in nature. The City's solid waste design guidelines will require covered waste receptacles for the commercial center, including any restaurants, so food waste-related odors will be minimized. There are no fueling stations associated with the proposed project; therefore, evaporative emissions from fuel storage tanks would not be emitted from the site.

Solid waste generated by the proposed on-site uses would be collected by a contracted waste hauler, ensuring that any odors resulting from on-site operations would be adequately managed. Due to the distance from the trash enclosures to the

nearest sensitive receptors and because solid waste from the project would be managed and collected in manner to prevent the proliferation of odors, no significant odor impact would occur and no mitigation is required.

4.3.6 Significant Impacts

4.3.6.1 Short-Term Construction-Related Emissions

Impact 4.3.6.1: *On-site construction activities would result in the increase of criteria pollutants VOC and NO_X 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 standard? For construction operations, the applicable daily thresholds for regional emissions are: 75 pounds per day of volatile organic compounds (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 $PM_{2.5}$.

Construction activities produce combustion emissions from various sources, such as grading, site preparation, utility engines, tenant improvements, and motor vehicles transporting the construction crew. Exhaust emissions from construction activities envisioned on site would vary daily as construction activity levels change. Based on the available project information, Table 4.3.F summarizes the construction-related emissions of the proposed project. It should be noted that the impacts without mitigation do not take credit for reductions achieved through BACMs and standard regulatory requirements (SCAQMD's Rule 403).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.F: Short-Term Regional Construction Emissions (without mitigation and without compliance with applicable SCAQMD rules)

Year	Total Regional Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2014	9.7	129.1	81.0	0.2	21.4	12.9
2015	9.2	121.2	78.4	0.2	21.3	9.9

2016	5.7	41.1	48.1	0.1	6.8	3.4
2017	111.1	37.8	45.1	0.1	6.6	3.2
2018	111.0	2.9	5.7	0.0	1.0	0.4
Maximum Daily Emissions	111.1	129.1	81.0	0.2	21.4	12.9
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Emissions?	**Yes**	**Yes**	**No**	**No**	**No**	**No**

Source: Urban Crossroads (March 2015).

CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
VOC = volatile organic compounds
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides

- **Nitrogen Oxides:** Nitrogen oxides are typically created during combustion processes. NO_X are major contributors to smog formation and acid rain. During project construction, years 2014 and 2015 would exceed SCAQMD thresholds for NO_X, due to emissions from heavy equipment used for grading and site clearing. This is a significant impact and requires mitigation.
- **Architectural Coatings (VOC).** Architectural coatings (paints) contain VOCs, which are O_3 precursors. Rule 1113 of the SCAQMD, described below, deals with the selling and application of architectural coatings. Based on the characteristics of the proposed project, it is estimated that application of the architectural coatings for the proposed peak construction day will result in a combined peak of 111.1 lbs/day of VOC without compliance with Rule 112 or the incorporation of any mitigation measures, as outlined in previously referenced Table 4.3.F. Therefore, these VOC emissions will exceed the SCAQMD VOC threshold of 75 lbs/day. This impact is significant and requires mitigation.
- **Fugitive Dust.** Fugitive dust emissions, PM_{10} and $PM_{2.5}$, are generally associated with land clearing and exposure of soils to the air and wind, as well as cut-and-fill grading operations. Dust generated during construction varies substantially on a project-by-project basis, depending on the level of activity, the specific operations, and weather conditions at the time of construction. Construction emissions can vary greatly depending on the level of activity, the specific operations taking place, the equipment being operated, local soils, weather conditions, and other factors. The project would not emit dust in excess of SCAQMD thresholds. In addition, the proposed project will be required to comply with SCAQMD Rules 402 and 403, described below, to control fugitive dust.
- **Best Available Control Measures (BACMs):** 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 the following.

- **Rule 402 (Nuisance):** This rule prohibits the discharge from any source whatsoever such quantities of air contaminant or other materials that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such person or the public, or that 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 BACMs 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 workday 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.

  Consistent with this rule, 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 will be used during project construction.
- **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 reduce the level of pollutants emitted during on-site construction activities:

4.3.6.1A All rubber-tired dozers and scrapers used during grading operations shall be California Air Resources Board (CARB) Tier 3 certified or better. The project contractor will provide specific equipment information to the City Public Works Department which shall be verified by inspection during construction.

4.3.6.1B Prior to the issuance of grading permits, the project applicant shall provide evidence to the City that grading plans include a requirement for the posting of an on-site sign instructing construction workers to shut off engines at or before five minutes of idling.

Level of Significance After Mitigation. Table 4.3.G indicates construction-related emissions, with incorporation of BACMs, adherence to standard SCAQMD regulations such as Rule 1113, and implementation of **Mitigation Measures 4.3.6.1A** through **4.3.6.1B**, will be reduced to less than significant levels.

Table 4.3.G: Short-Term Regional Construction Emissions (with mitigation and compliance with applicable SCAQMD rules)

Year	Total Regional Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2014	6.4	94.9	66.7	0.2	10.0	5.4
2015	6.2	88.0	64.8	0.2	14.5	6.4
2016	5.7	41.1	48.1	0.1	6.8	3.4
2017	67.4	37.8	45.1	0.1	6.6	3.2
2018	66.8	2.9	5.2	0.0	1.0	0.4
Maximum Daily Emissions	67.4	94.9	66.7	0.2	14.5	6.4
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Emissions?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads (March 2015).

CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
VOC = volatile organic compounds
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides

4.3.6.2 Construction-related Localized Emissions

Impact 4.3.6.2: *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 to or cause localized exceedances of the NAAQS or CAAQS. 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 nonattainment 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 ambient air quality standard 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.

Based on historical experience with grading sites of this size, it is anticipated the project would actively disturb up to 3.0 acres of the site per day and thus would not exceed the 5-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.

Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to noise and air pollutants. The nearest existing residential use is approximately 62 feet (18.84 meters) north of the project site. Accordingly, LST thresholds for receptors at 82 feet (25 meters) are used in this analysis because this is the closest distance available in the LST look-up tables.

Table 4.3.H shows that the emissions of **PM_{10}, and $PM_{2.5}$** on the peak day of construction without BACMs and mitigation measures and without compliance with applicable SCAQMD rules would exceed LST thresholds. This is a potentially significant impact that requires mitigation.

Table 4.3.H: Construction LST Impacts (without mitigation and without compliance with applicable SCAQMD rules)

Emissions Sources	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	80.72	51.58	12.69	7.19
LST Thresholds	**279.67**	**1,388.33**	**9**	**5.33**
Significant Emissions?	**No**	**No**	**Yes**	**Yes**

Source: Urban Crossroads (March 2015).

SRA: Lake Elsinore area, 5 acres, less than the 80-foot distance for residents

CO = carbon monoxide
lbs/day = pounds per day
LST = local significance threshold
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

Mitigation Measures. Previously identified **Mitigation Measures 4.3.6.1A** and **4.3.6.1B** address the incorporation of BACMs to help reduce the level of pollutants emitted during on-site construction activities. In addition, adherence to provisions of Rule 403 will reduce PM_{10} emissions from transportation, handling, construction, or storage activity that has the potential to generate fugitive dust.

Level of Significance After Mitigation. With implementation of existing SCAQMD regulations, and incorporation of **Mitigation Measures 4.3.6.1A** and **4.3.6.1B**, localized construction emissions at the nearest receptor to the project site would not exceed thresholds established by the SCAQMD (see Table 4.3.I).

Table 4.3.I: Construction LST Impacts (with BACMs and mitigation measures and compliance with applicable SCAQMD rules)

Emissions Sources	NO_X	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	46.48	37.24	5.80	3.64
LST Thresholds	**279.67**	**1,388.33**	**9**	**5.33**
Significant Emissions?	**No**	**No**	**No**	**No**

Source: Urban Crossroads (March 2015).

SRA: Lake Elsinore area, 5 acres, less than the 80-foot distance for residents

CO = carbon monoxide
lbs/day = pounds per day
LST = local significance threshold
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

4.3.6.3 Long-Term Project Operational Emissions

Impact 4.3.6.3: Long-term operational *activities would result in the increase of NOx 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 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.

Long-term air pollutant emission impacts are those associated with stationary sources and mobile sources involving any project-related changes. The proposed project would result in net increases in both stationary- and mobile-source emissions. The stationary-source emissions would come from many sources,

including the use of consumer products, landscape equipment, general energy, and solid waste. Based on trip generation factors included in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, Ninth Edition,* which are also provided in the traffic study prepared for the proposed project (Urban Crossroads, March 2015), the project's daily trips were entered in the CalEEMod model. Long-term operational emissions associated with the proposed project are shown in Table 4.3.J. Area sources include architectural coatings, consumer products, hearths, and landscaping. Energy sources include natural gas consumption for heating and cooking. Tables 4.3.J and 4.3.K show that the increase of NO_X as a result of the proposed project without mitigation would exceed the SCAQMD daily emission thresholds for any criteria pollutants. Therefore, project-related long-term air quality impacts would be significant and require mitigation.

Table 4.3.J: Regional Operational Emissions Summer (without mitigation and without compliance with applicable SCAQMD rules)

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Residences						
Area Sources	17.5	0.3	22.6	<0.1	0.5	0.5
Energy Sources	0.2	1.3	0.6	<0.1	0.1	0.1
Mobile Sources	20.0	53.1	194.1	0.5	35.8	10.1
Maximum Daily Emissions	**37.7**	**54.7**	**217.3**	**0.5**	**36.4**	**10.7**
SCAQMD Thresholds	**55.0**	**55.0**	**550.0**	**150.0**	**150.0**	**55.0**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads, March 2015

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides

Table 4.3.K: Regional Operational Emissions Winter (without mitigation and without compliance with applicable SCAQMD rules)

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Residences						
Area Sources	17.5	0.3	22.6	<0.1	0.5	0.5
Energy Sources	0.2	1.3	0.6	<0.1	0.1	0.1
Mobile Sources	19.6	55.2	185.7	0.5	35.8	10.1
Total Project Emissions	**37.3**	**56.8**	**208.9**	**0.50**	**36.4**	**10.8**
SCAQMD Thresholds	**55.0**	**55.0**	**550.0**	**150.0**	**150.0**	**55.0**
Significant?	**No**	**Yes**	**No**	**No**	**No**	**No**

Source: Urban Crossroads, March 2015

CO = carbon monoxide
lbs/day = pounds per day
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management

NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
District
SO_x = sulfur oxides

Mitigation Measure. The following mitigation measure has been identified to reduce the significance of potential impacts from operational emissions:

4.3.6.3A Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the City (Planning and Building Departments) demonstrating that the increment of the project for which building permits are being requested would achieve a minimum 15 percent increase in energy efficiencies beyond current California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation measures to be incorporated in the project would include, but would not be not limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would demonstrably reduce energy consumption and promote energy conservation would also be acceptable):

- Increase in insulation such that heat transfer and thermal bridging is minimized;
- Limit air leakage through the structure and/or within the heating and cooling distribution system;
- Use of energy-efficient space heating and cooling equipment;
- Installation of electrical hook-ups at loading dock areas;
- Installation of dual-paned or other energy efficient windows;
- Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;
- Installation of automatic devices to turn off lights where they are not needed;
- Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings;
- Design of buildings with “cool roofs” using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors;
- Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and

- Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.

Level of Significance After Mitigation. With incorporation of **Mitigation Measure 4.3.6.3A**, project operational emissions would not exceed thresholds established by the SCAQMD (see Tables 4.3.L and 4.3.M). Therefore, impacts are less than significant with mitigation.[1]

Table 4.3.L: Regional Operational Emissions Summer (with mitigation and with compliance with applicable SCAQMD rules)

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Residences						
Area Sources	17.5	0.3	22.6	<0.1	0.5	0.5
Energy Sources	0.1	1.1	0.5	<0.1	0.1	0.1
Mobile Sources	19.1	50.6	174.0	0.5	32.8	9.7
Maximum Daily Emissions	**36.7**	**52.0**	**197.1**	**0.5**	**33.4**	**10.3**
SCAQMD Thresholds	**55.0**	**55.0**	**550.0**	**150.0**	**150.0**	**55.0**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads, March 2015

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides

Table 4.3.M: Regional Operational Emissions Winter (with mitigation and with compliance with applicable SCAQMD rules)

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Residences						
Area Sources	17.5	0.3	22.6	<0.1	0.5	0.5
Energy Sources	0.1	1.1	0.5	<0.1	0.1	0.1
Mobile Sources	19.1	50.6	174.0	0.5	32.3	9.1
Total Project Emissions	**36.7**	**52.0**	**197.1**	**0.5**	**32.9**	**9.7**
SCAQMD Thresholds	**55.0**	**55.0**	**550.0**	**150.0**	**150.0**	**55.0**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads, March 2015

[1] The project emissions without mitigation were assumed to be a worst case scenario and did not take advantage of any reduction due to the mixed-use nature of the project. In the mitigated scenario the CalEEMod mixed-use parameters, mitigation measures, and compliance with SCAQMD regulations were used for the project to show the maximum reduction in emissions. NOx levels specifically were decreased due to decreased amount of vehicles miles traveled since trips between land use types in a mixed-use development are shorter and may be accommodated by non-auto modes of transport.

Table 4.3.M: Regional Operational Emissions Winter (with mitigation and with compliance with applicable SCAQMD rules)

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

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides

4.3.7 Cumulative Impacts

The project area is designated as an extreme nonattainment area for ozone and a nonattainment 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, per SCAQMD significance guidance, project air pollutant emissions levels are also considered cumulatively less than considerable over the life of the project.

[1] White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, South Coast Air Quality Management District, 2014. http://www.aqmd.gov/rules/ciwg/final_white_paper.pdf.

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4.4 BIOLOGICAL RESOURCES

This section discusses the potential impacts of development of the proposed project on biological resources. In addition to fieldwork conducted by LSA Associates, Inc., the analysis contained in this section is based on the following reference documents:

- California Natural Diversity Data Base (CNDDB), California Department of Fish and Wildlife website, accessed September 2014.
- *City of Wildomar General Plan*, Multipurpose Open Space Element, City of Wildomar, July 2008.
- *Biological Resource Assessment and Western Riverside County MSHCP Consistency Analysis, Baxter Village*, PCR, September 2013.
- *Determination of Biologically Equivalent or Superior Preservation, Baxter Village APN 367-180-015 & 367-180-043*, PCR, August 2014.

4.4.1 Existing Setting

The site is currently vacant, with the exception of the Brown House, and is primarily disturbed fallow agricultural fields. According to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Report, the project is made up of approximately 96.1 percent of disturbed and non-native plant communities (including olive groves), as shown in Figure 4.4.1. The remaining 3.9 percent of the on-site plant communities consist of remnant native plant communities. Off-site plant communities consist of approximately 89 percent disturbed, developed, or ruderal (weedy) species. The remaining 11 percent consists of natural communities.

Although the project site is very disturbed, wildlife species are still present to some degree, especially those that have adapted to human-modified landscapes. A variety of wildlife species were observed on site during survey visits including western fence lizard, a variety of birds (e.g., red-tailed hawk, red-shouldered hawk, American kestrel, and finches), coyote, desert cottontail, and California ground squirrel. For a complete list of species, refer to Appendix A of the MSHCP report located in Appendix E of the DEIR.

4.4.1.1 NOP/Scoping Comments

Local residents did not express any concerns regarding biological resources during the scoping meetings. However, the City did receive two comment letters from the California Department of Fish and Wildlife (CDFW) (see Appendix B). One letter was sent for each NOP period. Both letters 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 cumulative impacts and project alternatives.

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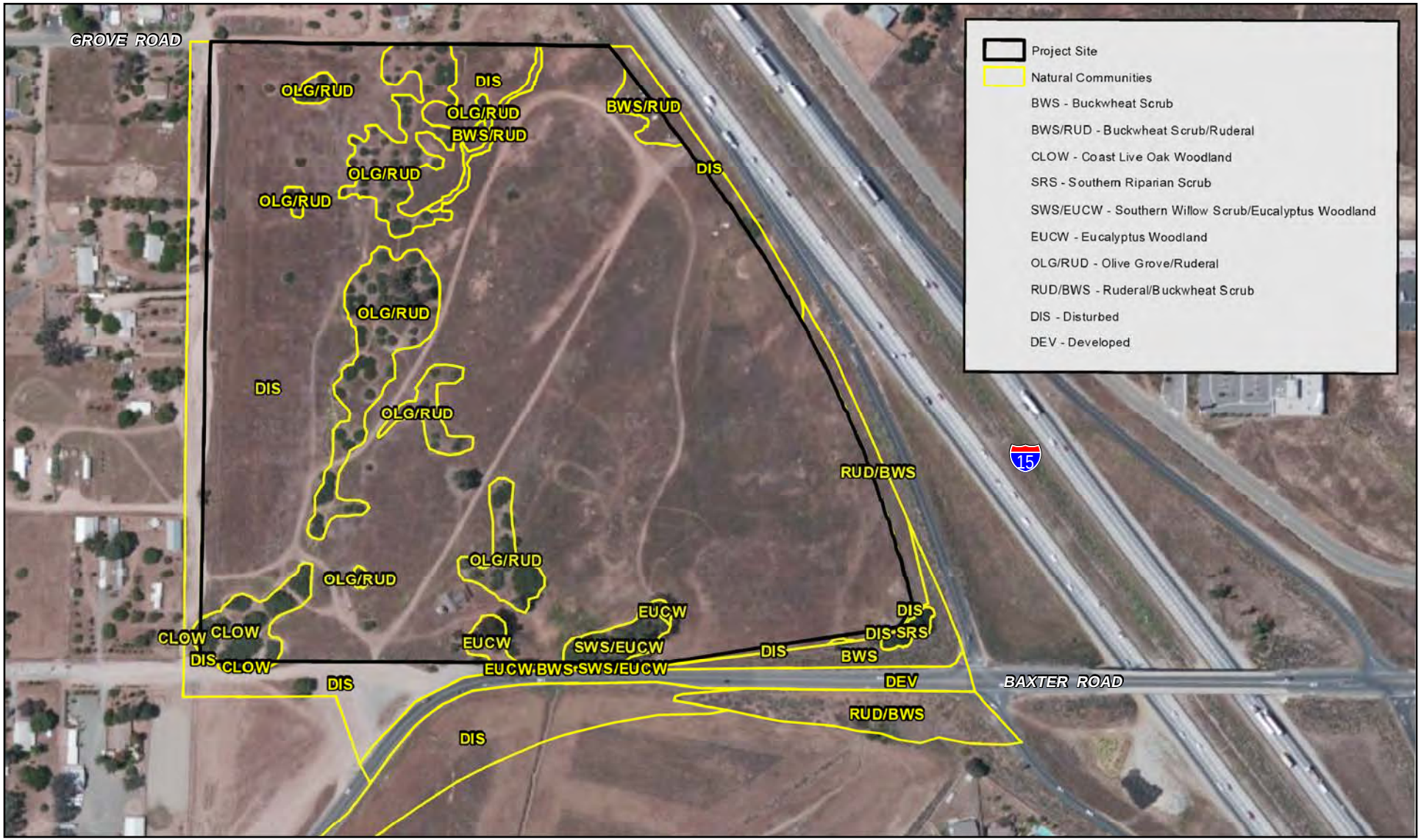

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FIGURE 4.4.1

Baxter Village
Environmental Impact Report

Source: PCR Services Corporation, 2013.

Natural Communities

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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 Habitat Conservation Plan (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.

Development proposed by the project is on private land. For listed plants located on private land, formal consultation with the USFWS is required when a project has a Federal "nexus" (i.e., a Federal permit is required or Federal funding is involved). In the absence of a Federal nexus, a project does not require a permit under the FESA for impacts to listed plants on private lands.

Migratory Bird Treaty Act (MBTA). The MBTA prohibits the destruction of nests of migratory birds. This regulation applies to the individual nests of these species, but does not regulate impacts to the species' habitats.

Clean Water Act. The United States 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 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.

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.

"Take" as defined under CESA means hunt, pursue, capture, or kill, or attempt to hunt, pursue, capture, or kill. Under certain conditions, 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.

[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.

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 Section 3503. Section 3503 of the California Fish and Game Code prohibits the destruction of bird nests except as otherwise provided for in the Fish and Game Code. This regulation applies to the individual nests of these species, but do not regulate impacts to the species' habitats.

Raptor Protection. The California Fish and Game Code (Fish and Game Code, Sections 3503, 3503.5, 3505 and 3513), and California Code of Regulations (Title 14, Sections 251.1, 652 and 783-786.6) have specific provisions for the protection of raptors (birds of prey). These protections include making it unlawful to take, possess, needlessly destroy, sell, or purchase bird species protected under these Fish and Game Code Sections.

Lake and 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 Wildlife Commission the power to designate native plants as "endangered" or "rare" and protect endangered and rare plants from take.

4.4.2.3 City General Plan Policies

The specific policies outlined in the City's General Plan Open Space Element that are 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.

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.

Key Biological Issues

ELAP 19.1 Protect sensitive biological resources in the Elsinore Area Plan through adherence to General Plan policies found in the General Plan Multipurpose Open Space Element

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. It was concluded that 1:1 replacement of disturbed drainage features is sufficient for impacts within the Santa Margarita Watershed or within an adjacent watershed at a ratio no less than 2:1 for permanent impacts. Refer to **Mitigation Measure 4.4.6.3A.**
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:** The project site does not contain any upland habitat 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.	**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.** The project site does not contain superior examples of native trees or natural vegetation. There are remnant stands of established eucalyptus and olive trees which were planted when the property was an active agriculture use.
OS 9.4. Conserve the oak tree resources in the County.	**Consistent.** The project site does not contain any oak trees protect by City Ordinance.
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 September 2014 to address impacts to biological resources.
Key Biological Issues	
ELAP 19.1 Protect sensitive biological resources in the Elsinore Area Plan through adherence to General Plan policies found in the General Plan Multipurpose Open Space Element	**Consistent:** As shown in this table and throughout the appropriate sections of this DEIR, the project is consistent with the applicable City General Plan policies.

Source: City of Wildomar General Plan, July 2008.

4.4.3 Methodology

The project site and surrounding areas were assessed by a PCR biologist to determine if any biological resources impacts would occur with the implementation of the proposed project. PCR based its Biological Resources Assessment 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

Prior to each field visit, a literature review was conducted to determine environmental conditions occurring on the project site and the surrounding area. The primary objective of the review is to evaluate the potential for suitable habitat for sensitive plant and wildlife species as they pertain to the proposed project. A compilation of sensitive plant and wildlife species recorded in the vicinity of the project site was derived from the CNDDB (CDFW 2013), a sensitive species and plant community account database. Additional recorded occurrences of plant species found on or near the project site were derived from the California Native Plant Society's (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 including *Lake Elsinore, Romoland, Murrieta, Temecula, Fallbrook, Margarita Peak, Sitton Peak*, and *Alberhill, California*. In addition, Federal Register listings, protocols, and species data provided by the U.S. Fish and Wildlife Services (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 state or federally listed species that have potential to occur in the project area.

Table 4.4.B: Listed Species with Potential to Occur On Site

Species Name (common/scientific)	Federal Listing Status	State Listing Status	Comments
Coast horned lizard (*Phrynosoma blainvillii*)	None	Special Concern	Potential to occur was considered low to moderate due to the limited habitat.
Orange-throated whiptail (*Aspidoscelis hyperythra*)	None	Special Concern	Potential to occur was considered moderate due to the high level of disturbance.
Coastal California gnatcatcher (*Polioptila californica californica*)	Threatened	None	Potential to occur was considered low due to the limited, scattered and highly disturbed nature of the site.
Least Bell's vireo (*Vireo bellii pusillus*)	Endangered	Endangered	Potential to occur was considered low and as a stopover habitat only for birds migrating, due to limited habitat.
Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*)	None	Special Concern	Potential to occur was considered very low due to the habitat being limited and highly disturbed.

Table 4.4.B: Listed Species with Potential to Occur On Site

Species Name (common/scientific)	Federal Listing Status	State Listing Status	Comments
Stephens' kangaroo rat (*Dipodomys stephensi*)	Endangered	Threatened	Potential to occur was considered very low due to the habitat being limited and highly disturbed.
Los Angeles pocket mouse (*Perognathus longimembris brevinasus*)	Endangered	Threatened	Potential burrows of this species have been observed close to the project site, the potential for this species to occur was considered low due to the limited habitat that is scattered and highly disturbed.
Jacumba pocket mouse (*Perognathus longimembris internationalis*)	None	Special Concern	Potential to occur was considered low due to the limited habitat that is scattered and highly disturbed.
San Diego black-tailed jackrabbit (*Lepus californicus bennettii*)	None	Special Concern	Potential to occur was considered low due to the limited habitat on-site that is scattered and highly disturbed.
Western mastiff bat (*Eumops perotis californicus*)	None	Special Concern	Potential to occur was considered low due to the limited habitat.
San Diego desert woodrat (*Neotoma lepida intermedia*)	None	Special Concern	Potential to occur was considered very low based on the limited habitat and the absence of any recorded observations in the CNDDB within 10 miles of the site.
Pallid bat (*Antrozous pallidus*)	None	Special Concern	Potential to occur was considered low based on the limited habitat.

Source: Biological Resource Assessment, PCR September 2013 (DEIR Appendix E).

4.4.3.2 Habitat Assessment Survey

PCR conducted a field survey of the project site and surrounding area in November 2012 to document existing conditions and identify the presence of drainages and/or wetland features. 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 CWA (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; 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

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 of Wildomar does not have a local tree 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. Note: Regional policies (MSHCP) are discussed in Section 4.4.6.5.

4.4.6 Significant Impacts

4.4.6.1 Candidate, Non-listed Sensitive, or Special-Status Species

Impact 4.4.6.1: *The proposed project may affect sensitive species such as burrowing owls during grading.*

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; and
- Rare or endangered in California but are more common elsewhere.[1]

The proposed project would result in the direct removal of various common plant species that occur in large numbers throughout the region. This would not result in a significant impact. However, the project would also result in the removal of one special status plant species, the paniculate tarplant (*deinandra panicualta*). The paniculate tarplant is classified by the CNPS as a plant of limited distribution—a watch list. This plant species was identified in a low-lying area in the southeastern portion of the project site and in the northeastern corner of the project site. Together, the two locations where the paniculate tarplant was found total approximately 0.74 acre of the project site. 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. For these reasons, the paniculate tarplant is not considered sensitive and no significant impact to special-status plants would occur. No mitigation is required.

Special-Status Wildlife Species. 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.

According to the Biological Resource Assessment, 13 special-status species were determined to have potential to occur on or near the project site. Species with potential to occur on site or nearby include burrowing owl, coast horned lizard, orange-throated whiptail, coastal California gnatcatcher, northwestern San Diego pocket mouse, Stephens' kangaroo rat, Los Angeles pocket mouse, San Diego black-tailed jackrabbit, least Bell's vireo, Jacumba pocket mouse, San Diego desert woodrat, western matiff bat, and pallid bat.

After focused surveys, burrowing owl was determined not to be present on site. Of the remaining 12 species, 7 species are considered Covered Species under the MSHCP and do not require surveys with payment of the MSHCP development fee. For the remaining five species, two are State Species of Special Concern (Jacumba pocket mouse and San Diego desert woodrat) and have low potential of occurring on site based on the limited, scattered, and disturbed habitat on the project site and in the surrounding areas. In addition, documented occurrences of these two species in the area are very low. Two other species are State Species of Special Concern (western mastiff bat and pallid bat). These two species have a low potential of

[1] http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/spplants.pdf.

occurrence for foraging and the foraging habitat on site is considered to be very limited for these species.

The last species is the least Bell's vireo, which is a Covered Species under the MSHCP and requires additional surveys. During site surveys, PCR determined that the existing southern willow scrub/eucalyptus woodland community on site would only serve as a migratory stopover habitat for least Bell's vireo. The southern willow scrub/eucalyptus woodland was considered to not be suitable habitat due to the declining structure of the understory and the limited size of the habitat, which was considered to be too small for a breeding habitat.

Although all special-status species were determined to have low potential for occurring on site, impacts to candidate, non-listed, or special status species are still potentially significant due to the presence of potentially suitable habitat for burrowing owl. Pre-construction surveys for burrowing owls will be required to avoid the potential direct take of burrowing owls in the future (see **Mitigation Measure 4.4.6.1A** below).

Mitigation Measure. The following measure is required to reduce the significance of potential impacts to burrowing owls due to the presence of suitable habitat and in compliance with the MSHCP:

4.4.6.1A Within 30 days prior to ground disturbance, a pre-construction survey for burrowing owl shall be conducted to avoid potential direct take of burrowing owls that may occupy the site in the future.

In the event no burrowing owls are observed within the limits of ground disturbance, no further mitigation is required.

If burrowing owls are determined present following the pre-construction survey, occupied burrows shall be avoided, following the guidelines in the "Staff Report on Burrowing Owl Mitigation" published by California Department of Fish and Wildlife (March 7, 2012) including, but not limited to, avoiding occupied burrows during the nesting and non-breeding seasons, implementing a worker awareness program, biological monitoring, establishing avoidance buffers, and flagging burrows for avoidance with visible markers. If occupied burrows cannot be avoided, acceptable methods may be used to exclude burrowing owl either temporarily or permanently, pursuant to a Burrowing Owl Exclusion Plan that shall be prepared and approved by CDFW. The Burrowing Owl Exclusion Plan shall be prepared in accordance with the guidelines in the Staff Report on Burrowing Owl Mitigation.

Level of Significance after Mitigation. Implementation of **Mitigation Measure 4.4.6.1A** will 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 proposed project may affect sensitive native habitats such as southern willow scrub/eucalyptus woodland and southern riparian scrub.*

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?

As discussed in the Section 4.4.1, approximately 3.9 percent of the plant communities on site are native and approximate 11 percent of the plant communities off site are native. Of the existing native plant communities, southern willow scrub/ eucalyptus woodland and southern riparian scrub are considered sensitive by the CNDDB.

The Holland Code[1] (63320/11100) describes the southern willow scrub/eucalyptus woodland as communities consisting of red willow (*Salix laevigata),* black willow (*Salix gooddingii),* and gum tree (*Eucalyptus* sp.). The Biological Resource Assessment determined that the southern willow scrub/eucalyptus woodland on site (0.33 acre) and off site (0.03 acre) appeared to be remnant in nature and reduced in quality due to the diversion of historic water flows by I-15.

Southern riparian scrub is described by the Holland Code (63300) as consisting of Fremont cottonwood (*Populous fremontii* ssp. *fremontii)* trees, with a sparse shrub layer consisting primarily of California buckwheat (*Eriogonum fasciculatum*) and mule fat (*Baccharis salicifolia*). The Biological Resource Assessment determined that this community only occurred in an off-site location (0.1 acre) where the project would install road improvements. The assessment also determined that the existing southern riparian scrub included a stand of 4 to 5 established trees. However, it was also determined that the shrub layer underneath was poorly developed due to historic agricultural practices and ongoing weed abatement activities.

Although these two communities are not in optimal condition, they are still considered sensitive plant communities by the CNDDB. The proposed project would remove both of these communities during construction. Therefore, the project would have a significant impact in relation to sensitive natural communities and mitigation is required.

Mitigation Measure. The following mitigation measure is required to reduce potential impacts to southern willow scrub/eucalyptus woodland and southern riparian scrub.

[1] The Holland Code is system of coding to classify the hierarchy of plant communities that is used by the California Department of Fish and Wildlife.

4.4.6.2A Prior to ground disturbance or issuance of a grading permit, impacts to 0.36 acre of southern willow scrub/eucalyptus woodland (including 0.33 acre on site and 0.03 acre off site) and 0.10 acre of southern riparian scrub (off site) shall be compensated for by the developer providing no less than a 1:1 ratio of off-site land within the Santa Margarita Watershed or an adjacent watershed to be acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an established off-site mitigation bank or in-lieu fee program. Purchase of mitigation credits shall occur prior to any impacts to the southern willow scrub/eucalyptus woodland or southern riparian scrub habitats.

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 within the Santa Margarita Watershed or an adjacent watershed pursuant to a Habitat Mitigation and Monitoring Plan (HMMP). The HMMP shall be prepared prior to any impacts to the southern willow scrub/eucalyptus woodland and southern riparian scrub habitats, 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 affected habitat.

Level of Significance after Mitigation. Implementation of **Mitigation Measure 4.4.6.2A** will reduce impacts to riparian habitat and sensitive communities to less than significant levels.

4.4.6.3 Jurisdictional Waters/Wetlands

Impact 4.4.6.3: *The proposed project will affect jurisdictional waters.*

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 proposed project site does not include any federally protected wetlands. However, the site does support non-wetland, ephemeral drainages that may be regulated by the CWA. The project site contains an on-site drainage feature (Drainage A) as well as two off-site drainage features (Drainages B and C) (see Figure 4.4.2). A Determination of Biologically Equivalent or Superior Preservation (DBESP) was conducted to comply with the MSHCP.



LSA

FIGURE 4.4.2

Project Boundary
RWQCB Jurisdiction*
CDFW Jurisdiction
No Drainage Indicators

N

0 150 300

FEET

** Drainage is an isolated man-made feature presumed not to support jurisdictional "waters of the U.S." pending processing of a Jurisdictional Determination by the USACE. However, Drainage A is still regulated by the RWQCB as isolated "waters of the state".*

SOURCE: Google, 2014.

I:\CWI1401\Reports\EIR\fig4-4-2_Drainage.mxd (5/7/2015)

Baxter Village
Environmental Impact Report

Drainage Features Map

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Based on the review of the historical USGS *Wildomar, California* quadrangle, the DBESP determined that Drainage A is not associated with any historic drainage feature. In addition, Drainage A appears to have been solely formed by human-controlled discharge from the northern rural landowner's swimming pool. Recent aerial imagery shows a pipe from the adjacent landowner's property, which appears to discharge into the project site at the point where the drainage feature becomes unnaturally incised and eroded given the lack of an upstream watershed and/or any discernible streambed north of Drainage A. Since Drainage A is isolated from downstream jurisdictional features, it is not considered a USACE jurisdictional "waters of the U.S." subject to concurrence by the USACE. However, Drainage A is considered "waters of the State" based on CDFW and the RWQCB criteria. Therefore, the project will have a significant impact to the jurisdictional feature and mitigation is required.

The DBESP report determined that the off-site Drainage B is an unvegetated ephemeral drainage feature. Drainage B also appears to be somewhat remnant in nature due to the reduction in flow after the construction of I-15, which reduced the upstream watershed area. The DBESP also determined that the biological functions and values of riparian/riverine areas do not exist in Drainage B due to the absence of riparian/riverine associated vegetation. The MSHCP riverine area associated with Drainage B is equivalent to CDFW jurisdiction totaling 0.02 acre. This includes 0.01 acres of USACE jurisdiction.[1]

Drainage C was determined to initiate from a small pipe culvert located beneath the off-ramp structure and drains into a pipe culvert beneath Baxter Road. The DBESP determined that Drainage C was not suitable habitat for the amphibians, birds, fish, invertebrate-crustacean, and plant species afforded protection under the MSHCP. The MSHCP riverine area associated with Drainage C is equivalent to CDFW jurisdiction totaling approximately 0.11 acre. This includes 0.01 acres of USACE jurisdiction.[2] The DBESP determined that the proposed project would have a total direct impact to approximately 0.13 acre of riparian/riverine areas (Drainage Areas B and C). In addition, the project may cause indirect impact to the following hydrologic functions: flood storage, flood flow modification, nutrient retention and transformation, sediment trapping and transport, toxic trapping, public use, and wildlife habitat. These are potentially significant impacts that require mitigation.

Mitigation Measure.[3] The following mitigation measure is required to reduce the significance of potential impacts to jurisdictional features.

4.4.6.3A Prior to the issuance of any grading permit for permanent impacts in either on-site or off-site jurisdictional features, the project applicant

[1] See Table 2 in the Determination of Biologically Equivalent or Superior Preservation, Baxter Village APN 367-180-015 & 367-180-043, PCR, August 2014. DEIR Appendix E

[2] Ibid.

[3] MM 4.4.6.3A may also satisfy the habitat compensation required in MM BIO-1, either in part or whole, and corresponds to COA BIO-1.

shall obtain a Clean Water Act Section 404 permit and an Approved Jurisdictional Determination from the USACE, a Clean Water Act Section 404 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." or "waters of the State" within the Santa Margarita Watershed at a ratio of no less than 1:1 or within an adjacent watershed at a ratio of 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 or within an agency-accepted off-site permittee-responsible mitigation area.
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 or within an agency-accepted off-site permittee-responsible mitigation area.

Level of Significance after Mitigation. Implementation of the **Mitigation Measure 4.4.6.3A** would reduce impacts to jurisdictional waters to less than significant levels.

4.4.6.4 Habitat Fragmentation/Wildlife Movement

Impact 4.4.6.4: *The proposed project will affect special status 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?

Habitat fragmentation occurs when a single, contiguous habitat area is divided into two or more areas, or where an action isolates the 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.

The project site is adjacent to I-15 to the east and nearby rural and suburban residential development to the north and west. Vacant land does occur south of the project site; however, suburban residential developed areas occur beyond this open area. Due to the developed nature of the surrounding areas, regional movement of wildlife is restricted around the project site. Although the project site would offer limited opportunities for regional wildlife movement, it could provide opportunities for "local" or smaller scale movement. Reptile, bird, and small mammal species, which are less restricted in movement pathways and have adapted to urban areas, may use the site for local migration. Although development of the site may disrupt local migration movements, these impacts would be less than significant. These local species are expected to persist in the vicinity of the project following construction due their existing adaptation to urban areas. In addition, the project site is not identified as being in any core or linkage areas as identified by the MSHCP or South Coast Missing Linkages document. This means that the MSHCP and South Coast Wildlands have not identified the site as supporting habitat that connects two or more habitat patches that would otherwise be fragmented or isolated from one another with the development of the project. For these reasons, the project would not significantly impact a native or migratory wildlife corridor or cause habitat fragmentation.

Migratory or Nesting Birds. The project site and surrounding area contain suitable nesting habitat for several tree-, shrub-, and ground-nesting avian species. Since there is the potential to have a significant impact on nesting birds, mitigation is required.

Mitigation Measures. The following mitigation measures are required to reduce the significance of potential impacts to special status bird species:

4.4.6.4A Pursuant to the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC), site preparation activities (removal of trees and vegetation) shall be avoided during the nesting season of potentially occurring native and migratory bird species (generally February 1 to August 31). If site preparation activities must occur during the nesting season, a pre-activity field survey shall be conducted by a qualified biologist prior to issuance of grading permits

for such development. The survey shall determine if active nests of species protected by the MBTA or CFGC are present in the construction zone. If active nests of these species are found, the developer shall establish an appropriate buffer zone with no grading or heavy equipment activity within of 500 feet from an active listed species or raptor nest, 300 feet from other sensitive or protected bird nests (non-listed), or 100 feet for sensitive or protected songbird nests. In the event no special status avian species are identified within the limits of disturbance, no further mitigation is required. In the event such species are identified within the limits of ground disturbance, Mitigation Measure 4.4.6.4B shall also apply.

4.4.6.4B If it is determined that project-related grading or construction will affect nesting special status avian species, no grading or heavy equipment activity shall take place within the limits established in Mitigation Measure 4.4.6.4A until it has been determined by a qualified biologist that the nest/burrow is no longer active, and all juveniles have fledged the nest/burrow.

Level of Significance after Mitigation. Implementation of **Mitigation Measures 4.4.6.4A** and **4.4.6.4B** will reduce impacts to migratory bird species to less than significant levels.

4.4.6.5 Adopted Habitat Conservation Plans

Impact 4.4.6.5: *The proposed project may affect adopted habitat conservation plans such as the MSHCP.*

Threshold	Would the proposed project conflict with the provisions of an adopted 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 and requires compliance with the protection of species associated with riparian/riverine areas and vernal pools. 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. The project site is separated from the nearest cell group by I-15, undeveloped land, and scattered rural residential lots.

As described in Section 4.4.6.3, the project site contains an on-site drainage feature (Drainage A) and two off-site drainage features (Drainage B and C). As described in the sections above, Drainage A is not considered a riparian/riverine area but is considered to be regulated by the RWQCB and CDFW as “waters of the state.” In addition, Drainage B is considered to meet the definition of riverine area and Drainage C is considered to meet the definition of riparian area. However, after

further investigation of the site, Drainage B was determined not to provide biological functions and values of riparian/riverine areas due to the absence of riparian/riverine vegetation. Drainage C was also determined not to provide suitable habitat for amphibians, birds, fish, invertebrate-crustacean, and plant species provided protection under the MSHCP. However, because the Project would affect 0.13 acre of riparian/riverine areas, a 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.

Also, as discussed in Section 4.4.6.1, although the site does not currently support burrowing owls, there is potential for them to exist on the project site in the future. Burrowing owls are a covered species by the MSHCP and compliance with **Mitigation Measure 4.4.6.1A** is therefore required.

Compliance with the Riparian/Riverine and Burrowing Owl sections for the MSHCP and the payment of the MSHCP development fee and implementation of the recommended mitigation measures will reduce impacts to adopted habitat conservation plans to less than significant levels.

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 area. Cumulative projects are identified in Section 2.10, *Cumulative Projects*. Focused biological resource studies have been conducted to assess potential impacts associated with development of the proposed uses. The proposed 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 related 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. The MSHCP is a comprehensive program aimed at mitigating the cumulative biological resource impacts of development within the planning area. Because the project is compliant with the mitigation requirements of the MSHCP and otherwise mitigates the potential biological resource impacts associated with construction and operation of the development as described in this section, it would not represent a considerable contribution to a significant cumulative impact.

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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 studies prepared for the proposed project and reference documents:

- *Cultural Resources Assessment*, BCR Consulting, November 30, 2012 (Appendix F-1).
- *Historic Resources Assessment Report,* PCR Services Corporation, October 2004 (Appendix F-7).
- Copies of City correspondence regarding City compliance with SB 18 tribal consultation requirements (Appendix B).
- *City of Wildomar General Plan,* Multipurpose Open Space Element, July 1, 2008.
- *Images of America: Wildomar,* Robert Cashman, Arcadia Publishing, Charleston, South Carolina, 2010.

4.5.1 Existing Setting

4.5.1.1 Archaeological Resources

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 that predate the advent of written records in a particular region that are considered important to a culture, subculture, or community for scientific or humanistic reasons. These include geographic districts, structures, sites, objects, and other physical evidence of past human activity. Similar to prehistoric cultural resources, historic cultural resources in a particular geographic region are considered important to a culture, subculture, or community, and postdate the advent of written records.

The project is located within the traditional boundaries of the Luiseño tribe. 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. 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 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.

Of the eight cultural resources found within one mile of the project site, two are isolated prehistoric artifacts, four are prehistoric archaeological sites, one is a site with prehistoric and historic components, and one is a historic archaeological site.

4.5.1.2 Historic Resources

The project site and general area supported agricultural uses prior to the 1970s. A 1938 aerial photograph depicts large orchards covering the project site and surrounding area. An olive grove occupied the western half of the project site between 1962 and 1974. After 1974, the site has remained mostly vacant. Some existing olive trees remain, growing amongst ruderal vegetation across 3.3 acres of the site.

The Rudolph J. Brown House. The Rudolph J. Brown Residence (AKA “The Brown House”) is currently being stored on the Baxter Village project site on temporary moving piers. The house was moved in 2006, upon the approval of Riverside County and in coordination with the Wildomar Historical Society, as part of a development project (Beazer Project Tentative Tract Map No. 31667, Change of Zone No. 06850, Environmental Assessment Number 39184) proposed on the original location/site of the house (22060 Grand Avenue, APNs 380-060-007 and 380-060-008). It was the intent of both Riverside County and the Wildomar Historical Society to protect the Brown House from demolition.

The residence consists of a single-story farmhouse constructed in 1886 and a water tower constructed approximately in 1936 which was, situated near the rear of the house. The Brown House is recognized for being one of the oldest standing structures in the Wildomar community and its association with a prominent figure in the history of Wildomar, Rudolph J. (R.J.) Brown. Pictures of the existing Brown House are shown below



Figure 4.5.1: Looking south toward Brown House



Figure 4.5.2: Looking northeast toward Brown House

The architectural style of the Brown House is typical of the modest Folk Victorian farmhouses that were common in agricultural areas of southern California during the late 19th and early 20th centuries. As described by the 2004 Historical Resources Assessment[1] conducted by PCR Services Corporation:

> "The one-story house, primarily rectangular in plan, is of wood-frame construction on a raised foundation surrounded by a skirt of vertical boards. A moderately-pitched, cross-gabled roof caps the dwelling. Exterior walls are sheathed in wide horizontal boards, narrow clapboard siding, and vertical boards. Fenestration includes a mixture of wood-framed, double-hung sash, multi-pane fixed, and metal-framed sliding windows. Roof elements include overhanging boxed eaves, a molded cornice, and horizontal slat vents in the gable peaks."[2]

Since its original construction, the house has undergone several alterations. A large family room was added to the west side of the house in 1953. In addition, the interior (including the bathroom, kitchen, and wall paneling) has been substantially remodeled. The porches and walkway were lost when the house was moved from its original location to its current location on the Baxter Village project site.

Next to the farmhouse stands the two-story water tower. The water tower is square in shape and free-standing. PCR Services summarized its appearance as follows:

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1 This report was completed as part of the approval process for the Beazer Project TTM No. 31677 which was the original location of the Brown House.

2 Historic Resources Assessment Report, PCR Services Corporation, October 2004 (Appendix F-7).

> "Narrow clapboard siding with corner boards sheathes the exterior walls of the structure's multi-story, flared base above the vertical board foundation skirt. Elongated, wood-framed, double-hung sash windows with plain surrounds punctuate the east and west elevations while elongated, vinyl-framed sash windows also framed with plain wood surrounds pierce the north and south elevations. The structure's only entrance is a partially glazed panel door that is recessed into the west elevation of the base. Sitting atop the large, flared supporting base is a square shaped, box-like structure sheathed in wide clapboard siding. Sheltered by a pyramidal roof, the entire space once housed an actual water tank (since removed, date unknown). A ribbon of very narrow clerestory type window/vents wrap around the upper portion of the tank enclosure."[1]

The Brown family is associated with agricultural history of the Elsinore Valley area. Physician Oscar S. Brown moved to Wildomar with his wife from Ohio in 1890 seeking a better climate for his poor health. They had three children, one of whom was Rudolph J. Brown. Rudolph J. Brown studied agriculture at the University of California at Berkeley and afterward returned to Wildomar to become a successful dry land farmer. His crops included wheat, barley, and alfalfa. Starting from the 17-acre parcel that he purchased in 1917, which originally contained the Brown House, by 1958, Brown's farmland grew to several hundred contiguous acres. In addition to the farmland surrounding the Brown House, the Browns owned hundreds of acres of land on parcels scattered throughout the Elsinore Valley. The Brown family was also involved in local schools, parks, the Riverside County Farm Bureau, the Zone 7 Flood District, and the Riverside County Grand Jury.[2]

R.J. Brown lived in the Brown House from 1917 to 1958, after which he moved to Northern California to become a cattle rancher. In 2001, all structures on the ranch property aside from the original house and water tower (including barn buildings, a garage, and a radio tower) were demolished to make room for development. Originally located at 22060 Grand Avenue in Wildomar, the house was moved to its current location on Baxter Road on January 1, 2006.

The Brown House is not listed, nor is it eligible for listing, on either the National Register of Historic Places or the California Register of Historic Places. While the Brown House does not meet the criteria for listing in either register, it may have some local historic value.

4.5.1.3 Paleontological Resources

The project area is located in the Peninsular Range Geomorphic Province (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

[1] Historic Resources Assessment Report, PCR Services Corporation, October 2004 (Appendix F-7).
[2] Ibid.

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 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 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. Decomposing granite in the form of brown silty sand dominates sediments observed within the subject property.

The southwestern portion of the proposed project site has surficial exposures of younger Quaternary alluvial fan deposits. These deposits have produced vertebrate fossils in the past, including a fossil camel (*Camelops hesternus*) and a fossil horse (*Equus*). The older Pleistocene Pauba Formation, underlying the rest of the project area, has also produced vertebrate fossils toward the southern end of the Temescal Valley, southeast of the project site.

Holocene Alluvial Fan Deposits. Holocene Alluvial Fan Deposits are also known as Recent to Young Alluvial Fan Deposits. They are found at the mouths of canyons or along the sides of hills that flank river and stream valleys. They represent deposition by small streams that flow out of mountains and hills. They were deposited during the early to late Holocene and range in age from the recent to 10,000 years before the present. Although Holocene alluvium can contain remains of plants and animals, generally not enough time has passed for the remains to become fossilized. In addition, the remains are contemporaneous with modern species, and these remains are usually not considered to be significant. The younger alluvium on site has been described as early Quaternary and Holocene. However, as described previously, it has been known to produce significant vertebrate fossils.

Pleistocene Colluvium. Pleistocene age colluvium, or material that accumulates through erosional or mass wasting processes, occurs at the ground surface in some areas of the site, and at depth in other areas. In addition, Pleistocene-age Pauba Sandstone was encountered in nearly all borings; Pauba sandstone, as noted earlier, has produced vertebrate fossils. While the colluvium is not believed to be paleontologically sensitive, the Pauba Sandstone exposures have the potential to produce significant fossils. Vertebrate fossils of specimens such as tree frog (*Hyla*),

lizard (*Anniella*), garter snake (*Thamnophis*), pocket gopher (*Thomomys*), and horse have been discovered in Pauba Sandstone.

Summary. Younger quaternary alluvium and especially Pauba Sandstone have produced fossils in the project vicinity and are considered potentially sensitive paleontological resources.

4.5.1.4 NOP/Scoping Comments

At the first public scoping meeting held on January 12, 2015, seven (7) residents expressed concern about the future of the Brown House and what the Applicant (Strata Equity) was proposing to do with the house currently located on the project site. Commenters expressed a desire to see the Brown House preserved and somehow integrated into the proposed Baxter Village mixed-use project. At the second public scoping meeting held on June 29, 2015, one (1) resident expressed concern about the future of the Brown House. The Native American Heritage Commission (NAHC) sent a letter to BCR Consulting, dated November 13, 2012, recommending consultation with local Native American tribes. The proposed project requires a General Plan Amendment triggers the threshold for early consultation with Native American tribes. The City of Wildomar is currently conducting consultation with the appropriate Native American tribes. The contacted Tribes have provided input on Mitigation Measures 4.5.6.1A through 4.6.5.1D which have been included in this EIR.

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 (ACHP). This Act applies to all properties in 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. 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 Historic 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 mirror 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 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, contingency funding and time allotments sufficient to allow for implementation and avoidance measures be available.

Senate Bill (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

[1] Public Resources Code, Section 5020.1(j).
[2] Public Resources Code, Section 5024.1(c).

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 also requires that, prior to the adoption or amendment of a city or county's general plan, the city or county consult with California Native American tribes for the purpose of preserving specified places, features, and objects located within the city or county's jurisdiction. SB 18 also applies to the adoption or amendment of specific plans. 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 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	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 will involve local Native American tribal representatives in the CEQA review process for this project.
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 City will involve the County in review of the Draft EIR document as part of its CEQA compliance process.

Table 4.5.A: General Plan Consistency Analysis

General Plan Goals and Targets	Consistency Analysis
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 Measure 4.5.6.2A** requires 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 fossil records of the Natural History Museum of Los Angeles County were reviewed and the San Bernardino County Museum will be noticed as part of the DEIR public comment period.
Environmental Justice	
EJ 1.7. Consult with Native American Tribes early in the process on issues that could affect culturally significant areas.	**Consistent.** The City will involve local Native American tribal representatives in the CEQA review process for this project.

Source: City of Wildomar General Plan, July 2008.

4.5.3 Methodology

BCR conducted a records search at the Eastern Information Center (EIC) at the University of California, Riverside (UCR). 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 Historic Preservation (OHP). These include the lists of California Historical Landmarks, California Points of Historical Interest, Listing of National Register Properties, and the Inventory of Historic Structures.

Additional research was performed at the Map Collection housed at the UCR Science Library. During this research, historic topographic maps, Bureau of Land Management (BLM) plat maps, and historic aerial photos were analyzed to help characterize the historic context in and around the project site.

An archaeological field survey of the site was conducted on November 15, 2012. The survey was conducted by walking parallel transects spaced approximately 15 meters apart across 100 percent of the project site. Soil exposures were carefully inspected for evidence of cultural resources.

4.5.4 Thresholds of Significance

4.5.4.1 Importance of Cultural Resources

Prior to determining whether a cultural resource is significant under *CEQA Guidelines* and therefore subject to mitigation, a threshold of significance must be developed prior to testing/evaluation. This procedure is recommended by the OHP/ SHPO. The threshold of significance is simply a point where the qualities of significance are defined during the analysis such that the resource can be defined as a historical resource. An adverse effect to a historical resource is regarded as the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource will be reduced such that it no longer meets the significance criteria. In lay terms, should an analysis show that future development will destroy elements that make the cultural resource historical, but leave non-unique elements intact, then the significance of the resource will be lost and there must be mitigation for that loss.

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."

If a prehistoric cultural resource is tested, it is traditionally held that buried features such as hearths, burials, and middens could hold analytical information that will pass the significance threshold and make the site eligible as a cultural resource under Criterion D alone. For resources created after the historic period began (post-1769 AD) and which are at least 45 years old, analysis of the condition and integrity of exposed features may cause the resource to pass Criterion A, B, C, and/or D thresholds.

For buildings and other structures at least 45 years old, the completeness and integrity of the structural architecture may cause the site to pass Criterion A, B, and/ or C thresholds. The threshold should be associated with the site context or theme. If sets of unusual artifacts, buried but unusual buildings, or human remains are detected during tests of cultural resources in the project site, or if a historical review of the resource finds that it was once associated with a person and/or event of historical significance at the State/National level, such resources will likely be considered potentially significant for California Register/National Register listing. In the event that the significance of the historical resource will be reduced below the threshold because of development, feasible mitigation must be developed.

4.5.4.2 Definition of Cultural Resource Sites and Isolates

Prehistoric and historic cultural resources can vary in form and function from area to area, but it is a "site" as opposed to isolated artifacts and certain features that must be considered significant.[1] Prehistoric and historic cultural resource sites are defined in this study as three or more items, such as lithics, stone tools, glass, cans, etc., that are not from a single source or material found within a 10-square meter area. There is no limit to the physical size of a site.

Sites that could qualify as significant are typically more than 45 years old or have the potential to be more than 45 years old. These definitions assume that items found in an area with a diversity of materials can represent more than a single activity at a location. Discrete components of a site may be identified to represent repeated activity, such as milling stations, hearths, or isolated structures. Isolated artifacts and certain isolated features do not meet these minimal criteria. Isolates could consist of one or two cans, stone flakes, one metate fragment or fence posts, brass section markers, or well heads. Potential impacts to isolates need not be mitigated.

4.5.4.3 CEQA Thresholds

Based on Appendix G of the *CEQA Guidelines*, the effects of a project on cultural resources are considered to be significant if the project would:

- 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.

[1] 2015 CEQA Statue and Guidelines, Section 15064.5(c).

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 Human Remains

Threshold	Would the proposed project disturb any human remains, including those interred outside of formal cemeteries?

The project site is currently undeveloped. However, there is no evidence has been identified suggesting the project site has been utilized in the past for human burials. In the unlikely event that human remains are discovered during grading or construction activities within the project site, compliance with State law (Health and Safety Code § 7050.5) (HSC § 7050.5) would be required. These requirements are imposed on any construction activity in which human remains are detected, and include the following provisions:

- There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
  - The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required; and
  - If the coroner determines the remains to be Native American:
    - The coroner shall contact the Native American Heritage Commission within 24 hours.
    - The NAHC shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
    - The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for 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), or
  - Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further and future subsurface disturbance pursuant to PRC § 5097.98(e).
    - The NAHC is unable to identify a most likely descendant.

- The most likely descendant is identified by the NAHC, fails to make a recommendation within 48 hours of being granted access to the site; or
- The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

In the event of discovery or recognition of any human remains, California State Health and Safety Code § 7050.5 dictates that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and PRC § 5097.98. Compliance with existing State law would ensure that impacts related to the discovery of buried human remains would be less than significant and no mitigation is required.

4.5.5.2 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*?

The project site currently contains the Brown House which was originally located on the Brown Ranch at 22060 Grand Avenue in the City of Wildomar. In 2001, all structures on the ranch property, aside from the house and water tower, were demolished to make room for future development (County approved Tract Map No. 31677). The Brown House and water tower are owned by the Wildomar Historical Society and was moved to its current location on Baxter Road (i.e., the project site) on January 1, 2006 through actions of the Wildomar Historical Society.

Various reports and assessments have been completed for the Brown Ranch and the Brown House. In March 1990, the County of Riverside completed a Historic Property Evaluation (Appendix F-3) on the Brown Ranch and the Brown House in its original location. This evaluation determined that the original location of the Brown Ranch was listed in the Historic Resources Inventory and that the house and outbuildings located on the original site should be protected. However, the evaluation also determined that due to the extensive rehabilitation and "restoration" to the house and outbuildings, the structures had lost their value as a "Regional Historic Interpretive Center."

A Historic Resource Assessment Report (Appendix F-7) was completed for the Brown Ranch and Brown House in its original location in October 2004. This assessment evaluated whether the Brown Ranch property and buildings (including the Brown House) would be eligible for the California Register. The California Register criteria are based on National Register criteria. For a property to be eligible for inclusion in the California Register, one or more of the following criteria must be met:

1. It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The California Register also requires that a resource possess integrity, which is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance" (California Office of Historic Preservation 1999). To retain integrity, a resource should have its original location, design, setting, materials, workmanship, feeling, and association. Which of these factors is most important depends on the particular criterion under which the resource is considered eligible for listing (California Office of Historic Preservation 1999).

According to the 2004 Historic Assessment, the Brown Ranch property (located at 22060 Grand Avenue) was the last remaining portion of the Rudolph J. Brown Ranch still associated the original parcel that Brown purchased in 1917. Additionally, the existence and arrangement of the original farmhouse and associated barns and outbuildings was typical of ranches in the area during this time period. Because of its 35-acre size and the siting of the ranch compound near the center of the property's Grand Avenue frontage, the Brown Ranch property continued to retain and reflect agricultural development patterns historically associated with Wildomar in the years prior to World War II. Under California Register criteria, the Brown Ranch property retained enough of its historic character and appearance to be recognizable as a historic resource and was eligible for California Register listing under criteria related to exemplifying the broad patterns of California's history and cultural heritage at the local level.

The 2004 Historic Assessment also determined that the Brown Ranch property, in its original location, and in association with Rudolph J. Brown during Brown's long tenure as a Wildomar farmer, landowner, and prominent citizen, was of sufficient local importance to quality it as eligible for California Register listing. However, because the design, materials, and workmanship of the Brown House were physically compromised through room additions, porch enclosures, and other alterations, the dwelling no longer reflected the Folk Victorian style sufficiently to convey architectural significance. In addition, a better representative example of an intact 19th century Folk Victorian farmhouse with a higher degree of integrity and styling was located across the street from the original Brown House location. The Historical Assessment determined that, under criteria related to architectural merit,

the Brown House and associated buildings were not eligible for listing in the California Register.

In 2006, after the completion of the Historical Resources Assessment Report, the Brown House and water tower were moved to their current location on the project site along Baxter Road. A Cultural Resources Assessment was completed for the proposed Baxter Village Mixed Use project site in 2015 (Appendix F-1). According to the Cultural Resources Assessment, the Brown House and water tower lack historical context because they have been moved from their original location and no further analysis is needed.

During the NOP scoping meetings on January 12 and June 29, 2015, local residents and members of the Wildomar Historical Society raised concerns about the Brown House and its future given the proposed project. The various studies conducted on the Brown House conclude it does not meet the eligibility criteria for state or federal historical listing, therefore so impacts to the structures would not be significant under CEQA. However, the City, the applicant, and the local historical society may independently develop a relocation plan for the structures.

4.5.6 Significant Impacts

The following potential impacts were determined to be potentially significant. In each of the following issues, mitigation measures have been recommended to reduce the significance of 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?

The records search conducted by BCR indicated that no resources have been mapped within the proposed project site or immediate surrounding area, but 38 previous cultural resources studies have taken place resulting in eight cultural resources within one-mile of the project site. Of the eight cultural resources, two are isolated prehistoric artifacts, four are prehistoric archaeological sites, one is a site with prehistoric and historic components, and one is a historic archaeological site.

BCR also completed a Sacred Land File search that did not reveal any Native American cultural resources within the project site. In addition, BCR did not discover any archaeological sites on the project site during their field survey. It is possible, however, that cultural artifacts may be uncovered during grading for the project.

Such discoveries could result in a significant impact; therefore, the following mitigation measure is required.

Mitigation Measures. The following measures are required 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 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, 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.

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 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.

4.5.6.1C If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the project archeologist, the Pechanga Tribe, and the Soboba Band shall assess the significance of

such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe and/or Band cannot agree on the significance of or the mitigation for such resources, 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 Tribe and the Soboba Band. 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 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** and **4.5.6.1B** 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?

As discussed above, the majority of the project site is underlain by younger Quaternary alluvial fan deposits and Pleistocene Pauba Formation. Both of these geologic units have produced vertebrate fossils in the past. However, there are no known paleontological resources located within the project limits. Because both the younger Quaternary alluvial fan deposits and the Pleistocene Pauba Formation have yielded paleontological resources in many nearby areas in Southern California in the past, the area is considered paleontologically sensitive. Therefore, impacts are considered potentially significant and mitigation is required.

Mitigation Measure. The following mitigation measure has been identified to address potential impacts to paleontological resources that may be located within the project limits:

4.5.6.2A If paleontological resources (fossils) are discovered during project grading, work will be halted in that area until a qualified paleontologist can be retained to assess the significance of the find. The project paleontologist shall monitor remaining earthmoving activities at the project site and shall be equipped to record and salvage fossil resources that may be unearthed during grading activities. The paleontologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. Any fossils found shall be evaluated in accordance with the CEQA Guidelines and offered for curation at an accredited facility approved by the City of Wildomar. Once grading activities have ceased or the paleontologist determines that monitoring is no longer necessary, monitoring activities shall be discontinued.

Level of Significance After Mitigation. Adherence to **Mitigation Measure 4.5.6.2A** 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 but within the context of the larger Elsinore Valley. Implementation of the proposed project and related off-site improvements would require measures to identify, recover, and/or record any cultural and/or paleontological resources 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 help reduce potential impacts to cultural resources to less than significant levels. With implementation of the project-level mitigation identified in Section 4.5.6.1 and 4.5.6.2, 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 in the Elsinore Valley area. 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 prepared to analyze the geologic impacts of the proposed project:

- *Preliminary Geotechnical and Fault Rupture Hazard Investigation*. Geocon West, Inc., original dated December 12, 2012; revised March 26, 2015.

In addition, the analysis contained in this section is based on the following reference documents:

- Wildomar General Plan, Safety Element, July 1, 2008.
- Soil Data Mart, 2003.

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 Geological 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 on the eastern edge 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, respectively. The site lies on an alluvial fan that descends gently southwest from granitic hills to the northeast.

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

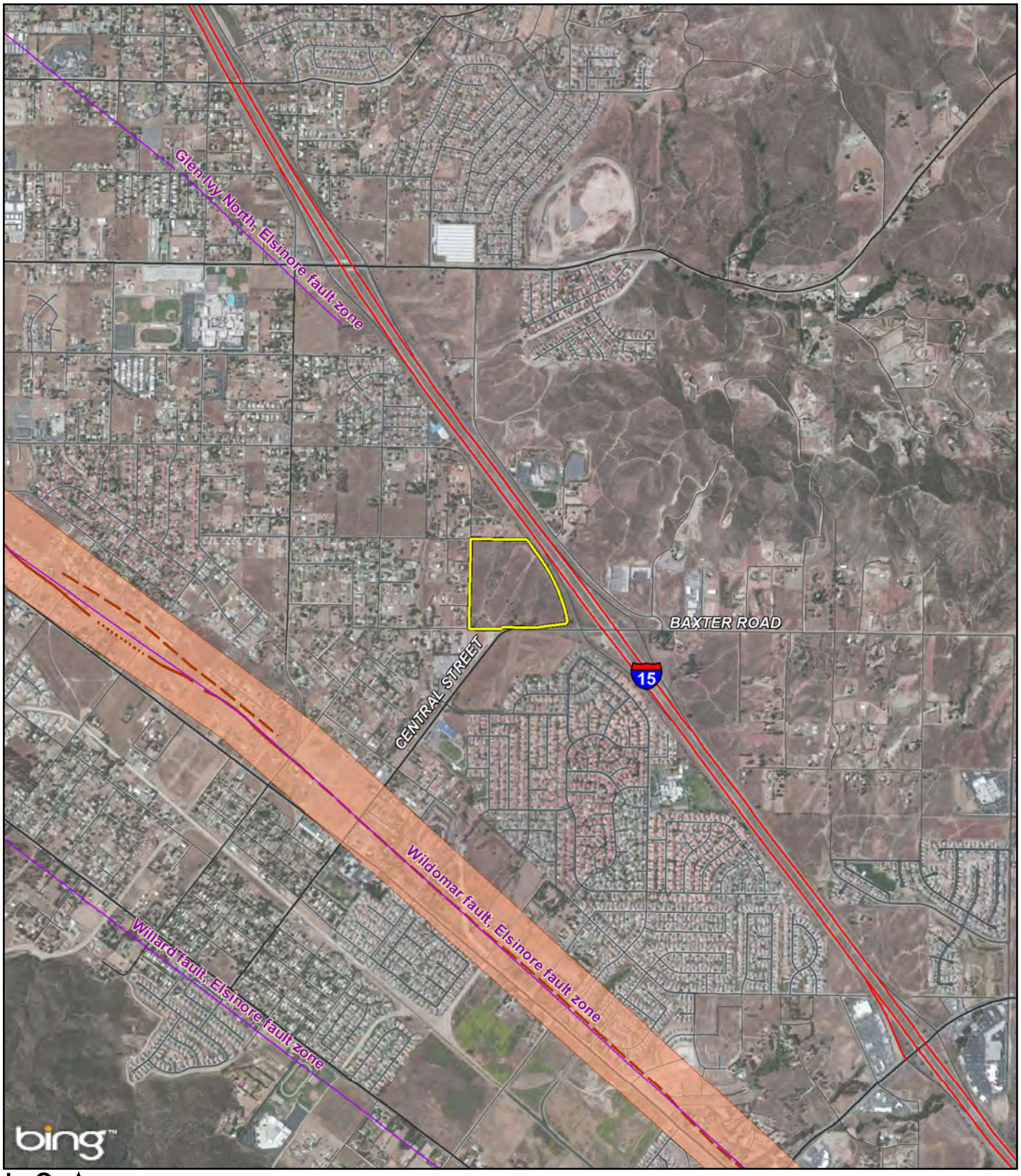
Pursuant to Public Resources Code Section 2690 et seq., Geocon West, Inc. prepared a geotechnical investigation that analyzed the seismic hazards underlying the project site. Much of the information set forth below and throughout this document is taken from that report. The proposed project site, like 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.

According to the California Geological Survey (CGS), an active fault is a fault that has had surface displacement within Holocene time (about the last 11,000 years). This definition is used in delineating Earthquake Fault Zones as mandated by the Alquist-Priolo Geologic Hazards Zones Act of 1972 and as most recently revised in 2007 as the Alquist-Priolo Earthquake Fault Zoning Act and Earthquake Fault Zones. 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 Figure 4.6.1 shows, the nearest surface trace of an active fault is the Temecula branch of the Elsinore Fault located approximately 2.6 miles west of the project site. Other nearby active faults identified by Geocon West are the Glen Ivy branch of the Elsinore Fault, 5 miles northwest of the site, the San Jacinto Fault 21 miles east of the site, the Julian branch of Elsinore Fault, 22 miles south of the site, and the Chino-Central Avenue Fault, 23 miles north of the site. Other nearby faults identified by the CGS include the Wildomar and Willard branches of the Elsinore Fault Zone. It should be noted that the Wildomar General Plan shows a potential fault across the site; however, Geocon West conducted fault trenching across the site and found no evidence of actual faulting on site (Geocon West 2015).

4.6.1.2 Soils

The site's soils are sandy and formed from granitic alluvium. Based on the *Soil Survey Geographic database for Western Riverside area* and shown in previously referenced Figure 4.2.1, the breakdown of soils on site is 29.6 percent Greenfield sandy loam, 2–8 percent slopes, eroded (GyC2); 9.5 percent Greenfield sandy loam, 8–15 percent slopes, eroded (GyD2); 16.5 percent Hanford coarse sandy loam, 2–8 percent slopes (HcC); 4.3 percent Monserate sandy loam, 8–15 percent slopes, eroded (MmD2); 18.2 percent Monserate sandy loam, shallow, 5–15 percent slopes, eroded (MmD2); 19.0 percent Ramona sandy loam, 2–5 percent slopes, eroded (RaB2); and 2.8 percent Ramona sandy loam, 2–5 percent slopes, eroded (RaD2). The following are descriptions for the major soil series found on site.



LSA

Project Location

CGS Quaternary Faults, 2005

Alquist-Priolo Zones

Alquist-Priolo Zone

Fault, Concealed

Fault, Approximate

Fault, Certain

N

0 1,000 2,000

FEET

SOURCE: Bing Aerial, 2010; California Geologic Survey, 2002.

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FIGURE 4.6.1

Baxter Village
Environmental Impact Report

Regional and Local Faults

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- **Greenfield series (GyD2, GyC2).**[1] Greenfield soils consist of sandy loam overlying fine sandy loam to a depth of 51 inches. Beneath these layers lie stratified layers of loamy sand, sandy loam, and fine sandy loam parent material. These soils are well drained with slow to medium runoff, and moderately rapid permeability. Greenfield can be used for irrigated field crops or dry land grain, as well as pasture.
- **Hanford series (HcC).**[2] These soils consist of fine sandy loam to a depth of 60 inches and 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, MnD2).**[3] 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.
- **Ramona series (RaB2, RaD2).**[4] The Ramona series sandy loam and loam overlies sandy clay loam to a depth of 68 inches; a layer of sandy loam, massive alluvial parent material occurs 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.

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

[1] http://soilseriesdesc.sc.egov.usda.gov/OSD_Docs/G/GREENFIELD.html. Accessed October 29, 2014.
[2] http://soilseriesdesc.sc.egov.usda.gov/OSD_Docs/H/HANFORD.html. Accessed October 29, 2014.
[3] http://soilseriesdesc.sc.egov.usda.gov/OSD_Docs/M/MONSERATE.html. Accessed October 29, 2014.
[4] http://soilseriesdesc.sc.egov.usda.gov/OSD_Docs/R/RAMONA.html. Accessed October 29, 2014.

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 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 2.6 miles west of the site. As previously noted, the County General Plan indicates that a possible fault traverses the eastern portion of the project site. For this reason, Geocon West, Inc. conducted a fault rupture hazard investigation, the results of which are discussed in Section 4.6.5.1.

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 down 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 nearby faults 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

[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.

water pressure is vented upward through fissures and soil cracks, and a water-soil 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 Riverside County Land Information data from 2003, the project area has moderate liquefaction potential due to susceptible underlying soils. Younger alluvium in the site's drainages may be subject to liquefaction during strong ground motion.

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 that can produce small or local collapses to broad regional 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 (e.g., 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 Riverside County Land Information System, the project area is susceptible to subsidence. In the southern portion of the Elsinore Trough, subsidence occurs due to changes in groundwater levels in areas with unconsolidated Holocene age alluvium that has been offset by active faults.

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 within the project area and gently sloping topography negates risks of slope instability.

Alluvial Soil. Alluvial soil is formed from water-transported sediments. Recently deposited, unconsolidated alluvial sediments are susceptible to geologic hazards such as collapse and subsidence. Most of the project site is underlain by soils formed from silty sand alluvium. The depth of this alluvium varies dramatically throughout the site, with concentrations in drainage areas. Where drainages are not present, colluvium, or gravity-transported material, consisting of clayey sand, can be found close to the surface.

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. The soils on site have a very low expansive potential and are classified as "non-expansive" based on the 2010 California Building Code (CBC) Section 1803.5.3.

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 public scoping meetings. In addition, no comment letters were received from agencies during the NOP periods or at the scoping meetings regarding geology or soils.

4.6.2 Existing 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 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 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, land sliding 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. (AI 81)

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.

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: (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.	**Consistent.** The Geotechnical and Fault Rupture Hazard Investigation (Appendix G) determined that no active faults are present on the project site.
S 2.2. Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, land sliding 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. (AI 81)	**Consistent.** A geotechnical and fault rupture hazard investigation was performed for the project by Geocon West, Inc. (Appendix G)
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.	**Consistent.** A geotechnical and fault rupture hazard investigation was performed for the project by Geocon West, Inc. (Appendix G) State-licensed professional geologists assessed liquefaction potential as part of the report.

Table 4.6.A: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
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.
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 General Plan Safety Element 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 related 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.

As discussed in Section 4.6.1, the nearest fault that could cause substantial damage to the project is the Temecula branch of the Elsinore Fault approximately 2.6 miles west of the project site. In addition, the eastern portion of the site is located within a Riverside County Fault Hazard Zone. To determine the absence or presence of faults within the county-designated fault hazard zone, a fault rupture hazard investigation was completed by Geocon West.

Geocon West's fault rupture hazard investigation included the excavation of two trenches almost 700 feet long that were excavated to depths ranging from 4 to 9 feet. The results of Geocon West's fault rupture hazard investigation concluded that active faults are not present on the project site.

In addition, the proposed 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. Therefore, no significant impacts will occur in relation to fault ruptures and no mitigation is required.

4.6.5.2 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 the volume exerts stress on buildings and other loads placed on these soils. Geocon West completed soil borings that determined that the soil is considered to have very low expansive potential and is classified as "non-expansive" based on the 2010 CBC Section 1803.5.3. Therefore, the project site is not considered to be located on expansive soils, will not have a significant impact in this regard, and 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?

The project site consists of gently rolling hills with a general slope of approximately 3.4 percent. According to the project geotechnical study (DEIR Appendix G), the

gently sloping topography of the site would not be subject to landslides. In addition, the site is not near or in the path of any known or potential landslides. Geologic hazards associated with land sliding are not anticipated at the site.

While the project does not propose any activity known to cause damage by subsidence (e.g., oil, gas, or groundwater extraction), the geotechnical study does identify the site as an area that is considered susceptible to subsidence. The Pauba Sandstone and alluvium overlying granitic bedrock has been shown in the past to be a factor in subsidence. However, after remedial grading of the site,[1] the on-site conditions that would make the site vulnerable to subsidence will no longer be present and the possibility of subsidence will be low. In addition, due to the dense and well-consolidated nature of the soils on the project site, seismically-induced settlement is not anticipated. Therefore, a less than significant impact related to subsidence or settlement 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 Geocon West, the project site is located in an area of moderate liquefaction potential based on underlying soil deposits. However, the Pauba Sandstone and granitic bedrock found below the on-site soils are well-consolidated and not considered to be susceptible to liquefaction. Therefore, with remedial grading, the potential for liquefaction on site is very low. The project will have a less than significant impact due to seismic-related ground failure and no mitigation is required.

4.6.5.4 Soil Erosion or Loss of Topsoil

Threshold	Would the proposed project result in substantial soil erosion or the loss of topsoil?

Grading of the proposed project site includes a total of approximately 723,422 cubic yards of earthwork and 142,652 cubic yards of imported fill (see previously referenced Table 3.C in the Project Description). In addition, 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 as each phase is developed. 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.

[1] Remedial grading requirements are included in the Preliminary Geotechnical and Fault Rupture Hazard Investigation for the project and will be implemented through Mitigation Measure 4.6.6.1A.

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) will also be required to address erosion and discharge impacts associated with the proposed on-site grading and construction. 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.

The following SWPPP components will reduce potential impacts of soil erosion or loss of topsoil to less than significant levels:

- 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, or 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 I. The preliminary WQMP contains the following best management practices (BMPs) for the operational phase of the project, which will help reduce potential impacts related 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:

- Maximize permeability area.
- 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.

The project hydrology study (Appendix I) demonstrates that the project will contain anticipated on-site runoff during expected storm events. The WQMP is incorporated by reference and/or attached to the project's SWPPP as the Post-Construction Management Plan.

As soils covering the project site have low erosion hazard potential and because the project would be required to obtain an NPDES Permit and prepare an SWPPP and a WQMP, construction and operational impacts associated with soil erosion hazards are considered to be less than significant and no mitigation is required.

Grading for off-site improvements would require subsequent grading permits or related approvals from the City. Roadway improvements will occur within existing rights-of-way or on land that has been previously disturbed. The SWPPP and the WQMP establish performance standards for future development, and implementation of the identified measures in those plans will reduce potential erosion impacts to less than significant levels. (See also Section 4.9, *Hydrology and Water Quality*, for a discussion of potential issues associated with soil erosion during construction and project operations.)

4.6.5.5 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?

All buildings within the project will be connected to existing wastewater facilities (sewer) owned and operated by the Elsinore Valley Municipal Water District. Septic tanks will not be used anywhere within the project. Therefore, no impacts would occur and no mitigation is required.

4.6.6 Significant Impacts

4.6.6.1 Ground Shaking

Impact 4.6.6.1: *The proposed project could experience substantial adverse effects due to strong 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?

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.

Geocon West's geotechnical report calculated the maximum earthquake magnitude for known faults within a 60-mile radius of the project site. Geocon West determined that there were 38 faults within that radius. The nearest fault is the Temecula branch of the Elsinore Fault, which also had the highest peak site acceleration of 0.844 g. The next nearest fault is the Glen Ivy branch of the Elsinore Fault, which has a peak site acceleration of 0.593 g. Therefore, the project site is expected to be subject to moderate to severe ground shaking in the event of a major earthquake on any of the nearby faults. This is a potentially significant impact that, in addition to compliance with current CBC requirements, will require additional mitigation.

Mitigation Measure. The following mitigation measure is proposed to reduce potential ground shaking impacts related to the proposed project:

4.6.6.1A The developer shall implement the seismic design recommendations of the project geotechnical assessment conducted by Geocon West, Inc. dated March 26, 2015 (revised). These site-specific recommendations shall be incorporated as appropriate into project building plans, project grading, etc.

Level of Impact After Mitigation. With implementation of **Mitigation Measure 4.6.6.1A,** the proposed project will not have any significant impacts relative to ground shaking.

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 Chino-Central Avenue Faults.

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, assuming proper design and engineering are implemented based on available seismic and other geotechnical data. Therefore, cumulative impacts would not result and the proposed project would not constitute a considerable contribution to a cumulative impact.

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 proposed project. This analysis examines the short-term construction and long-term operational impacts and evaluates the effectiveness of measures incorporated as part of the project design.

This section analyzes the proposed project's potential climate impacts based on the following technical study:

- *Baxter Village Greenhouse Gas Analysis,* Urban Crossroads, March 25, 2015 (Appendix D).

4.7.1 Existing Setting

4.7.1.1 Global Climate Change

Global climate change (GCC) is the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. 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 there are other changes in addition to rising temperatures.

Climate change refers to any significant change in measures of climate such as temperature, precipitation, or wind, lasting for decades or longer (U.S. Environmental Protection Agency [EPA], 2007). 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).

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, determined from meteorological measurements worldwide between 1990 and 2005. Climate change modeling shows that further warming could occur, which would induce additional changes in the global climate system during the current century.

[1] The troposphere is the zone of the atmosphere characterized by water vapor, weather, winds, and decreasing temperature with increasing altitude.

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, including droughts, heavy precipitation, heat waves, extreme cold and increased intensity of tropical cyclones (hurricanes). Specific effects in California might include a decline in the Sierra Nevada snowpack, erosion of California's coastline, and seawater intrusion in the 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 infrared radiation that otherwise would have escaped the atmosphere, thereby warming the atmosphere, the oceans, and earth's surface (EPA, 2007). Many scientists believe that "most of the warming observed over the last 50 years is attributable to human activities."[1] The increased amounts of CO_2 and other GHGs are alleged to be the primary causes of the human-induced component of 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. These extra emissions are increasing GHG concentrations in the atmosphere, enhancing the natural greenhouse effect, which is 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), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. 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 human-made emissions from fossil fuel burning, waste incineration, deforestation, and cement manufacture. Nevertheless, natural removal processes

[1] Intergovernmental Panel on Climate Change (IPCC), *Climate Change 2013: The Physical Science Basis*, 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.

such as photosynthesis by land- and ocean-dwelling plant species cannot keep pace with this extra input of human-made CO_2, and consequently the gas is building up in the atmosphere.[1]

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 paddies; and the burying of waste in landfills. Total annual emissions of CH_4 are approximately 500 million metric tons, with human-made emissions accounting for the majority. As for CO_2, the major removal process of atmospheric CH_4—chemical breakdown in the atmosphere—cannot keep pace with source emissions, and CH_4 concentrations in the atmosphere are increasing.

Worldwide emissions of GHGs in 2008 were 30.1 billion metric tons of CO_2e[2] 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.[3] Emissions from the top five countries and the European Union accounted for approximately 55 percent of the total global GHG emissions, according to the most recently available data. 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. CO_2 from fossil fuel combustion, the largest source of GHG emissions, accounted for approximately 80 percent of the GHG emissions.[4]

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.[5]

World CO_2 emissions[6] 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

1 Enviropedia, http://www.enviropedia.org.uk/Global_Warming/Emissions.php.
2 United Nations, *The Millennium Development Goals Report 2011,* http://unstats.un.org/unsd/default.htm, accessed July 26, 2011.
3 U.S. Environmental Protection Agency, "Inventory of US Greenhouse Gas Emissions and Sinks 1990–2006," http://www.epa.gov/climatechange/emissions/usinventoryreport.html, 2008.
4 Ibid.
5 U.S. Environmental Protection Agency. 2011. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 – 2009*. http://www.epa.gov/climatechange/emissions/usinventoryreport.html. Accessed July 2011.
6 *Greenhouse Gases, Climate Change, and Energy*, http://www.eia.gov/oiaf/1605/ggccebro/chapter1.html.

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 the California Greenhouse Gas Emission Inventory. This inventory 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).

According to CARB emission inventory estimates, California emitted approximately 457 million metric tons (MMT) of CO_2e emissions in 2009.[1] The year 2009 saw a small decrease in statewide GHG emissions from 485 MMT CO_2e in 2008 to 457 MMT, driven by a noticeable drop in on-road transportation emissions. 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. California's net emissions of GHG decreased 1.3 percent from 459 MMT of CO_2e in 2000 to 453 MMT in 2009, with a maximum of 483.9 MMT in 2004. 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 the State'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 staff 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.[2] 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.

[1] CARB, Greenhouse Gas Inventory Data - 2000 to 2008. http://www.arb.ca.gov/cc/inventory/data/data.htm. Accessed July 2011.

[2] CARB, Greenhouse Gas Inventory – 2020 Emissions Forecast. http://www.arb.ca.gov/cc/inventory/data/forecast.htm. Accessed January 2013.

4.7.1.2 Effects of Global Climate Change

GCC is 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.

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.

[1] California Environmental Protection Agency, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, March 2006.

- 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.
- 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.

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 carbon dioxide equivalent 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 effect 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 (see 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.

United States Emissions. In 2008, the United States emitted approximately 7 billion MT of CO_2e, or approximately 25 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 direct fossil fuel combustion. Between 1990 and 2006, total United States GHG emissions rose approximately 14.7 percent.[1]

[1] EPA. 2010. The 2010 U.S. Greenhouse Gas Inventory Report. http://www.epa.gov/climatechange/emissions/usinventoryreport.html (accessed September 2010).

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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.

Source: LSA Associates 2015.

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State of California Emissions. According to CARB emission inventory estimates, California emitted approximately 474 million metric tons of CO_2e (MMT CO_2e) emissions in 2008.[1] 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.[2]

The California Environmental Protection Agency (CalEPA) CAT[3] 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; and
- Hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) accounted for 3.5 percent.[4]

The CARB estimates that transportation was the source of approximately 38 percent of the State'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.[5]

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 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.

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1 CARB, Greenhouse Gas Inventory Data – 1990 to 2004. http://www.arb.ca.gov/cc/inventory/data/data.htm (accessed September 2010).

2 California Energy Commission (CEC), 2007. Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004 – Final Staff Report, publication # CEC-600-2006-013-sf, Sacramento, CA, December 22, 2006; and January 23, 2007, update to that report.

3 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.

4 CalEPA. 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature.* March.

5 CARB, 2013. http://www.arb.ca.gov/cc/inventory/data/data.htm (October 2013).

The 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 MMT CO_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 public scoping meetings, no residents expressed concerns regarding greenhouse gases and related topics. The South Coast Air Quality Management District (SCAQMD) submitted two letters, one letter for the first NOP period and a second letter for the second NOP period. Both letters requested the air quality study examine potential greenhouse gas emission impacts of the project, and recommended its methodologies to follow (Refer to Appendix B of this EIR).

4.7.2 Existing Policies and Regulations

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 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.

[1] Ibid.

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

Prior to the last decade, there have been no concrete Federal regulations of greenhouse gases or major planning for climate change adaptation. The following are actions regarding the Federal Government, greenhouse gases, 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 Federal Clean Air Act (CAA). A decision was made on April 2, 2007, in which the Supreme Court found that greenhouse gases are air pollutants covered by the CAA. 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 CAA:

- *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.

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 CO_2 per mile, equivalent to 35.5 miles per gallon if the automobile industry were to meet this CO_2 level solely through fuel economy improvements. Together, these standards would cut CO_2 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 (USDOT) 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 CO_2 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 CAA. This final rule "tailors" the requirements of these CAA 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 CAA 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 CAA 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 CO_2 for new affected fossil fuel-fired electric utility generating units on March 27, 2012. New sources greater than 25 megawatt would be required to meet an output based standard of 1,000 pounds of CO_2 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 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 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, called the 2013 California Energy Code, were adopted and went into effect July 2013.[1] 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 CCR was effective January 1, 2014, with a supplemental becoming effective July 1, 2015. Key provisions of the CALGreen Code that apply to the type of new residential development proposed for the project site are as follows:

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

[1] *Nonresidential Compliance Manual for California's 2008 Energy Efficiency Standards*, California Energy Commission, effective January 1, 2010, http://www.energy.ca.gov/title24/2008standards/index.html, website accessed on March 4, 2010.

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 CCR 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 LCFS 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 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 prevent 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 GHG 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 GHG 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. 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 GHG 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 GHG analysis and later project-specific tiering. A tiered project is one 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 focus 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.

Executive Order B-30-15. Executive Order B-30-15 was signed by Governor Brown in April 2015. It establishes a California GHG reduction target of 40 percent below 1990 levels by 2030. New legislation is proposed to establish post-2020 goals, but no action on the legislation has been taken, as of this writing (June 2015).

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 greenhouse gases 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[2] 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 (LCFS, Restrictions on High Global Warming Potential Refrigerants, and Landfill Methane Capture). Discrete early action measures are those that were required to be adopted as regulations and made

[1] CARB, *Climate Change Proposed Scoping Plan: a Framework for Change,* October 2008.
[2] 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 CARB's jurisdiction.

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 measures in October 2007[1] that tripled the number of discrete early action measures. These measures relate to truck efficiency, port electrification, reduction of PFCs from the semiconductor industry, reduction of propellants in consumer products, proper tire inflation, and 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 was implemented through an enforceable statewide cap on GHG emissions that was implemented on January 1, 2013. In addition, on January 1, 2015, cap-and-trade compliance obligations were phased in for suppliers of natural gas, reformulated gasoline blendstock for oxygenate blending, distillate fuel oils, and liquefied petroleum gas, requiring emissions that meet or exceed specified emissions thresholds.

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 GHG emissions by 2050.

Senate Bill 1368. In September 2006, Governor Arnold Schwarzenegger signed SB 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.

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1 CARB. 2007. *Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California Recommended for Board Consideration*. October.

2 CARB. 2007. "ARB approves tripling of early action measures required under AB 32." News Release 07-46. http://www.arb.ca.gov/newsrel/nr102507.htm. October 25.

3 Executive Order S-3-05 establishes greenhouse gas emission reduction targets for California.

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 GHG 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 GHG 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 within Regional Transportation Plan (RTP). SCS within the RTP 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 GHG 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.

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 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 GHG 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 CO_2 for every man, woman, and child 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.

[1] Scoping Plan Reduction Measures from CARB 2008 and Table 69 from MBA 2013.

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 LCFS.
6. *Regional Transportation-Related Greenhouse Gas Targets.* Develop regional GHG 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.
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 GHG emissions and provide other pollution reduction co-benefits. Reduce GHG 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.

On October 1, 2013, ARB released an update to the Scoping Plan for discussion purposes. On February 10, 2014, the CARB released its proposed First Update to the Climate Change Scoping Plan ("Updated Scoping Plan"). Finally, on May 22, 2014, the CARB approved the Updated Scoping Plan. It describes California's progress toward AB 32 goals, stating that "California is on track to meet the near-

term 2020 greenhouse gas limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32." Specifically, "if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts [MW] of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under AB 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80 percent below 1990 levels by 2050."

In addition, the Updated Scoping Plan further reduced the GHG emissions reduction target. It recalculated 1990 GHG emissions level using the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report (AR4). Using the AR4 global warming potential (GWP), the 427 MMT of CO2e 1990 emissions level and 2020 GHG emissions limit would be slightly higher, at 431 MMT of CO2e. Based on the revised estimates of expected 2020 emissions identified in the 2011 supplement to the Functional Environmental Document and updated 1990 emissions levels identified in the Updated Scoping Plan, achieving the 1990 emission level would require a reduction of 78 MMT CO2e, which equates to a reduction by approximately 15.3 percent to achieve in 2020 emissions levels in the business-as-usual condition. Thus, the Updated Scoping Plan essentially establishes a 15.3 percent reduction from business-as-usual threshold of significance for measuring potential GHG impacts.

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 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

[1] For more information see: http://www.aqmd.gov/ceqa/handbook/GHG/GHG.html.

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.

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. (AI 3, 57, 62)

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.

4.7.3 Methodology

Bearing in mind that CEQA does not require "perfection" but instead "adequacy, completeness, and a good faith effort at full disclosure," 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 is worse than that which is likely to be encountered. Additionally, as explained in greater detail below, 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 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, 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; as with most environmental topics, significance criteria are left to the judgment and discretion of the lead agency. 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.

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) 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

[1] State of California, 2008. Governor's Office of Planning and Research. *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act Review*. June 19.

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 all three construction phases 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. For a detailed description of the assumptions used to estimate GHG emissions, refer to the air quality and greenhouse gas report in Appendix D.

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). However, since the half-life of CO_2 is approximately 100 years, for example, the effects of GHGs are longer-term, affecting global climate over a relatively long time frame. As a result, the SCAQMD's current position is to evaluate GHG effects over a longer time frame than a single day.

Individual projects incrementally contribute toward the potential for GCC on a cumulative basis in concert with all other past, present, and probable future projects. While individual projects are unlikely to measurably affect GCC, each project incrementally contributes toward the potential for GCC on a cumulative basis, in concert with all other past, present, and probable future projects.

Appendix G of the CEQA Guidelines suggest that a project be evaluated for the following impacts:

- 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 nor the OPR guidelines, nor the draft proposed changes to the CEQA Guidelines, currently prescribes 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

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?

CARB and CAT 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, B-30-15, and AB 32 that are applicable to the proposed project. The Updated Scoping Plan is the most recent document, and the strategies included in the Scoping Plan that apply to the project are contained in Table 4.7.B, which also summarizes the extent to which the project would comply with the strategies to help California reach the emission reduction targets, including reducing emissions levels 28.5 percent below BAU levels.

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.

Table 4.7.B: CARB Scoping Plan Compliance Analysis

Scoping Plan Measure	Project Consistency
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.
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. In order to ensure that the proposed project complies with and would not conflict with or impede the implementation of reduction goals identified in AB 32, the Governor's EO S-3-05, and other strategies to help reduce GHGs to the level proposed by the Governor, **Mitigation Measures 4.3.6.1A, 4.3.6.1B,** and **4.3.6.3A** will be implemented. Many of the individual elements of this measure are included as part of the proposed project design or are required as part of project-specific mitigation measures.

The proposed 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. SCAG is the MPO for the project area and its 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 SCS's Growth Forecast for the City of Wildomar assumes 13,000 households and 5,900 jobs in 2020, and anticipates 16,800 households and 9,300 jobs in 2035. Therefore, the project fits within the SCS growth allocation and would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs.

City General Plan Policies. Even though the City does not have any policies related directly to GHGs, it does have a number of policies related to energy and sustainability. Table 4.7.C evaluates the consistency of the proposed 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).
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 and 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.** The project may meet many of the LEED building standards but it is not known at this time if the project will go to the expense or time required to actually 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 may generate significant 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 potentially significant impacts related to GHG emissions 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 combines the project and cumulative emission of GHGs into one analysis. 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 (114.22 MT CO_2e per year, 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 (70.22 MT CO_2e per year).

[1] United Nations Environment Programme (UNEP), 2007. *Buildings and Climate Change: Status, Challenges and Opportunities*, Paris, France.

- **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 66 single-family homes, 204 multifamily residential units, and 75,000 square feet of commercial uses. The project would indirectly result in increased GHG emissions from off-site electricity generation at power plants and on-site natural gas consumption (1,151.72 MT CO_2e per year).

- **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 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 phases. 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 (114.32 MT CO_2e per year).

- **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 (162.01 MT CO_2e per year).

- **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 (7,830.98 MT CO_2e per year).

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	113.94	0.013	—	114.22
Area Source Emissions	69.67	8.67e-3	1.19e-3	70.22
Energy	1,146.58	0.05	0.01	1,151.72
Mobile Source Emissions	7,816.49	0.69	—	7,830.98
Waste	51.01	3.01	—	114.32
Water Usage	140.07	0.76	0.02	162.01
Total CO_2E (All Sources)	**9,443.47**			

Source: Table 3-1, *Baxter Village Greenhouse Gas Analysis, City of Wildomar,* Urban Crossroads, March 25, 2015.

The BAU project would generate up to 9,444 MT CO_2e per year 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 CO_2e per year, and the existing emissions for the entire state are estimated at approximately 480.9 MMT CO_2e per year[1].

Emissions from vehicle exhaust would comprise approximately 83 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 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.

It must be remembered that setting target emission goals is different than the concept of baseline emissions. Target setting is used in determining the level of

[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).

GHG emissions that need to be reduced by a plan in order to be successful and reduce impacts of GHG emissions to less than significant. Because AB 32 has a horizon year in assessing GHG emissions, target setting is also set upon a year.

The BAU scenario, consistent with CARB's definition, is to reflect conditions that would exist in the future without any local or state mandated action to reduce GHGs. For project-specific evaluation, this would be a 2005-emissions based analysis year scenario which would reflect conditions prior to AB 32 implementation. The reason some BAU scenarios have future years (e.g., 2020 for Plan-level analysis) is due to the fact that the 2005 (pre-AB 32) levels are "grown" to a future target year of 2020, for example, to reflect population growth. However, the 2005 (pre-AB 32) emission factors are still the basis for the 2020 scenario. This methodology is consistent with CARB's definition of BAU as well as the ICLEI (International Council for Local Environmental Initiatives) – Local Governments for Sustainability which has provided documentation and best practices on greenhouse gas emissions inventory methodology.

Based on the California Air Resource Board's (CARB's) definition, the forecast of 2020 emissions in a business-as-usual scenario is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented (see Page 92, 6th paragraph of *First Update to the Climate Change Scoping Plan – May 2014)*. CARB also defines "business-as-usual" to mean "the normal course of business or activities for an entity or a project before the imposition of greenhouse gas emissions reduction requirements or incentives." (ARB: "Preliminary Draft Regulation for a California Cap-and-Trade Program," Section 95802 (a) (18), Dec., 2009; page 7.)

Furthermore, even the California Air Pollution Control Officers Association's (CAPCOA's) acknowledges that the "business-as-usual" scenario is the estimate of emissions that would occur in the absence of measures to reduce emissions. CAPCOA goes on to further state that "business-as-usual" is the projection of GHG emissions at a future date based on current technologies and regulatory requirements in absence of other reductions (CAPCOA: "Model Policies for Greenhouse Gases in General Plans," Jun., 2009, page 15). In this case, the base BAU scenario would reflect emissions absent implementation of AB32 which is effectively a 2005 year emissions profile since AB32 was adopted in 2006. Additionally, CARB's emissions baseline period in its scoping plan reflects the average emissions from 2002 to 2004 (ARB: "Climate Change Scoping Plan: a framework for change," Dec., 2008; page 11).

Therefore use of 2005 year emission factors from a greenhouse gas standpoint is appropriate since the emission factors in 2005 would reflect what would happen in 2020 – on a project-specific level - if the Scoping Plan or other regulatory or local control measures were not implemented.

Since the adoption of the CEQA Guidelines regulating GHG emissions, more local agencies have adopted the Business As Usual (BAU) threshold approach. The rationale behind the BAU threshold is CEQA Guidelines Section 15064.4(b)(3), which provides that, when determining the significance of GHG emissions, a lead agency may consider whether a project complies with the regulations or requirements adopted pursuant to a statewide plan intended to reduce or mitigate GHG.

CARB's Climate Change Scoping Plan ("Scoping Plan"), originally prepared in 2008 and reapproved and updated in August 2011 as part of CARB's mandate to implement AB 32, is one such plan. Consistent with AB 32, the Scoping Plan mandates a reduction in California's GHG emissions to 1990 levels by 2020 and sets forth strategies for GHG reductions to reach this target through a combination of regulations, market mechanisms and other actions. To achieve the reduction goal established in AB 32, the Scoping Plan projected the reasonable expected GHG emissions growth by 2020 absent such reduction strategies (i.e., BAU) and then calculated the GHG emission reductions that are anticipated to occur as a result of the Scoping Plan's strategies.

Use of the BAU threshold has been upheld in two recent court cases - see *Citizens for Responsible Equitable Environmental Development v. City of Chula Vista* (2011) 197 Cal.App.4th 327 and *Friends of Oroville v. City of Oroville* (2013) 219 Cal.App.4th 832, 841 ("City properly adopted Assembly Bill 32's reduction targets for GHG emissions as the threshold-of-significance standard in determining whether the Project's GHG emissions constituted a significant environmental impact").

To analyze the project's consistency with GHG emission reductions mandated by AB 32, the next step of this analysis is to compare the project's BAU emissions with its projected year 2020 emissions. Table 4.7.E shows the 2020 project emissions including implementation of the following mitigation measures from other sections of the EIR and compliance with State GHG requirements:

Air Quality

4.3.6.1A CARB Tier 3 certified or better for heavy construction equipment
4.3.6.1B Limit construction engine idling to five minutes
4.3.6.3A Buildings to exceed Title 24 energy requirements by 15 percent

Solid Waste

PRC 41003 (AB 341) Comply with existing State waste recycling requirements including 50 percent reduction in construction and operational waste

Water

EO[1] Comply with State Green Building Code and recent water conservation goals issued by the governor in response to state-wide drought

[1] Governor's Executive Order issued April 21, 2015 mandating water conservation goals in response to drought conditions

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	113.94	0.013	—	114.22	0.00
Area Source Emissions	69.67	5.76e-3	1.19e-3	70.16	0.09
Energy	788.95	0.04	0.01	793.31	31.12
Mobile Source Emissions	5,049.20	0.15	5,052.42	5,052.42	35.48
Waste	51.01	3.01	—	114.32	0.00
Water Usage	105.58	0.76	0.02	127.51	21.29
Total CO_2E (All Sources)	**6,271.94**				**33.58**

Source: Greenhouse Gas Analysis, Table 3-2, 2015.

By applying compliance with regulatory requirements as well as **Mitigation Measures 4.3.6.1A, 4.3.6.1B,** and **4.3.6.3A**, the 2020 model achieved a 33.6 percent reduction in GHG emissions from the BAU model. Regulatory requirements, such as those limiting vehicle emissions, would over time decrease project GHG emissions. With mitigation and regulatory developments, the project's GHG reduction would exceed the AB 32 reduction target (i.e., 33.6 percent vs. 28.5 percent). With mitigation incorporated, operation of the project would not create significant impact related to GHG emissions.

Summary of Impacts. With implementation of existing regulatory requirements[1] and **Mitigation Measures 4.3.6.1A, 4.3.6.1B,** and **4.3.6.3A** discussed in Section 4.3, *Air Quality*, of this EIR, project-related GHG emissions will exceed the GHG emission goals of AB 32. Therefore, project and cumulative impacts related to GHG emissions and climate change will be less than significant.

4.7.7 Cumulative Impacts

The analysis in Section 4.7.6.1 incorporates a cumulative analysis of GHG emissions and GCC impacts, as outlined above.

[1] For water and energy conservation and reduction of solid wastes from construction and operation.

4.8 HAZARDS AND HAZARDOUS MATERIALS

This section describes and analyzes the potential impact to human health and the environment due to the exposure to hazardous materials or conditions that could be encountered as a result of the construction activities related to the proposed project and also the operational activities 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 project's existing agricultural 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 technical reports:

- *Phase I Environmental Site Assessment, APNs 367-1800-15 & 367-180-043 Wildomar, California,* Hillman Consulting, September 10, 2012 (Appendix H).
- *Limited Phase II Soil Sampling Investigation Report, APNs 367-1800-15 & 367-180-043 Wildomar, California,* Hillman Consulting, March 9, 2015 (Appendix H).

In addition, information from the Public and Environmental Safety Element of the City of Wildomar 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 36 acres and is located on the north side of Baxter Road between White Street and I-15 in the City of Wildomar, in Riverside County. The project site is bordered by rural residential housing to the west and north, vacant land to the south, and I-15 to the east. The project site is vacant and undeveloped, with the exception of a house on blocks that has been stored on the site since 2003 (see Section 4.5.1.2, *Cultural Resources*, regarding the Brown House). Some olive trees remaining from past agricultural use remain, scattered throughout the western portion of the site.

According to the Phase I Environmental Site Assessment (ESA), the project site has been used for agricultural purposes as early as the 1930s. Historical aerial photographs indicate the presence of orchards between 1938 and the 1970s. An olive grove occupied the western half of the project site between 1962 and 1974. Since 1974, the site has remained mostly vacant. Considering this agricultural use, the Phase I ESA concluded that application of pesticides may have occurred on the property. More recently, the site has been used for minor nuisance dumping. Small amounts of trash and debris were noted during the site reconnaissance survey

conducted as part of the Phase I ESA. The site is currently owned by Strata Equity, the applicant of the proposed project.

Based on site reconnaissance, interviews, regulatory database searches, and historical research, the Phase I ESA concluded that the only possible recognized environmental concern (REC) is potential for pesticide contamination by past agricultural use. In addition, the project site is not listed as a hazardous materials site, as defined by Government Code Section 65962.5, in any Federal, State, or local environmental databases.

A limited Phase II soil sampling report was prepared by Hillman Consulting in March of 2015 and found no elevated levels of pesticides or arsenic-containing compounds that might be from past applications of agricultural chemicals.

4.8.1.2 NOP/Scoping Comments

No residents or agencies commented during the NOP periods or public scoping meetings about hazards or hazardous materials.

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 (NPL) for cleanup activities.

Superfund Amendments and Reauthorization Act. The Superfund Amendments and Reauthorization Act (SARA) pertain 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 location of hazardous materials release sites. 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 DTSC 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 to preserve the lives and property of the people of California.

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 defines the following issues and opportunities related to hazards relevant to the proposed project (General Plan policies related to geological and seismic hazards are addressed in 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

Evaluation of hazards and hazardous material impacts associated with the proposed project included a focus on the use, generation, management, transport, and disposal of hazardous or potentially hazardous materials on the project site. A Phase I ESA was prepared to document existing site conditions involving the presence or absence of hazardous materials that may have been deposited by previous land uses. In addition, the analysis incorporated any applicable airport land use plans, and other hazards posed by wildland fires. In determining the level of significance, the analysis assumes that construction and operation of the proposed project would be in compliance with relevant local, State, and Federal laws and regulations pertaining to the use, storage, and disposal of hazardous materials.

The Phase II limited soil sampling and testing report was conducted using a randomized grid of 48 shallow locations for soil samples at depths of 6 inches and 2 feet, then combined into 12 samples for detailed laboratory analysis for organochlorinated pesticides and arsenic-containing compounds.

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 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?

The proposed project does not include routine use, transport, or disposal of hazardous materials and as detailed in Table 4.8.A, the project would be consistent with General Plan policies involving hazards and hazardous materials. Impacts are less than significant and no mitigation is required.

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.

Source: City of Wildomar

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?

As detailed in the Phase I ESA, the project area is not listed in any of the searched regulatory databases provided by Environmental Data Resources (EDR). This included a review of Federal, State, and local environmental databases for information pertaining to documented and/or suspected contaminated sites, known handlers or generators of hazardous waste, waste disposal facilities, releases of regulated hazardous substances and/or petroleum products within specified search distances. Since neither the project site nor areas in the vicinity of the project site are listed as hazardous materials sites as defined by Government Code Section 65962.5, there would be a less than significant impact and 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 nearest airport to proposed project site is the Skylark Field Airport in Lake Elsinore approximately 1.9 miles northwest of the site. However, the project is not within the Skylark Airport Influence Policy Area. There are no other airports within two miles of the project site. In addition, Table 4.8.B shows the project is consistent with the City's goals and policies related to airport land use compatibility plans. Therefore, the project will not have a significant impact related to airports. 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.

Source: City of Wildomar

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 nearest existing school is Cornerstone Christian School, which is located approximately 0.2 mile northeast of the project site. The next nearest school is the California Lutheran High School approximately 0.4 mile southwest of the project site. The City does not have jurisdiction with respect to the location, design, or construction of school facilities. The City works with the school district concerning the design of roads and other public improvements in and around school sites, and is responsible for fire, police, and public safety concerns involving all facilities within the City, including schools.

Given the residential and commercial nature of the proposed project, the type of hazardous materials that would be used during project construction and operation would be limited to vehicle fuels and fluids, cleaning chemicals, and landscaping chemicals. Handling and disposal of all such materials are subject to applicable local, State, and Federal standards, ordinances, and regulations. As discussed in Section 4.3, *Air Quality*, the project would not emit significant hazardous emissions. Impacts would be 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?

The proposed 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. 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?

The areas around the project site are prone to very high, high, and moderate fire risks. However, the project site is in an urbanized area that, according to the City of Wildomar General Plan, does not have any risk of wildfires. The project would be

consistent with the General Plan Safety Element, as discussed in Table 4.8.C. In addition, I-15 acts as a fire break from the Sedco Hills, which have a high risk of wildfire. Therefore, the project will have a less than significant impact 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.

Source: City of Wildomar

4.8.6 Significant Impacts

4.8.6.1 On-site Conditions Involving Hazardous Materials

Impact 4.8.6.1: *The project has potential to contain a septic tank on-site that will require removal.*

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?

Multiple Phase I ESA reports, dated May 2005 and January 2008, have been completed for the project site. The most current Phase I ESA was completed by Hillman Consulting in September 2012 (Appendix H). The Hillman Consulting Phase I ESA included field surveys, database searches, historical review, and review of past Phase I ESA reports.

Hillman Consulting used the EDR to determine that the project site and surrounding areas were not listed on any State or Federal hazardous site lists. The project site and surrounding areas were also not listed on any brownfield or hazardous waste spill lists. Hillman's field survey determined that the project site did not contain any underground/aboveground storage tanks, stained soil, stressed vegetation, or waste discharges.

The Phase I ESA historical review determined that the project site has been used for agricultural purposes since the early 1930s and was developed with orchards around 1938. While the project site is not actively being used as an orchard today, remnant olive trees still exist on the western portion of the site. The historical topographic maps and aerials also show the presence of a house between 1953 and 1990. However, a limited Phase II soil sampling report was prepared by Hillman Consulting in March 2015 and found no elevated levels of pesticides or arsenic-containing compounds, which might be from past applications of agricultural chemicals. Therefore, there are no significant impacts in this regard and no mitigation is necessary.

Hillman also reviewed the two previous Phase I ESA reports. The March 2005 report concluded that the site may include an on-site septic tank due to the historical presence of a residence that was previously on the site. In addition, the March 2005 report mentioned the presence of an on-site water well. However, the January 2008 Phase I ESA concluded that no further investigation of the site was warranted. Hillman's Phase I ESA report did not identify the existence of a septic tank or water well on site. Therefore, due to the lack of information on the existence/condition of the septic tank and water well, mitigation measures are required.

In addition to typical Phase I ESA requirements, Hillman also addressed some non-ASTM (American Society for Testing Materials) scope concerns. Hillman did not discover any evidence of asbestos-containing material, lead-based paint, or excessive mold. However, they did note that Riverside County is classified as a "moderate risk" area for 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. However, radon only becomes a health issue where there are basements or belowground storage areas where radon might concentrate. Newer homes and businesses in Wildomar do not have basements, so this potential impact is considered less than significant for this area.

Mitigation Measure. The site has the potential for a septic tank and water well to be located on site. Therefore, the following mitigation measure is required:

4.8.6.1A Prior to grading, evidence of the existence or absence of a septic tank and/or water well shall be identified. If a septic tank and/or water well is present on site, it will be removed and disposed of by a licensed contractor under the direction of the Riverside County Health Department.

Level of Significance after Mitigation. With implementation of **Mitigation Measure 4.8.6.1A,** potential on-site conditions involving hazardous materials impacts of the proposed project will be reduced to less than significant.

4.8.7 Cumulative Impacts

The use of hazardous materials in the City of Wildomar is controlled and permitted by Riverside County Department of Environmental Health Hazardous Materials Branch (Branch), a State-designated Certified Unified Program Agency (CUPA), whose responsibilities include: inspecting hazardous material handlers and hazardous-waste generators to ensure compliance with laws and regulations; ensuring the preparation and implementation of business plans, emergency response plans, and accident prevention plans for businesses that handle hazardous materials; providing 24-hour response to emergency incidents involving hazardous materials or wastes; and conducting investigations and taking enforcement action as necessary against anyone who disposes of hazardous waste illegally or otherwise manages hazardous materials or wastes in violation of Federal, State, or local laws and regulations. The hazardous materials control and safety programs and available emergency-response resources of the Branch, along with periodic inspections to ensure regulatory compliance, reduce the potential risk of upset and exposure to hazardous materials associated with nearby businesses.

Similar to the proposed 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 proposed 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 proposed project will not make a considerable contribution to any cumulatively significant 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 proposed project.

The analysis contained in this section is based on the following technical studies prepared for the proposed project:

- *Preliminary Hydrology and Hydraulics Study for Baxter Village.* JLC Engineering & Consulting, Inc. November 4, 2013. Revised March 30, 2015 (DEIR Appendix I).
- *Preliminary Water Quality Management Plan.* JLC Engineering and Consulting, Inc. November 4, 2013. Revised March 30, 2015 (DEIR Appendix I).

In addition to these project-specific technical studies, the analysis contained in this section is also based on the following reference documents:

- *2009 Construction Best Management Practices (BMP) Handbook,* California Stormwater Quality Association (CASQA), July 1, 2010.
- *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.

4.9.1 Existing Setting

4.9.1.1 Drainage

The site drains to the south and southeast. Storm drains from the adjacent I-15 convey off-site flows onto the project site. Off-site drainages are ultimately tributary to Murrieta Creek as part of the Santa Margarita Watershed. This watershed covers approximately 750 square miles in northern San Diego and southwestern Riverside Counties. The Santa Margarita River, Murrieta Creek, and Temecula River transport water from the Santa Margarita Watershed and flows ultimately reach the Pacific Ocean.

The project is underlain by Natural Resource Conservation Service (NRCS) Hydrologic Soil Groups B, C, and D. Group B has a moderate infiltration rate, Group C has a slow infiltration rate, and Group D soils have a very slow infiltration rate.

There is a southwest-running drainage feature in the western portion of the project site. No storm drain features currently exist on site.

For pre-project hydrograph analyses, the project was divided into five study areas (Areas A through E). Existing runoff from the site was calculated in the project hydrology and hydraulics study and is shown in Table 4.9.A. The site currently has a 2-year, 24-hour total volume of 35,844 cubic feet (268,132 gallons) and a 2-year, 24-hour total flow rate 1.33 cubic feet per second (cfs). Additionally, the site currently has a 10-year, 24-hour volume of 182,366 cubic feet (1,364,098 gallons) and a 10-year, 24-hour total flow rate of 14.31 cubic feet per second (cfs) (JLC Engineering and Consulting, 2015).

Table 4.9.A: Existing On-site Runoff Characteristics

Runoff Characteristics	Drainage Subareas				
	A	B	C	D	E
Acres	15.6	14.5	6.3	2.1	1.0
24-Hour Runoff Volume, 2-year (cubic feet)	14,157	13,160	5,716	1,904	907
24-Hour Runoff Volume, 10-year	63,707	76,805	27,770	10,059	4,025
Peak Flow Rate, 2-year (cubic feet/ second)	0.53	0.49	0.21	0.07	0.03
Peak Flow Rate, 10-year	5.22	5.66	2.32	0.77	0.34

Source: Preliminary Hydrology and Hydraulics Study, JLC Engineering and Consulting, Inc. March 30, 2015. "Flow Rate Summary," "Volume Rate Summary."

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 of the RWQCB form the southwest corner of the state and are 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 RWQCB's Basin Plan[1] (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

[1] "Water Quality Control Plan for the San Diego Basin" available at http://www.swrcb.ca.gov/rwqcb9/water_issues/programs/basin_plan/index.shtml.

the Region; and (d) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan. In addition, the Basin Plan incorporates (by 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.

The Basin Plan is reviewed and updated as necessary. Following adoption by the RWQCB, the Basin Plan and subsequent amendments are subject to approval by the State Board, the State Office of Administrative Law (OAL), and the EPA.

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.[1] 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 Elsinore Valley 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) (WQMP, JLC Engineering and Consulting 2015, Receiving Waters for Urban Runoff from Site – Santa Margarita Watershed).

The proposed project is subject to the Riverside County Flood Control and Water Conservation District (RCFCWCD) Water Quality Management Plan (WQMP)

[1] Watershed Management Approach for the San Diego Region. http://www.swrcb.ca.gov/rwqcb9/water_issues/programs/wmc/index.shtml.

requirements under the "New Development" category. According to the RCFCWCD, New Development includes residential development of 10 dwelling units or more. In this case, the project proposes build 75,000 square feet of commercial uses, 204 apartment units, and 66 single-family homes.

As indicated in Tables 4.9.B and 4.9.C, each of the receiving waters has 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.

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.

Table 4.9.B: Descriptions of Beneficial Uses

Designated Beneficial Use	Description of Beneficial Use
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. Viewable at http://www.swrcb.ca.gov/rwqcb9/water_issues/programs/basin_plan/index.shtml

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. Viewable at (website address below)
http://www.swrcb.ca.gov/rwqcb9/water_issues/programs/basin_plan/index.shtml

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.

EVMWD 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 (MWD) Member Agency and Western Municipal Water District (WMWD) Sub-Agency. EVMWD's imported water sources are the Colorado River and Northern California. Local groundwater is pumped from Elsinore and Temescal Valley area aquifers. Almost all of the potable groundwater production of EVMWD 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 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 while water allocations from Northern California and the Colorado River are expected to be about 1.2 million acre-feet of water. MWD also currently has approximately 1.2 million acre-feet of water in storage. WMWD is a member agency of MWD and its water sources include the Colorado River, SWP, and groundwater.

Water resources in the City and throughout Elsinore Valley are supplemented by 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 squares miles of the valley, including beneath Lake Elsinore. Water rights for 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 return flows from irrigation and domestic use. Groundwater supplies are also augmented with recharged surface water purchased through the SWP.

It should be noted that the proposed 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] http://www.evmwd.com/civica/filebank/blobdload.asp?BlobID=8198.

4.9.1.4 NOP/Scoping Comments

During the first scoping meeting two residents expressed concerns regarding impacts the project might have on local drainage and localized flooding. No additional comments about hydrology were made at the second scoping meeting. The Riverside County Flood Control and Water Conservation District submitted a comment letter during the first NOP period that provided general project area and water district information and also listed permits applicable to the project.

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 that 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. For all projects subject to

the CGP, applicants are required to develop and implement an effective WQMP; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the CGP. The purpose of a WQMP is 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.

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 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 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 sediment 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;

[1] Hydromodification is the alteration of the hydrologic characteristics of coastal and non-coastal waters, which, in turn, could cause degradation of water resources.

- 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. Beginning with the Flood Control Act, 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. Congress passed the National Flood Insurance Act, which created the National Flood Insurance Program (NFIP). The Flood Disaster Protection Act, which amended the NFIP, 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.

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 California Water Code (CWC) is the principal State law regulating water quality in California. The CWC contains provisions regulating water and its use. This portion of the CWC, Division 7 (Porter-Cologne Act), establishes a program to protect water quality and beneficial uses of the State water resources and includes groundwater and surface water. The SWRCB is the principal State agency responsible for control of water quality. It establishes waste discharge requirements, water quality control planning and monitoring, enforcement of discharge permits, and ground and surface water quality objectives. It also prevents waste and unreasonable use of water, and adjudicates water rights.

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 that is part of a larger common plan of development of one acre or greater. The CGP is issued by the SWRCB as part of the Federal delegation responsibilities under Section 402 of the CWA (refer to 4.9.2.1 for further information.

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 CCR contains administrative procedures for the State and the nine RWQCBs in Title 23, 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 CWC]. 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 to 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 (California Water Code Section). 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 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

[1] Sections 10750–10756 of the California Water Code.
[2] Association of California Water Agencies, *Sustainable Groundwater Management Act of 2014*, http://www.acwa.com/content/groundwater/groundwater-sustainability (accessed April 29, 2015).

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. 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 WSA.

Executive Order B-29-15. On April 1, 2015, the Governor issued Executive Order B-29-15. Key provisions include ordering the State Water Resources Control Board to impose restrictions to achieve a 25 percent reduction in potable urban water usage through February 28, 2016. The Governor's drought declaration also calls upon local urban water suppliers and municipalities to implement their local water

[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.

shortage contingency plans immediately in order to avoid or forestall outright restrictions that could become necessary later in the drought season.

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 County of Riverside is the principal permittee. 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 Water Quality Management Plan, 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.
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 existing drainage feature on the site is a remnant of past agricultural activities and does not connect to any drainages downstream. Runoff under the proposed development plan would flow in the same general direction as the existing site.
OS 6.3. Consider wetlands for use as natural water treatment areas that will result in improvement of water quality.	**Consistent**. The project site does not contain any wetlands.

Source: City of Wildomar General Plan, July 2008.

4.9.3 Methodology

A Preliminary Hydrology and Hydraulics Study (JLC Engineering & Consulting, 2015) was prepared for the project based on the Riverside County Flood Control and Water Conservation District Hydrology Manual dated April 1978. 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 calculate flows in cubic feet per second from 2-year, 10-year, and 100-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 hydrology and hydraulic analyses demonstrate that the project site can be designed to manage runoff from a 100-year storm event. Proposed improvements such as sand filter basins, porous pavement reservoir area, and subsurface basin systems can mitigate for increased runoff. Additionally, untreated on-site flows will not comingle with the off-site flows.

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 RCFC&WCD requirements. The RCFC&WCD authored its Low Impact Development Best Management Practices (LID BMPs) 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 the 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, which is required to be treated in a BMP prior to discharging from the project site.

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 (bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash & debris, oxygen demanding substances, and oil & grease) and their general impact on water quality and aquatic habitat.

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. Section V of the project WQMP outlines the various BMPs that will be implemented for this project (see DEIR Appendix I). These have been developed by the project engineer to address project-specific water quality impacts. The project site design shall achieve the following, consistent with the WQMP requirements:

- Minimize Urban Runoff;
- Minimize Impervious Footprint;
- Conserve Natural Areas; and
- Minimize Directly Connected Impervious Areas.

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.

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 of Wildomar 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 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?

As discussed in the existing setting, in general, runoff across the site flows from north to south and southwest, and storm drains from the adjacent I-15 freeway convey off-site flows onto the project site. The project hydrology study divides the site into five drainage sub-areas (A through E). Tables 4.9.F and 4.9.G show the project site flow and volume rates prior to the construction of the project, after the construction of the project without any water quality control design measures, and the difference between pre- and post-project flows.

Table 4.9.F: Flow Rate Summary

Area	Pre-Project		Post-Project		Difference (Post - Pre)	
	2-year 24-hour	10-year 24-hour	2-year 24-hour	10-year 24-hour	2-year 24-hour	10-year 24-hour
Area A	0.53	5.22	3.34	6.41	2.9	1.19
Area B	0.49	5.66	3.72	7.17	3.23	4.51
Area C	0.21	2.32	1.58	3.01	1.37	0.69
Area D	0.07	0.77	0.58	1.08	0.51	0.31
Area E	0.03	0.34	0.28	0.51	0.25	0.17

Source: Preliminary Hydrology and Hydraulics Report (Appendix I)

Table 4.9.G: Volume Rate Summary

Area	Pre-Project		Post-Project		Difference (Post - Pre)	
	2-year 24-hour	10-year 24-hour	2-year 24-hour	10-year 24-hour	2-year 24-hour	10-year 24-hour
Area A	14,157	63,707	90,035	158,149	75,878	94,442
Area B	13,160	76,805	99,478	176,845	86,318	100,040
Area C	5,716	27,770	42,306	74,671	36,590	46,901
Area D	1,904	10,059	15,625	27,456	13,721	17,397
Area E	907	4,025	7,441	13,012	6,534	8,987

Source: Preliminary Hydrology and Hydraulics Report (Appendix I)

The difference between the pre-project and post-project rates was used to design five sand filter basins and two subsurface basins (the porous pavers are used for treatment of the DCV only). The increase in volume would be stored within the proposed sand filter basins and the subsurface systems. The systems have been designed to store the increase in volume for the 2-year, 24-hour and 10-year, 24-hour storm durations combined. By providing this volume, the post-project flows will be reduced to less than pre-project levels. A description of the proposed water quality control/storm water retention design measures is included in Section V. of the *Preliminary Hydrology and Hydraulics Report* (Appendix I). The basins described in Section V. of the Hydrology Study would also provide some pollution prevention by trapping pollutants in the sand basins. These basins would be regularly maintained a Home Owners Association and Property Owners Association. To insure construction of these basins the City Public Works Department will inspect the final plans and construction to ensure filters are installed as indicated in the project plans. In addition, the project would implement Best Management Practices detailed in the WQMP and SWPPP. For specific BMPs see section 4.9.5.6 and 4.9.5.7 below. As a result, the project would not have a significant impact to existing drainage volumes or storm water retention capacity of the project site that could result in substantial erosion, siltation, flooding, or pollution off site. No mitigation is required.

4.9.5.2 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 site and City of Wildomar are not identified as being located within the a mapped inundation area or within the vicinity of any levees (City of Wildomar General Plan, Figure S-10 Flood Hazards); therefore, the proposed project would not result in the exposure of people or structures to risk of loss, injury, or death involving flooding as a result of failure of a nearby dam or other water retention facility. Impacts related to this issue would be less than significant, and no mitigation is required.

4.9.5.3 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. 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. 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 ruin substantial improvements with the force of the flow itself and the burying or erosion of improvements by mud and debris.

The project area is not at risk of inundation by a tsunami as it is located at least 25 miles from the Pacific Ocean. The project site is also not at risk from a seiche during a seismic event as it is approximately 4.0 miles from Lake Elsinore and 15.5 miles from Lake Perris. Given these factors, impacts associated with seiche events are less than significant for the proposed project.

The site is essentially flat with no steep slopes on site. However, the Sedco Hills are located approximately 1,200 feet from the project site, adjacent to and east of I-15. According to the City General Plan, however, the Sedco Hills have a low to moderate susceptibility to seismically induced landslides and rockfalls. In event of a landslide, the project site would not be impacted because of the separation distance from the Sedco Hills and intervening land barriers such as the I-15 freeway. For these reasons, there is a less than significant impact associated with landslides, rockfalls, or mudslides, and no mitigation is required.

4.9.5.4 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 270 residential units. According to the Elsinore Valley Municipal Water District 2010 UWMP the average daily per capita water use, based on data collected from 1999 to 2008, in 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 653 persons. Therefore, the water demand of the project residential portion would be approximately 161,944 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.

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. Although the project requires a General Plan Amendment and zone change, the proposed development is of similar or lesser intensity than land uses under the existing General Plan and zoning (see Section 6.4.2, Alternative 1: Existing General Plan). For this reason, any increase in groundwater use from the proposed project would have been accounted for in the UWMP. 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. The project incorporates several design features that increase infiltration of storm water. The 5.41 acres of open space 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 drain facilities. The onsite soils have naturally low infiltration capacity, making it hard to infiltrate on-site flows effectively. The proposed filtration-based BMPs will be designed and installed as described in Section V. of the *Preliminary Hydrology and Hydraulics Report* (Appendix I).

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.

4.9.5.5 100-Year Flooding-Related Impacts

Threshold	Would the proposed project place within a 100-year flood hazard area structures that would impede or redirect flood flows? Would the proposed project 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?

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) identify areas subject to flooding during the 100-year storm.[1] Based on the most current FIRM map for this area, the project site is not located in a 100-year floodplain. However, a 100-year floodplain is located southwest of the project site (see Figure 4.9.1).[2] Because the project site does not lie within an identified 100-year floodplain and is not constructing housing in a 100-year flood zone, impacts related to this issue are less than significant and no mitigation is required.

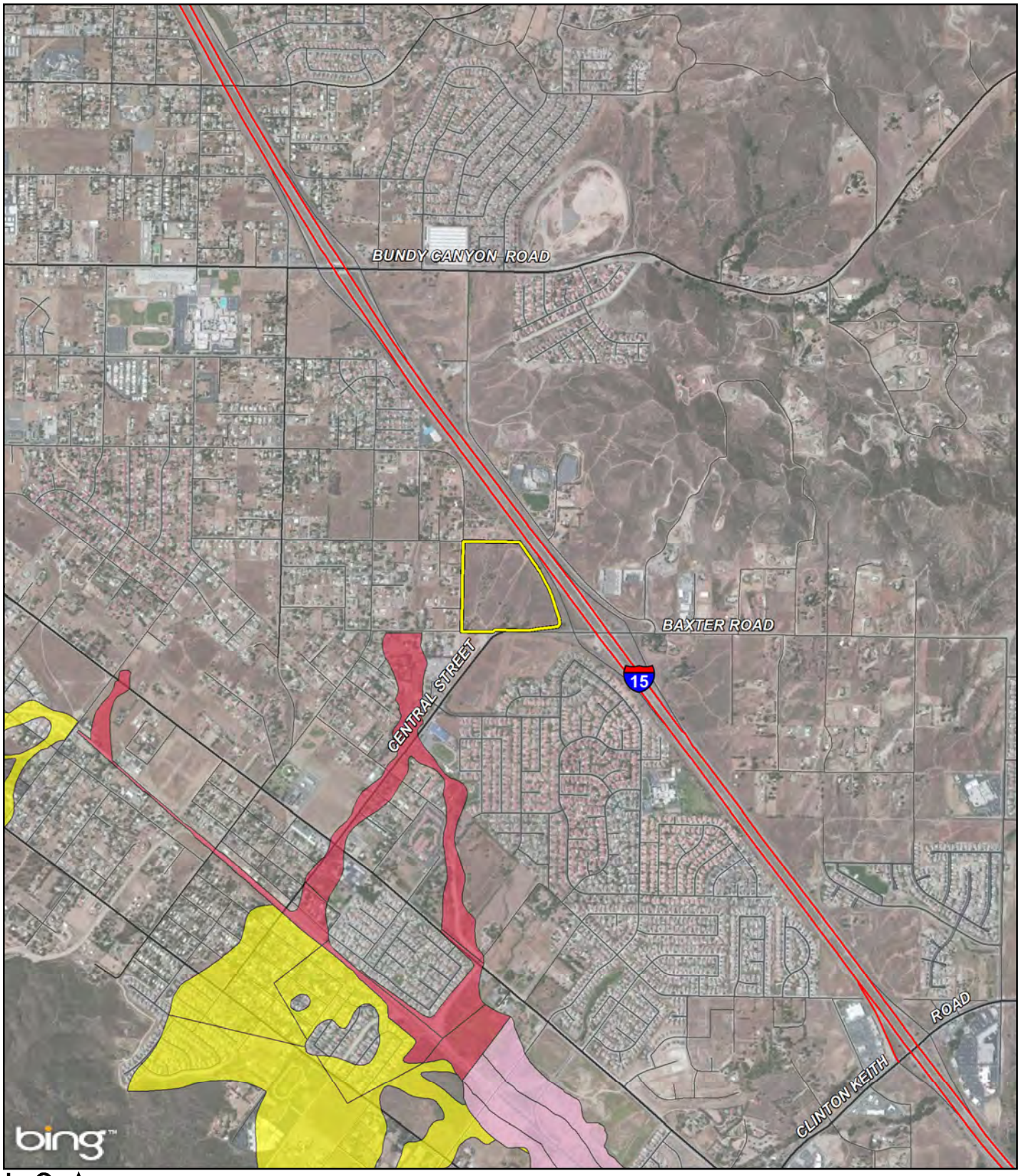
4.9.5.6 Construction-Related Water Quality Impacts

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 phases of any portion of the project will require temporary disturbance of surface soils and removal of vegetative cover, which could potentially result in erosion and sedimentation, major visible water quality impacts attributable to construction activities. Stockpiles and excavated areas would 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 during the construction phase. The delivery, handling, and storage of construction materials and wastes, as well as the use of on-site construction equipment will also introduce a risk for storm water contamination. Spills and leaks could occur from the use of construction equipment and could originate from construction staging areas. Once

[1] The term "100-year" is a measure of the size of the flood, not how often it occurs. The "100-year flood" is a flooding event that has a one percent chance of occurring in any given year.
[2] FEMA DFIRM Data, 2009.



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Project Location

FEMA Flood Zones, 2009

500-year Floodplain

100-year Floodplain

100-year Floodplain for which Base Flow Elevations have been determined

SOURCE: Bing Aerial, 2010; Riverside County, 2014; FEMA, 2009

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FIGURE 4.9.1

Baxter Village
Environmental Impact Report

Area Flood Zones

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released, substances such as fuels, oils, paints, and solvents 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 within the project 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.H 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 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.H: 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: U.S. Environmental Protection Agency, *Construction Site Storm Water Runoff Control*, http://water.epa.gov/polwaste/npdes/swbmp/Construction-Site-Stormwater-Run-Off-Control.cfm, site accessed January 30, 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. A 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.

The proposed project contains a variety of landscaped areas and sand filter basins that will provide water quality treatment of onsite runoff before discharge to the City storm drain system (Hydrology Study DEIR Appendix I).

While on-site grading and development activities will increase the potential for the erosion of soils, adherence to the BMPs mandated by NPDES and SWPPP will reduce impacts associated with short-term (construction) storm water discharges during project construction to a less than significant level. No mitigation is required.

4.9.5.7 Operational-Related Water Quality Impacts

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 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 sediments, nutrients, toxic organic compounds, trash and debris, bacterial indicators, oil and grease, pesticides, and metals. Based on the WQMP, downstream receiving waters to which a project directly or indirectly discharges have been identified. The

selection of treatment controls for the project shall be based primarily on the potential pollutants associated with the project that are also present in impaired receiving waters.

The WQMP prepared for the project (Appendix I) identifies the following BMPs to be implemented that will minimize the project's effects on site hydrology, urban runoff flow rates, and pollutant loads. This comprehensive water quality approach will be implemented throughout the project and will establish a three-tier 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. In accordance with the Riverside County WQMP, projects shall implement site design concepts that achieve each of the following:

1. Minimize Urban Runoff
    a. Maximize the permeable area.
    b. Incorporate landscaped buffer areas between sidewalks and streets.
    c. Maximize canopy interception and water conservation by preserving existing native trees and shrubs, and planting additional native or drought-tolerant trees and large shrubs.
    d. Where soil conditions are suitable, use perforated pipe or gravel filtration pits for low-flow infiltration.
    e. Construct on-site ponding areas or retention facilities to increase opportunities for infiltration consistent with vector control objectives.
2. Minimize Impervious Footprint
    a. Maximize the permeable area. Construct walkways, trails, patios, overflow parking lots, alleys, driveways, low-traffic streets and other low traffic areas with open-jointed paving materials or permeable surfaces, such as pervious concrete, porous asphalt, unit pavers, and granular materials.
    b. Reduce widths of street where off-street parking is available.
    c. Minimize the use of impervious surfaces such as decorative concrete, in the landscape design.
3. Conserve Natural Areas
    a. Maximize canopy interception and water conservation by planting native or drought-tolerant trees and large shrubs.
4. Minimize Directly Connected Impervious Areas (DCIAs)

a. 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.
b. Where landscaping is proposed, drain impervious sidewalks, walkways, trails, and patios into adjacent landscaping.
c. Increase the use of vegetated drainage swales in lieu of underground piping or imperviously lined swales.
d. Design driveways with shared access, flared (single lane at street) or wheel strips (paving only under tires); or, drain into landscaping prior to discharging to the MS4.
e. Where landscaping is proposed in parking areas, incorporate landscape areas into the drainage design.
f. Overflow parking (parking stalls provided in excess of the Co-Permittee's minimum parking requirements) may be constructed with permeable paving.

Source Control BMPs. Source control BMPs are implemented to eliminate the presence of pollutants through prevention. Such measures can be both non-structural and structural.

- Non-structural operational source control BMPs include:
  - Education for property owners and visitors;
  - Activity restrictions;
  - Irrigation system and landscape maintenance;
  - Common area litter control;
  - Street sweeping streets and parking lots; and
  - Drainage facility inspection and maintenance.
- Structural source control BMPs include:
  - Landscape and irrigation system design;
  - Protect slopes and channels;
  - Properly designed:
    - Trash Storage Areas,
    - Loading Docks,
    - Maintenance Bays,
    - Outdoor Material Storage Areas,
    - Outdoor Work Areas or Processing Areas; and
  - Provide Wash Water Controls for Food Preparation Areas.

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. The treatment control BMP strategy for the project is to select LID BMPs that promote infiltration and evapotranspiration, including the construction of infiltration basins, bioretention facilities, and extended detention basins. Where infiltration BMPs are not appropriate, bioretention, and/or biotreatment BMPs (including extended detention basins, bioswales, and constructed wetlands) that provide opportunity for evapotranspiration and incidental infiltration may be utilized. Harvest and use BMPs (e.g., storage pods) may be used as a treatment control BMP to store runoff for later non-potable uses.

The project will eventually contain a variety of landscaped areas and sand filter basins that will provide water quality treatment of on-site runoff before discharging to the City storm drain system (Appendix I).

The proposed project incorporates on-site drainage control structures and programs sufficient to meet the applicable Federal, State, and local water quality requirements. Through the use of site design BMPs, source control BMPs (e.g., street and parking lot sweeping and vacuuming) and treatment control BMPs (e.g., infiltration basins and pervious pavement), 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, will reduce impact to less than significant levels. No mitigation is required.

4.9.6 Significant Impacts

All potential impacts of the project related to hydrology and water quality have been determined to be less than significant and no mitigation is required.

4.9.7 Cumulative Impacts

Cumulatively, development within the watershed will result in an increase in impervious surfaces in addition to changes in land use and associated pollutant 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 requirements of the NPDES permit program. 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. EVMWD plans to use a variety of water sources, including imported water from the SWP and Colorado River Aqueduct. The EVMWD'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 considerable contribution to any cumulatively significant regional water quality impacts.

The drainage system for the proposed project will be designed so that peak flows from post-development runoff are equal to or less than historic conditions at any given off-site discharge location for the 1 hour, 3 hour, 6 hour, and 24 hour durations associated with the 2 year, 5 year, and 10 year storm frequency. Additionally, the project will be required to mitigate the maximum 100 year peak flow rate resulting from flow rates from the 1 hour, 3 hour, 6 hour, and 24 hour. This same requirement will be placed on all other development in the vicinity of the project site by the City of Wildomar. Therefore, the proposed project will not make a considerable contribution to any cumulatively significant impacts related to drainage or water quality on a local or regional basis.

The Riverside County Flood Control District Lateral C was originally proposed in the Water Conservation District Master Drainage Plan for the Wildomar Area, Zone 7, to be aligned along an existing drainage leading to Murrieta Creek. This alignment, approximately ½ mile west of the proposed project, would have required trenching in or near the natural drainage and consequently require a number of environmental permits and extensive mitigation. To avoid the potential environmental impact to the drainage, the District is working with the City to consider an alternative alignment for Lateral C that would follow White Street along the western property line of the proposed project. As shown in Figure 4.9.2 the alignment would be located in the street, and be part of the public and private underground utilities typically found in a public street right of way. (i.e. waterlines, sewer lines, power, telephone)

The alignment and construction of Lateral C has neither been adopted nor funded by the City or the District, but could occur during or shortly after the proposed project begins construction. It is also possible that some of the proposed project on-site drainage systems may be designed to drain to the lateral once it is completed, or be 'stubbed' to White Street to allow a future connection. The City may also include construction of the portion Lateral C in the portions of White Road planned to be constructed as part of the proposed project.

The construction impacts of Lateral C would be similar to those of other underground utilities and would include dust and noise from trenching, odor from paving and traffic control during times when the lateral was under construction. These construction impacts are addressed through mitigation contained in this EIR, or through implementation of existing City and District ordinances and policies identified in this EIR for construction impacts. Construction of Lateral C in this alignment would reduce the potential for flooding in the area consistent with the Riverside County Flood Control and Water Conservation District Master Drainage Plan for the Wildomar Area, Zone 7, and reduce the environmental impact associated with the proposed route through the existing natural drainage. The change in alignment of Lateral C would not affect the implementation of the Master Drainage Plan and will not make a considerable contribution to runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

Within the region, some cumulative projects would be subject to seismic-related impacts such as a seiche, tsunami, or mudflow. However, because the proposed project is not subject to any of these impacts the project would not make a considerable contribution to any cumulatively significant impact related to seismic related impacts on a local or regional basis.

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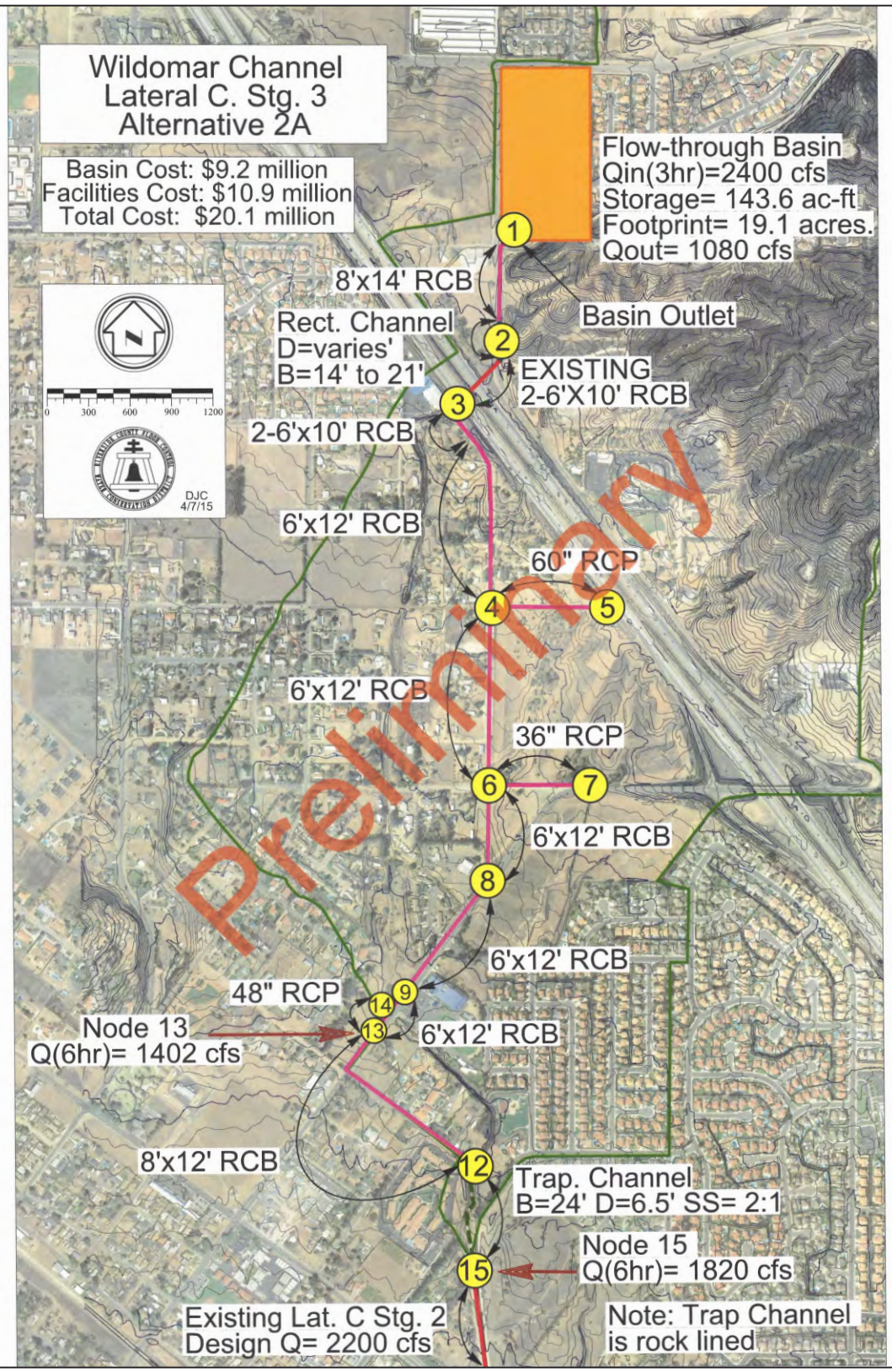

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FIGURE 4.9.2

Baxter Village
Environmental Impact Report

SOURCE: Michael Baker International, 2015

Alternative Alignment for Lateral C

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4.10 LAND USE AND PLANNING

This section of the EIR addresses the land use impacts that will result from the change from the existing on-site land uses to the proposed land uses. This section analyzes the consistency of the proposed project with the goals and policies of the City of Wildomar General Plan and the Zoning Code. This section identifies and 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*, July 1, 2008;
- *City of Wildomar Housing Element,* December 11, 2013;
- *City of Wildomar Municipal Code*, codified through December 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 site is vacant and undeveloped although a single-family residence is currently being stored on the site (i.e., the Brown House; see 4.5.1.1, Historical Resources). In addition, the project site includes remnants of an olive grove and drainage channel.

4.10.1.2 Surrounding Land Uses

The project site is adjacent to low-density single-family residential housing located to the immediate west and north. Vacant undeveloped lands are located south of the site. However, a large residential community exists beyond the vacant lot. Immediately east of the site is Interstate 15 (I-15). Beyond I-15 are vacant lands and some commercial uses. Figure 3.3, in Section 3.0 *Project Description*, shows the existing house stored onsite and dirt track as well as other land uses on and around the project site. The major roadways that provide access to the project area are Baxter Road to the south and White Street to the west.

Other local land uses surrounding the project site include the Living Hope Lutheran Church and California Lutheran High School, approximately 0.4 mile southwest of the project site, Donald Graham Elementary School approximately 0.5 mile southeast of the project site, and the Cornerstone Community Church 0.1 mile northeast from the project site and east of I-15. A small shopping center is located 0.1 mile east of the project site, also east of I-15.

4.10.1.3 General Plan and Zoning Designations

The General Plan Land Use designation for the entire 36-acre site is Mixed Use Planning Area (MUPA). The MUPA land use designation requires that 30% (and no more than 50%) of the site be designated for multi-family uses to be developed at a minimum density of 30 dwelling units/acre in accordance with the City's certified Housing Element (adopted on December 11, 2013). The remainder of the MUPA site is intended to provide a mixture of commercial, office, entertainment, educational, and/or recreational uses that is integrated into the design of the project.[1] The project requires a General Plan Amendment (GPA) that would replace the MUPA land use designation with Very High Density Residential (VHDR) on 11.3 acres to accommodate the multi-family apartment development, Medium High Density Residential (MHDR) on 12.5 acres to accommodate the single family residential development and Commercial Retail (CR) on 12.2 acres to accommodate the commercial/retail development.

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 entire site is currently zoned C-P-S (Scenic Highway Commercial), which allows the development of a variety of uses including commercial, office, educational uses, and other similar uses. The project includes three (3) zone changes to match the different land uses being proposed.

4.10.1.4 Vicinity General Plan and Zoning Designations

The areas immediately north and south of the project site also have the General Plan Land Use designation of MUPA and are zoned R-R (Rural Residential) and C-P-S (Scenic Highway Commercial). The area west of the project has a General Plan Land Use designation of Low Density Residential (LDR) and is zoned R-R (Rural Residential). The area east of I-15 freeway has the General Plan Land Use designation of Commercial Retail (CR) and is zoned C-P-S (Scenic Highway Commercial). In general, land uses farther north, east, and west of the project site have a land use designation of Low Density Residential (LDR). Generally, south of the site is primarily Medium Density Residential (MDR). Table 4.10.A is a summary of existing General Plan land use and zoning designations of the project site and surrounding area.

[1] *City of Wildomar General Plan, Table LU 4 Land Use Designations Summary*, City of Wildomar, Amended on December 11, 2013 as part of the Housing Element adopted July 2008.

Table 4.10.A: Existing Land Uses and Land Use Designations

Location	Current Land Use	General Plan Land Use Designation	Zoning
On site	Vacant residence, dirt track, vacant land	Mixed Use Planning Area (MUPA)	C-P-S (Scenic Highway Commercial)
North	Some residential homes	Mixed Use Planning Area (MUPA)	C-P-S (Scenic Highway Commercial)
South	Vacant land	Mixed Use Planning Area (MUPA)	C-P-S (Scenic Highway Commercial)
East	I-15 and small shopping center	Commercial Retail (CR)	C-P-S (Scenic Highway Commercial)
West	Some residential homes	Low Density Residential (LDR)	R-R (Rural Residential)

Sources: City of Wildomar General Plan Land Use Map & Zoning Map, July 2008.

4.10.1.5 NOP/Scoping Comments

No residents or agencies commented during the NOP periods or public scoping meetings about land use and planning impacts.

4.10.2 Applicable Regulations

The following goals, objectives, and policies of the City's General Plan are applicable to the proposed project. See Table 4.10.B for a consistency evaluation of the proposed project with the General Plan.

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.

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.

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.

City of Wildomar Zoning Ordinance. As previously discussed, the entire site is zoned C-P-S (Scenic Highway Commercial). The C-P-S (Scenic Highway Commercial) Zone District does not permit the single-family and multiple-family residential uses proposed by the project. Accordingly, a Zone Change would be requested, from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) and R-4 (Planned Residential) for the multi-family and single family sites, respectively. The remainder of the project site will retain its C-P-S zoning designation.

The City Zoning Ordinance, Chapter 17 of the Wildomar Municipal Code, establishes requirements and regulations for these zone classifications. The City Zoning Ordinance Sections and 17.44 and 17.60 include the following conditions of development for R-3 and R-4 zoned land:

17.44.020 Development standards. The following standards of development shall apply in the 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)

17.60.060 Conditions of Development. The following shall be the conditions of development in the Planned Residential Zone zones:

A. A subdivision conforming to the standards and conditions of Title 16, as presently worded or hereafter amended, not inconsistent with specific provisions of this section shall be recorded. All lots not to be used for residential purposes shall be given a lot letter instead of a lot number.

B. A development plan conforming to the requirements of this chapter and containing the following minimum information shall be approved by the Planning Commission.

   1. Location of each existing and each proposed structure in the development area, the use or uses to be contained therein. Typical plans indicating use on a lot may be used.

   2. Location of all pedestrian walks, malls, recreation and other open areas for the use of occupants and members of the public.

   3. Location and height of all walls, fences and screen planting, including a plan for the landscaping of the development, types of surfacing, such as paving, turfing, or other landscaping to be used at various locations.

   4. Plans and elevations of typical structures to indicate architectural type and construction standards.

C. Documents setting forth the method of conveying title, the type of estate to be granted, the method of maintaining the open areas and service areas, and the conditions of use of the open or recreation areas shall be submitted to and approved by the Planning Commission. The following minimum standards shall be maintained:

   1. The right to use recreational facilities and service areas shall be appurtenant to ownership of residential lots within the development, or shall be made a covenant to run with the land.

   2. Provisions shall be made for maintenance of the common and service areas by a corporation, partnership, trust or other legal entity having the right to assess the individual lot owners. (Ord. 18 § 2, 2008, RCC § 17.60.060)

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 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, 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).

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 City's Zoning Code, SCAG Regional Comprehensive Plan (RCP), SCAG Regional Transportation Plan (RTP), SCAG Compass Growth Vision, Santa Diego Basin Water Quality Control Plan, Riverside County Drainage Area Management Plan (DAMP).

[1] Campbell, Trisha A. *Western Riverside County MSHCP Basics*, http://naturalcommunity.org/79-2/know/articles/applied/wrmshcp-basics/#Q16 (accessed April 7, 2015).

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 proposed 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 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.

4.10.5.1 Physically Divide an Established Community

Threshold	Would the proposed project physically divide an established community?

The proposed project site is approximately 36 acres and contains a vacant single-family home (Brown House) currently being stored on blocks. The Brown House is in disrepair and is temporarily being stored on the project site until it can be moved to another site, or integrated into the project site. The project includes the construction of approximately 75,000 square feet of commercial retail space, 204 multi-family apartments, and 66 single-family dwelling units. The adjacent properties west and north of the project site are residential. The adjacent property south of the project is vacant and the east side of the project is bordered by I-15 freeway with commercial services located on the east side of the freeway. Farther west, north, and south of the project site are residential neighborhoods.

Because the majority of the surrounding area is residential, the existing residential communities will become more contiguous with the conversion of the project site from vacant open space to mostly residential uses and commercial uses. The project 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

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 environmental that consistency with the plan would otherwise mitigate. Pursuant to *CEQA Guidelines* Section 15125 (d), 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.

City's General Plan and Zoning. The project site is zoned as C-P-S (Scenic Highway Commercial) and has a General Plan land use designation of Mixed Use Policy Area (MUPA). As discussed above, the project proponent proposes to build a horizontal mixed-use development that includes commercial retail, single-family residential uses, and multifamily apartments. For this reason the project requires a General Plan Amendment (GPA) that would change the existing General Plan land use designation on the entire project site from Mixed Use Planning Area (MUPA) to Very High Density Residential (VHDR) on 11.3 acres to accommodate the multi-family apartment development, Medium High Density Residential (MHDR) on 12.5 acres to accommodate the single family residential development and Commercial Retail (CR) on 12.2 acres to accommodate the commercial/retail development.

The project includes a request for a zone change that would change a portion of the existing C-P-S (Scenic Highway Commercial) zone to R-4 (Planned Residential) in the northwestern third of the project site and R-3 (General Residential) in the northeastern third of the project site. The southern third of the project site will retain its existing zoning of C-P-S (Scenic Highway Commercial).

The proposed project is consistent with the proposed zoning and land use changes. According to the City of Wildomar Municipal Code, Planned Residential zoning (R-4) allows "one-family dwellings, and accessory uses or buildings normally incidental thereto" and the General Residential (R-3) zoning allows "two-family dwellings, multiple-family dwellings, bungalow courts and apartment houses."[1]

As discussed above, construction of the project would include the northwestern third of the site being developed with single-family residences, the northeastern third of

[1] Chapter17 of the City of Wildomar Municipal Code.

the site being developed with multifamily residential uses, and the southern portion of the site being developed with commercial retail uses.

Additionally, as a part of the City's 2014-2021 Housing Element Update, the project site was identified as satisfying a portion of the City's RHNA for low, very low and extremely low income households due to its Mixed Use Planning Area (MUPA) land use designation and the Mixed Use Overlay zoning on the project. The project proposes to change the land use designation and remove the Mixed Use Overlay from the project site; thus, the residences proposed as a part of the project will not count toward the City's RHNA obligations for low, very low and extremely low income households. However, the remainder of the Mixed Use Planning Area (MUPA) land in the City is able to accommodate the City's low, very low and extremely low income RHNA.

While the project would amend the zoning and General Plan land use designation of the site, it also needs to be assessed against the Goals, Policies, and Objectives of the adopted General Plan. The potentially relevant policies have been extracted in Table 4.10.B, and the project's consistency with said policies is assessed.

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.** The project includes a zoning change from C-P-S to R-3 that will allow multifamily residential units to be appropriately placed on the site.
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 adjacent to the east 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 Baxter Road, which include 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 5.41 acres of open space and a walking trail along the perimeter of the site.
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 proposed project provides setbacks as required according to the City's development standards.
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 multifamily residential portion of the project contains a recreational area featuring a pool and barbecue area.

Table 4.10.B: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
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 Baxter 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 with all applicable zoning codes and design guidelines.
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 scenic 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 White Street.
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 less than a mile from 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.** The project residences are separated from the commercial center by an access road, and the commercial uses will be screened with fencing and landscaping.
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.

In summary, the project is consistent with the goals and policies of the City of Wildomar General Plan, except for the existing zoning. With the implementation of the zone change requests that is part of the project approvals being sought, the project will be consistent with the City's zoning. Therefore, the project would have a

less than significant impact in relation to land use plans, policies, or regulations and no mitigation is required.

Regional Plans. 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. The following analysis evaluates the proposed project against all the applicable regional planning documents and processes.

SCAG 2008 Regional Comprehensive Plan (RCP), Regional Transportation Plan (RTP), and Compass Growth Vision (Compass): 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 identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure progress toward a more sustainable region. The RCP includes nine chapters, each based on specific areas of planning or resource management. Each of the nine chapters contains goals, policies, implementation, and strategies to achieve the SCAG's overall goals of improving the standard of living for all; improving the quality of life for all; and enhancing equity and access to government. Local governments are required to use the RCP as the basis for their own plans and are required to discuss the consistency of projects of "regional significance" with the RCP.

Regional Comprehensive Plan: 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.

Other policies contained within the 2008 RCP were either not applicable to the proposed project or are directed at the SCAG and actions that the SCAG would undertake at the regional level that would not pertain directly to the proposed project. Policies within the 2008 RCP that are applicable to the proposed project were identified and are discussed below.

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 residential and commercial development growth in the City. Baxter Road, which borders the project to the south, is a major transportation and commercial corridor within the City. Baxter Road provides access to the I-15 freeway. The project is within one mile of 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 is proposed 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 7 and 8. Both routes run along Palomar Street southwest of the project; the nearest Route 7 stop is approximately 0.65 mile away and the nearest Route 8 stop is approximately 0.83 mile away. 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. Therefore, the proposed project would be consistent with this SCAG policy.

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 surrounding Baxter 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 Section 4.13 *Population, Housing, and Employment* 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 uses which would incrementally improve the City jobs to housing ratio. The project would result in the addition of approximately 150 jobs and 270 dwelling units to the City, with a jobs-to-housing ratio of 0.55 (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 trail along the perimeter of the site, which will allow for increased pedestrian and bicycle activity. The project is along a major regional transportation corridor (I-15) and is located in close proximity to an existing bus routes. However, since job opportunities in the project and City are 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; therefore, the project is not consistent with this policy.

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."

[1] Southern California Association of Governments, *Profile of the City of Wildomar*, May 2013, http://www.scag.ca.gov/Documents/Wildomar.pdf (accessed April 8, 2015).

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; and
- Provide for internal circulation via bicycles and walking.

The project plans to include built-in recycling bins in residential units, in or near kitchens in order to reduce waste deposited to landfills.

Therefore, the project is consistent with this SCAG policy.

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 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. Therefore, the project would be consistent with this SCAG policy.

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; therefore, the proposed project is consistent with this policy.

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 approximately 5 acres of 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 project will comply with the latest Green Building Code requirements for water conservation.

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. Federal tax incentives are provided online at http://www.energystar.gov/index.cfm?c=Products.pr_tax_ credits.*
- *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, it would be consistent with this SCAG policy.

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 included 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 is reduced in accordance with existing regulations.

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 Baxter Road and I-15. In addition, the project proposes sidewalks, a trail, and landscaping treatments to

provide for pedestrian access throughout the project site. The types of uses proposed and their proximity to each other allow for increased pedestrian activity, limiting the need for vehicle travel. Therefore, this project is consistent with this transportation goal.

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.

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. Therefore, the project is consistent with this policy.

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. Therefore, the proposed project is consistent with this policy.

2008 Regional Transportation Plan: The 2008 RTP adopted by the SCAG contains a set of existing socioeconomic projections used as the basis for the SCAG's transportation planning efforts. They include projections of population, housing, and employment at the regional, county, sub-regional, jurisdictional, Census tract, and transportation analysis zone levels. The RTP includes policies and regulations set forth to ensure development within the SCAG regional area is within planned and forecast socioeconomic projections. Goals established within the RTP include the following:

- Maximize mobility and accessibility for all people and goods in the region (discussed in Section 4.16, *Transportation and Traffic*);
- Ensure travel safety and reliability for all people and goods in the region (discussed in Section 4.16, *Transportation and Traffic*);

- Preserve and ensure a sustainable regional transportation system (discussed in Section 4.16, *Transportation and Traffic*);
- Maximize the productivity of our transportation system (discussed in Section 4.16, *Transportation and Traffic*);
- Protect the environment, improve air quality, and promote energy efficiency (discussed in Section 4.3, *Air Quality*);
- Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures (discussed in Section 4.16, *Transportation and Traffic*); and
- Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies (discussed in Section 4.16, *Transportation and Traffic*).

The project is consistent with the RTP in that it would be required to adhere to the City's General Plan and Municipal Code governing transportation systems. The General Plan contains goals and policies that aim to minimize traffic congestion, provide adequate transportation facilities, and require development to pay its fair share of costs for transportation infrastructure. The goals and policies identified in the City's General Plan resemble those of the RTP 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.

Compass Growth Vision: The Compass Growth Vision plan provides a framework for local and regional decision-making regarding growth, transportation, land use, and economic development. The framework includes principles and a specific set of strategies intended to achieve and improve a quality of life that promotes and sustains for future generations the region's mobility, livability, and prosperity. The main objective of the Compass Growth Vision is to manage the forecast growth while improving future living conditions for all people within the SCAG area, including live, work, and play activities.

The following discussion includes the principles within the Compass Growth Vision plan and their association to the project.

- ***Principle 1:*** Improve mobility for all residents.
- ***Principle 2:*** Foster livability in all communities.
- ***Principle 3:*** Enable prosperity for all people.
- ***Principle 4:*** Promote sustainability for future generations.

The proposed project is consistent with the four principles identified above. It would improve mobility through roadway improvements and the development of a trail. The project features commercial/retail uses that would reduce dependence on automobile trips for residents. The proposed project is located in an area that is already developing with urban uses and where existing infrastructure (freeway,

sewer, electrical, water, etc.) is accessible. 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 utility and roadway improvements will not facilitate future growth in the surrounding area because the area is already built. The development of the proposed project will be consistent with the land use vision for the site if the zone change is approved and will augment existing services available in the City and region.

SCAG 2012 Regional Transportation Plan and Sustainable Communities Plan. As part of the adoption of the 2012 RTP, SCAG developed an 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.C contains the population and employment forecasts for the City.

Table 4.10.C: SCAG Population and Employment Projections—2020 and 2035

Population			Employment			Increase 2011–2035	
2011 Actual	2020 Projection	2035 Projection	2011 Actual	2020 Projection	2035 Projection	Population	Employment
96,680	103,714	125,950	23,300	34,397	53,466	30.2%	129.4%

Source: SCAG 2012 RTP

The 2012–2035 RTP/SCS contains a number of "Outcome and Performance Measures/Indicators"[1] 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. However, Table 4.10.D provides a general discussion of consistency with the relevant measures.

Table 4.10.D: 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 with the exception of an olive grove.
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 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, 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.	**Generally Consistent.** The project includes commercial/retail uses that would provide local/regional employment opportunities in addition to a variety of residential uses. The non-residential uses will help incrementally reduce the statistical distribution of work trip lengths in this portion of the valley by adding employment as well as new residents, it is possible that some project employees may eventually live in the project which would substantially reduce those work-related trip lengths.

[1] http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_PerformanceMeasures.pdf, Table 2.

Table 4.10.D: Discussion of RTP Outcomes and Performance Measures/ Indicators

Performance Measure/Indicator	Definition	Consistency of Proposed Project
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 the project 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, and public transportation.	**Generally Consistent.** The project will reduce work-related trip lengths for people who may work in the proposed commercial development and live in the 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 13-17 minutes' walk of public transportation. Two bus stops are located within 0.65 and 0.83 mile of the project site.

Source: http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_PerformanceMeasures.pdf

As Table 4.10.D shows, the project design is generally consistent with the SCAG RTP/SCS performance measures. Inconsistencies of the proposed project with regional growth policies and guidelines related to use of undeveloped land and traffic generation are discussed throughout other sections of this EIR and respective impacts mitigated where feasible. Overall, the proposed project's noted inconsistencies with the RTP/SCS performance measures are considered less than significant.

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 makes 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, it 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 Margarita 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 RCP, Compass Plan and RTP and is consistent with the Water Quality Control Plan for the San Diego Basin and the Riverside County 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 is 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 Burrowing Owl Survey Area (Section 6.3.2 of the MSHCP).

Potential impacts related to riverine areas and burrowing owl 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 those identified in Section 4.4 of this EIR are 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 impacts related to dividing an existing community, conflicts with applicable land use plans, policies, or regulations with approval of the proposed zone change, or conflict with an approved habitat conservation plan. While the project would represent a shift in zoning for the project site, this shift does not represent a significant cumulative land use impact under CEQA.

The updated General Plan will eventually be incorporated into regional planning documents, so the project will have an incremental but less than significant contribution to regional cumulative land use impacts related to consistency with regional goals and policies.

4.11 MINERAL RESOURCES

This chapter evaluates potential impacts related to known mineral resources that may result from the 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, City of Wildomar, adopted July 2008.

4.11.1 Existing Setting

Mineral extraction is an economically important activity to the County of Riverside, which has substantial deposits of clay, limestone, iron, sand, and aggregates. 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. In addition, no areas within the City are designated for mineral extraction under the General Plan Land Use Open Space–Mineral Resources (OS-MIN), which preserves land for mineral extraction and processing.

4.11.1.1 NOP/Scoping Comments

No comments were received from public agencies or the public regarding mineral resources during the NOP comment period of at the public scoping meeting.

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 four 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 are identified within the City's General Plan that apply to the proposed project.

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 in 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;

- 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 properties in the surrounding area have been designated as MRZ-3a. Minerals 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 designates the site for mining or mineral extraction uses.

The Holocene-age granitic alluvium on site is mostly underlain with early Pleistocene-age sandstone (Pauba Formation) and Pleistocene colluvium, according to the geotechnical investigation conducted for the project. All of Wildomar is also designated at 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. There is no support for the site having superior mineral resources compared to other areas of the City of Wildomar. In addition, mining would be an incompatible land use with the surrounding residential neighborhoods.

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 impacts associated with this issue would occur and no mitigation is required.

4.11.6 Significant Impacts

Based on the analysis in Section 4.11.5.1, the project will have no significant impacts related to mineral resources and no mitigation is required.

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 for aggregate and other mineral materials will occur. Similarly, development pressures in areas where these materials are known or expected to occur will result in the loss of availability of mineral resources such as aggregate and sand for cement. However, the City has not identified any mineral resources within its boundaries. Future projects would require site-specific review, including geotechnical reports, which would reveal and require mitigation for any significant mineral resources discovered. Therefore, because the project site is not identified as a significant source of mineral deposits and because the City has not identified any mineral resources within its boundaries, cumulative projects would not 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-term and long-term noise impacts of the project on sensitive uses adjacent to the project area and by evaluating the effectiveness of mitigation measures. This includes the potential for the 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:

- "Baxter Village Noise Impact Analysis," Urban Crossroads. Original dated November 26, 2013, revised March 27, 2015 (DEIR Appendix J).

In addition to this project-specific technical study, the analysis contained in this section is also based on the following reference documents:

- *City of Wildomar General Plan*, July 2008; and
- *Wildomar Municipal Code,* current through December 18, 2014.

4.12.1 Existing Setting

4.12.1.1 Background

Characteristics of Noise. To the human ear, sound is technically 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 has been devised 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.

There are two categories of noise that 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 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 is based on assessment of both single event noise and community or cumulative, noise.

Several rating scales have been developed for measurement of community noise. These account for: (1) the parameters of noise that have been shown to contribute to the effects of noise on humans; (2) the variety of noises found in the environment; (3) the variations in noise levels that occur as a person moves through the environment; and (4) the variations associated with the time of day. They are designed to account for the known health effects of noise on people described previously. Based on these effects, the observation has been made that 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.

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.

L(%) is a statistical method of describing noise which 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

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: 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.

LSA

FIGURE 4.12.1

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Range of Noise

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equal to or exceeded for five minutes in a twenty-minute measurement period. 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 fifty percent of a given period.

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 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.

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.

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.

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

[1] "Transit Noise and Vibration Impact Assessment" prepared by the Federal Transit Authority (FTA), May 2006.

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. Residents in residential housing to north, west, and south of the project site comprise the nearest noise-sensitive land uses. To assess impacts to noise-sensitive uses during construction, the project noise analysis identified three nearby sensitive receptor locations:

R1: Located approximately 50 feet north of the project boundaries at the adjacent single-family residential home opposite Grove Street.

R2: Within the single-family residential neighborhood located south of Baxter Road behind a six-foot high noise barrier approximately 440 feet south of the project boundaries.

R3: East of the project site across White street in the single-family residential homes located at a distance of approximately 140 feet from the project boundaries.

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. Urban Crossroads generated existing noise contours for 14 roadway segments in the project vicinity. Noise contours were derived using average daily traffic volumes from the project Traffic Impact Analysis (Urban Crossroads, 2015). The volumes were inputted in the Federal Highway Administration (FTA) Traffic Noise Prediction Model, which calculated the distance to 70, 65, 60, 55 CNEL contours. Table 4.12.B depicts the model contour outputs.

Table 4.12B: 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	Palomar St.	North of Central St.	62.3	RW	66	142	305
2	Palomar St.	South of Central St.	60.7	RW	RW	112	240
3	Monte Vista Dr.	South of Bundy Canyon Rd.	52.8	RW	RW	RW	72

Table 4.12B: 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
4	Monte Vista Dr.	North of Baxter Rd.	54.8	RW	RW	RW	96
5	Bundy Canyon Rd.	West of Monte Vista Dr.	65.8	RW	113	243	524
6	Bundy Canyon Rd.	East of Monte Vista Dr.	66.0	RW	117	252	542
7	Central St.	West of Palomar St.	61.2	RW	RW	121	260
8	Central St.	East of Palomar St.	62.7	RW	71	152	328
9	Central St.	West of Baxter Rd.	63.5	RW	80	171	369
10	Central St.	East of Baxter Rd.	63.5	RW	80	172	371
11	Central St.	West of I-15 SB Ramps	62.2	RW	65	140	301
12	Central St.	East of I-15 SB Ramps	60.7	RW	RW	111	240
13	Central St.	West of Monte Vista Dr.	57.3	RW	RW	66	143
14	Central St.	East of Monte Vista Dr.	56.0	RW	RW	RW	116

Source: Table 6-1, Noise Impact Study, Urban Crossroad 2015

4.12.1.4 Existing Ground Vibration Levels

Existing ground vibration at the site is caused by traffic on adjacent roadways and I-15. 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, Urban Crossroads did not measure existing ground vibration at the project site.

4.12.1.5 NOP and Scoping Comments

Local residents did not express any concerns regarding noise during the public scoping meetings. In addition, no comment letters were received from agencies during the NOP comment periods or at the public scoping meetings regarding noise impacts.

4.12.2 Existing Policies and Regulations

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 for use when siting land uses. The compatibility guidelines are shown in Figure 4.12.2. The guidelines will be used to evaluate the compatibility of the proposed land uses with the noise environment and show compatibility of various land uses with different noise environments. The guidelines show that single-family, multifamily, and commercial uses are compatible up to 60, 65, and 75 CNEL, respectively.

4.12.2.3 City General Plan

The applicable noise standards governing the project site are the criteria in the City of Wildomar General Plan Noise Element and Municipal Code (Chapter 9.48: Noise Regulation). The General Plan 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 specific City General Plan policies related to noise that are relevant to the proposed project are as follows:

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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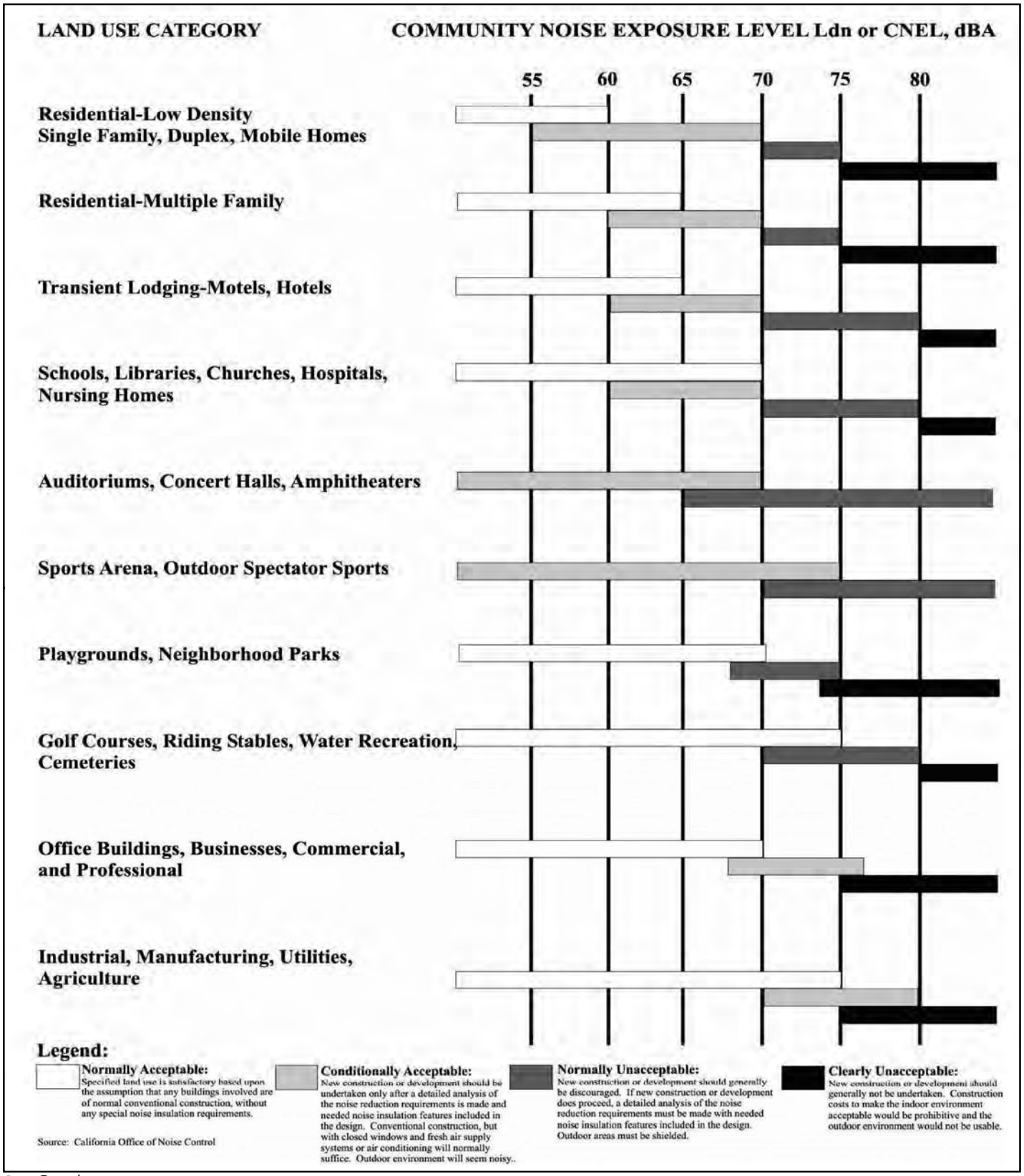

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FIGURE 4.12.2

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Source: City of Wildomar General Plan Noise Element, 2014.

Noise Compatibility

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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. (AI 106, 109)

N 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.

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[1]

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)

[1] These are only preferred standards; final decision will be made by the City of Wildomar Planning Department and Office of Public Health.

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 (see policy N 1.3) by requiring the developer to submit a construction-related noise mitigation plan to the County 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 County'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 County 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 with Mitigation Incorporated.** The noise analysis prepared for the project determined noise impacts were not significant with mitigation.
N 1.5. Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.	
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 with Mitigation Incorporated.** The noise analysis prepared for the project determined noise impacts were not significant with mitigation.
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	**Consistent.** A noise analysis was prepared for the project and identified measures to reduce identified noise

Table 4.12.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
strategies in noise-producing areas.	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-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 in the noise study prepared for the project.
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 County 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;	

Table 4.12.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
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.	
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 County'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 County 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

The City of Wildomar's Municipal Code has established noise standards relating to both construction and operational (stationary) noise sources. To control noise impacts associated with the construction of the proposed project, the City has established limits to the hours of operation. Section 9.48.020 of the City's Noise Ordinance indicates that noise sources associated with private construction projects located within one-quarter of a mile from an inhabited dwelling, are permitted between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. The City of Wildomar has not identified or adopted any specific construction noise standards to assess the direct project construction noise level impacts.

The Noise Ordinance (Section 9.48.040) establishes the exterior noise level criteria for residential properties affected by stationary noise sources. For residential properties, the exterior noise level 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.). Construction noise is not subject to these standards if it occurs within the times stated in the previous paragraph. However, the Noise Ordinance also states that the decibel standards in the Ordinance are not thresholds of significance for the purposes of CEQA.

The City of Wildomar Code of Ordinances, Section 17.180.010 (I), contains perimeter wall standards for planned residential developments which states that a 6-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.

4.12.3 Methodology

The evaluation of noise impacts associated with the proposed 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 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 noise impacts. The traffic noise levels provided in this analysis are based on the traffic forecasts found in the Baxter Village Traffic Impact Analysis prepared by Urban Crossroads, Inc. in October 2013 and updated in 2015. 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 project would have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas or if it would conflict with adopted environmental plans and goals of the community in which it is located.

The applicable noise standards and guidelines governing the project are those specified above in Sections 4.12.2.1 through 4.12.2.4. In summary, these criteria are contained within the City's Safety and Noise Elements of the General Plan, the City Municipal Code, the California Vehicle Code, and the State Noise Compatibility Guidelines.

For this project, a noise impact is considered significant if the project would result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the City General Plan, Municipal Code, or applicable standards of other agencies;
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;
- A substantial temporary, periodic, and/or permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- 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, expose people residing or working in the project area to excessive noise levels; and/or
- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

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 65 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.).
- Construction noise is permitted between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May.

- 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.

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 Lmax 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. For purposes of this EIR, the City has determined that exposure of noise-sensitive receptors to construction noise levels above 85 dBA (1 hour L_{eq}) would result in a potentially significant impact.

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 project is not located within two miles of an airport or private airstrip. The closest airport is the Skylark Field airport in the City of Lake Elsinore, located approximately 2.4 miles northwest of the project. Therefore, the project would not have the potential to expose people to excessive noise levels from airport operations. No significant noise impacts would occur regarding these issues from implementation of the project and no mitigation is required.

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?

Project construction activity will generate varying levels of ground vibration depending on the equipment and methods used, distance to the affected structures and soil type. Heavy construction equipment, such as large bulldozers and haul trucks, have the greatest potential of producing vibration impacts. Groundborne vibration levels resulting from construction activities occurring within the project site were estimated by data published by the FTA.

The greatest potential vibration impacts would be experienced by the sensitive receptors located at rural residences to the north and west. To assess the potential for human annoyance due to vibration, the FTA's maximum acceptable vibration standard is 80 VdB.

The greatest potential for groundborne vibration caused by project construction would be from a large bulldozer, which produces 87 VdB at 25 feet. The nearest sensitive receptor is located approximately 50 feet north of the project. The maximum level of vibration felt by this receptor would be approximately 78 VdB. This is below the FTA human annoyance standard of 80 VdB. In addition, construction vibration would be intermittent and short-term. As a result, the project site will not include or require equipment, facilities, or activities that would result in a perceptible human response (annoyance). Impacts are less than significant.

During operation of the project, delivery trucks accessing the commercial/retail portion of the site could generate vibration. However, these trucks will travel at very low speeds and are not expected to generate a ground vibration level of greater than 65 VdB, which is approximately the threshold of human perception. Therefore, operation of the project will not create significant long-term vibration impacts. Impacts are less than significant.

4.12.6 Significant Impacts

4.12.6.1 Short-Term Construction Noise Impacts

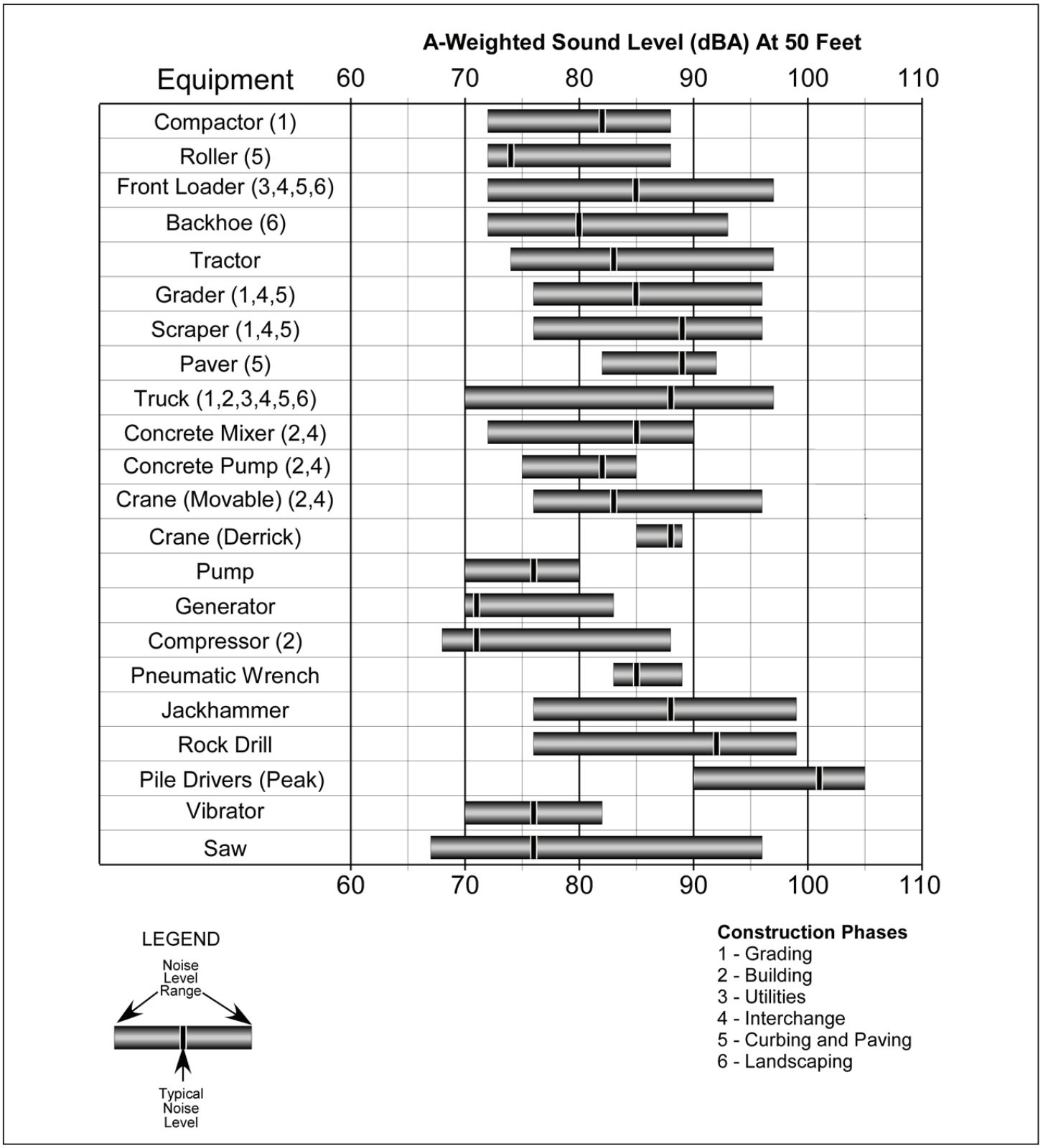
Impact 4.12.6.1: *The project may result in significant noise impacts during construction.*

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 the exposure of persons to or generation of noise levels in excess of standards established in the City General Plan, Municipal Code, or applicable standards of other agencies?

Short-term noise would occur during the construction of the project. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads in the project area. In addition, noise would be generated during excavation, grading, and building construction on various portions of the site. Construction will be completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses.

Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels, because the noisiest construction equipment is earthmoving equipment, which includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings. Implementation of the project would result in construction activities that would require the use of scrapers, bulldozers, and water and pickup trucks on the project site.

Figure 4.12.3 presents typical construction noise levels measured at 50 feet. The peak noise level for the majority of the equipment that will be used during construction of the proposed project will range from 70 to 87.1 dBA. 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. Since most noise receptors surrounding the project are located more than 50 feet away, the noise levels at these locations would be less than those presented in Figure 4.12.3.



LSA

FIGURE 4.12.3

Baxter Village
Environmental Impact Report

Typical Construction Equipment Noise Levels

SOURCE: Mestre Greve Associates, 2012

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The project noise study estimated that the highest noise levels would occur during the grading phase. During this time, construction noise experienced by the closest sensitive receiver (R1), 50 feet north of the site, could reach up to 87.1 L_{eq} dBA. The next closest receiver, at 140 feet (R2), could experience construction noise at levels up to 78.1 dBA. Table 4.12.D presents the noise levels experienced by sensitive receptors R1, R2, and R3.

Table 4.12.D: Construction Equipment Noise Levels

Construction Phase	Noise Receptor Hourly Noise Levels (Leq)		
	R1 (50 ft.)	R2 (440 ft.)	R3 (140 ft.)
Site Preparation	82.5	58.6	73.5
Grading	87.1	63.2	78.1
Building Construction	82.7	58.8	73.8
Paving	80.9	57.0	71.9
Architecture Coating	78.8	54.9	69.8
Peak Construction Noise	**87.1**	**63.2**	**78.1**

Source: Baxter Village Noise Impact Analysis, Table 8-1, Urban Crossroads, March 2015.

Project construction noise would be temporary and intermittent. However, since construction noise would be greater than the City's construction noise threshold of 85 dBA could potentially result in a significant impact. Therefore, the project shall implement **Mitigation Measure 4.12.6.1A** in order to minimize the effects of construction noise on adjacent land uses.

Mitigation Measures. The following mitigation measure is required to reduce short-term construction-related noise impacts associated with the proposed project:

4.12.6.1A A construction 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 activity, proximity to identified noise receptors, and demonstrate either a minimum 10 dBA reduction in noise levels off-site, or that noise levels would not exceed 85 dBA at any time when measured at the nearest property line of noise receptors. Methods to mitigate construction noise may include (but shall not be limited to):

Install temporary noise control barriers, or equally effective noise protection measures. The noise barriers shall be maintained and any damage promptly repaired. 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.

Level of Significance after Mitigation. Implementation of **Mitigation Measure 4.12.6.1A**, will ensure that potential construction-related noise impacts of the proposed project will be reduced below 85 dBA and therefore will be less than significant.

4.12.6.2 Long-Term 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 the exposure of persons to or generation of noise levels in excess of standards established in the City General Plan, Municipal Code, or applicable standards of other agencies?

Offsite Mobile Source Noise Levels. The noise study examined potential long-term noise impacts of the project by modeling the increase in traffic noise at 14 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.

The results on the roadway traffic noise analysis are presented in Tables 4.12.E through 4.12.G. Overall, the project is expected to generate an unmitigated exterior noise level increase of up to 1.6 dBA. The greatest noise level increase would occur on Monte Vista Drive south of Bundy Canyon Road. As noise levels at this location do not exceed 65 dBA in the no project condition, the addition of the project traffic would not create a significant noise level increase. As a result, the project would not produce a substantial increase in noise as a result of increasing traffic in the study area. Impacts related to this issue are less than significant.

Table 4.12.E: Existing (2013) Off-site Traffic Noise Levels

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact?
			No Project	With Project	Project Contribution	
1	Palomar St.	North of Central St.	62.3	62.6	0.3	No
2	Palomar St.	South of Central St.	60.7	61.1	0.4	No
3	Monte Vista Dr.	South of Bundy Canyon Rd.	52.8	54.4	1.6	No
4	Monte Vista Dr.	North of Baxter Rd.	54.8	56.2	1.4	No
5	Bundy Canyon Rd.	West of Monte Vista Dr.	65.8	65.9	0.1	No
6	Bundy Canyon Rd.	East of Monte Vista Dr.	66.0	66.1	0.1	No
7	Central St.	West of Palomar St.	61.2	61.4	0.2	No
8	Central St.	East of Palomar St.	62.7	63.3	0.6	No
9	Central St.	West of Baxter Rd.	63.5	64.0	0.5	No
10	Central St.	East of Baxter Rd.	63.5	64.3	0.8	No
11	Central St.	West of 1-15 SB Ramps	62.2	63.0	0.8	No
12	Central St.	East of 1-15 SB Ramps	60.7	61.6	0.9	No
13	Central St.	West of Monte Vista Dr.	57.3	58.6	1.3	No
14	Central St.	East of Monte Vista Dr.	56.0	56.6	0.6	No

Source: Urban Crossroads, Tables 6-1 and 6-2, 2015.

Table 4.12.F: Year 2018 Project Traffic Noise Level Contributions

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact?
			No Project	With Project	Project Contribution	
1	Palomar St.	North of Central St.	62.8	63.0	0.2	No
2	Palomar St.	South of Central St.	61.3	61.6	0.3	No
3	Monte Vista Dr.	South of Bundy Canyon Rd.	56.8	57.6	0.8	No
4	Monte Vista Dr.	North of Baxter Rd.	58.9	59.5	0.6	No
5	Bundy Canyon Rd.	West of Monte Vista Dr.	67.2	67.3	0.1	No
6	Bundy Canyon Rd.	East of Monte Vista Dr.	67.0	67.1	0.1	No
7	Central St.	West of Palomar St.	61.9	62.1	0.2	No
8	Central St.	East of Palomar St.	63.5	64.0	0.5	No
9	Central St.	West of Baxter Rd.	64.4	64.8	0.4	No
10	Central St.	East of Baxter Rd.	64.4	65.1	0.7	No
11	Central St.	West of 1-15 SB Ramps	63.0	63.8	0.8	No
12	Central St.	East of 1-15 SB Ramps	61.9	62.6	0.7	No
13	Central St.	West of Monte Vista Dr.	59.5	60.3	0.8	No
14	Central St.	East of Monte Vista Dr.	57.7	58.1	0.4	No

Source: Urban Crossroads, Tables 6-3 and 6-4, 2015.

Table 4.12.G: Year 2035 Project Traffic Noise Level Contributions

ID	Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact?
			No Project	With Project	Project Contribution	
1	Palomar St.	North of Central St.	66.2	66.3	0.1	No
2	Palomar St.	South of Central St.	66.2	66.3	0.1	No
3	Monte Vista Dr.	South of Bundy Canyon Rd.	63.4	63.5	0.1	No
4	Monte Vista Dr.	North of Baxter Rd.	64.0	64.2	0.2	No
5	Bundy Canyon Rd.	West of Monte Vista Dr.	69.9	70.0	0.1	No
6	Bundy Canyon Rd.	East of Monte Vista Dr.	70.2	70.2	0.0	No
7	Central St.	West of Palomar St.	63.0	63.1	0.1	No
8	Central St.	East of Palomar St.	64.8	65.2	0.4	No
9	Central St.	West of Baxter Rd.	65.6	65.9	0.3	No
10	Central St.	East of Baxter Rd.	66.7	67.1	0.4	No
11	Central St.	West of 1-15 SB Ramps	65.3	65.7	0.4	No
12	Central St.	East of 1-15 SB Ramps	64.0	64.4	0.4	No
13	Central St.	West of Monte Vista Dr.	63.4	63.8	0.4	No
14	Central St.	East of Monte Vista Dr.	63.1	63.3	0.2	No

Source: Urban Crossroads, Tables 6-5 and 6-6, 2015.

On-site Mobile Source Noise Levels. The noise study also examined the impact of the adjacent roadways on new project residents. Traffic noise levels from I-15 and White Street were estimated. The City's General Plan standard for interior noise is 45 dBA CNEL. Future noise levels were calculated at the first-, second-, and third-floor building façades. Table 4.12.H depicts future noise levels and noise reduction needed to meet the City standard.

Since exterior noise levels may potentially exceed the General Plan standard, the noise study analyzed "windows closed" conditions to ensure interior noise is below the 45 dBA CNEL interior standard. Standard construction methods potentially achieve a 25 dBA reduction with "windows closed." As evidenced in Table 4.12.H,

noise levels at multifamily housing adjacent to I-15 will exceed the City's exterior noise standard. This is a potentially significant impact and mitigation is required.

Table 4.12.H: Project Noise Levels

Lot	Roadway[1]	Noise Level at Façade[1]	Interior Noise Level for Windows	
			Open	Closed
First Floor				
Multifamily	I-15	72.7	60.7	**47.7**
Single-Family Lot 1	1-15	53.9	41.9	28.9
Single-Family Lot 14	White Street	59.2	47.2	34.2
Second Floor				
Multifamily	I-15	72.7	60.7	**47.7**
Single-Family Lot 1	1-15	59.0	47.0	34.0
Single-Family Lot 14	White Street	59.0	47.0	34.0
Third Floor				
Multifamily	I-15	72.7	60.7	**47.7**
Single-Family Lot 1	1-15	69.2	57.2	44.2
Single-Family Lot 14	White Street	58.7	46.7	33.7

Source: Urban Crossroads, Tables 7-1 through 7-4, 2015.
[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

Stationary Source Impacts. The residential portion of the project will not generate a new substantial stationary source of noise. However, non-residential uses will potentially include retail shops and restaurants. Typical stationary-source noise associated with these types of land uses include two-axle truck deliveries, rooftop air conditioning units, parking lot vehicle movements, and trash compacting.

Activity at the commercial/retail buildings may result in new stationary noise sources that affect both on-site and off-site sensitive receivers. The City General Plan requires that the exterior noise level shall not exceed 65 dBA L_{max} during daytime hours (7:00 a.m. to 10:00 p.m.) and shall not exceed 45 dBA L_{max} during the nighttime hours (10:00 p.m. to 7:00 a.m.) for residential properties. Interior noise mitigation, as required previously to reduce mobile-source noise, would also reduce the effects of stationary noise.

The scale of these commercial/retail uses will be relatively small (75,000 square feet) compared to typical retail centers in the City and is not expected to generate a significant amount of stationary noise. The Noise Study estimated that stationary noise levels affecting the nearest residents would range from 41.1 to 44.3 dBA L_{eq}. The distance between stationary noise sources and on-site sensitive receivers is sufficient to reduce noise levels below City General Plan stationary source standards. Impacts are therefore less than significant and no mitigation is required.

Mitigation Measure. The following mitigation measure is required to reduce interior noise impacts associated with the project:

4.12.6.2A To satisfy the City of Wildomar 45 dBA CNEL interior noise level criteria, lots facing the I-15 Freeway will require a Noise Level Reduction (NLR) of up to 27.7 dBA and a windows closed condition requiring a means of mechanical ventilation (e.g., air conditioning). Specific window recommendations will be made once final architectural plans are available and detailed interior noise reduction calculations can be calculated based on actual building assembly details. The preliminary interior noise analysis indicates that in order to meet the City of Wildomar 45 dBA CNEL interior noise standards, the project shall provide the following noise mitigation measures:

- **Windows:** All windows and sliding glass doors shall be well fitted, well weather-stripped assemblies and shall have a minimum STC of 32.
- **Exterior Walls:** Provide exterior walls with a minimum Sound Transmission Class (STC) rating of 46. Typical walls with this rating will have 2 × 4 studs or greater, 16" o.c. with R-13 insulation, a minimum ⅞" exterior surface of cement plaster and a minimum interior surface of ½" gypsum board.
- **Doors:** All exterior doors shall be well weather-stripped solid core assemblies at least 1¾" thick.
- **Roof:** Roof sheathing of wood construction shall be well fitted or caulked plywood of at least one-half inch thick. Ceilings shall be well fitted, well-sealed gypsum board of at least ½" 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.
- **Landscaping**: A screen of planting containing predominantly evergreen tree and shrub species between the property and the freeway will help to reduce noise and visual impacts associated with freeway vehicle movement.

Level of Impact After Mitigation. With implementation of **Mitigation Measure 4.12.6.2A**, noise impacts related to residential units being proximate to I-15 will be reduced to less than significant levels.

4.12.7 Cumulative Impacts

The cumulative area for noise impacts is the City of Wildomar. 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 vicinity roadway and freeways.

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. It is unlikely that adjacent properties will be developed at the same time as the project area. However, in the unlikely event that adjacent properties are developed at the same time as the project, adherence to the City's Municipal Code provisions that regulate construction activities and other development standards would render the cumulative impacts of the project to less than significant levels.

Cumulative traffic noise impacts were considered in Section 4.12.6.2. The project's traffic impact was added to that of existing, Year 2018, and Year 2035 ambient traffic. The project would incrementally increase traffic noise in the project area. The off-site cumulative (Year 2018 and 2035) traffic noise analysis found that the project would not contribute more than 0.8 dBA CNEL to project area roadways. This incremental increase is not considered substantial and the project would therefore not contribute to cumulative significant noise impact due to project-generated traffic.

On-site operational noises are individual noise occurrences and are not typically additive in nature. It is extremely unlikely that adjacent properties will generate noises that would be additive in nature because of two important reasons. First, the noise sources would have to be adjacent or in close proximity to one another in order for the noises to intermingle. Second, the sensitive receptor or receptors would also have to be adjacent to or in close proximity to the noise generators. It is unlikely that the project would contribute to cumulatively significant operational noise the surrounding area is dominated by residential land uses. Although it is not possible to predict if contiguous or proximate properties may generate noise at the same time that would be additive in nature and thus create a significant cumulative noise impact at sensitive receptors, adherence to the City's Municipal Code provisions that regulate nuisance noise from land uses and other development standards would reduce contributions of the project to potential cumulative impacts to less than significant levels.

4.13 POPULATION AND HOUSING

This section identifies population and housing conditions within the City of Wildomar and addresses potential impacts that may result from the construction and operation of the proposed project. The analysis is based in part on population and housing projections identified by the California Department of Finance (DOF), Southern California Association of Governments (SCAG), as well as information contained in the City's General Plan. Housing need is based on information contained in the City of Wildomar General Plan Housing Element. In addition, information from the Riverside County Traffic and Land Agency (RCTLA) Wildomar 2013 Progress Report is used in this section. Population estimates for the project are based on the City of Wildomar Impact Fee Study Report and 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] SCAG projections estimate the population of the City, Riverside County, and Southern California (SCAG) regions will continue to grow. The SCAG projects the City's population will grow to 42,100 persons by the year 2020 and 53,700 persons by the year 2035.[2]

4.13.1.2 Housing

The number of housing units in the City has increased to accommodate the City's 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 comprise 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

1 E-5 Population and Housing Estimates, for Cities, Counties, and the State, January 2011–2014, 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 January 26, 2015.

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
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
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

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.
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-to-Housing Ratio

The ratio of jobs to housing units in the City is used by regional planning groups to try to balance regional traffic home to work trips to minimize freeway congestion, air pollutant emissions, and greenhouse gas emissions. 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 is the jobs-to-housing ratio of the SCAG region, is currently 1.14 jobs for every household. This standard is used because most SCAG residents 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 for every household would be considered a "jobs poor" area, indicating that many of the residents must commute to places of employment outside the sub-area. Table 4.13.B shows the 2011 and projected 2035 jobs-to-housing ratios for the City, Riverside County, and SCAG.

These jobs-to-housing ratios indicate that both the City of Wildomar 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-to-housing ratio results in longer distances that City residents must drive to and from work. The 2035 projected jobs-to-housing ratio for the City of Wildomar and the County of Riverside indicate "job poor" as well, the ratios continue to be below the SCAG defined regional value.

Table 4.13.B: Existing and Future Jobs-to-Housing Ratios

Area	2011 Jobs-to-Housing Ratio	2035 Jobs-to-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.
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.

4.13.1.4 NOP/Scoping Comments

Local residents did not express any concerns regarding population and housing growth during the public scoping meetings. In addition, no comment letters were received from agencies during the NOP periods or at the scoping meetings regarding population or housing growth.

4.13.2 Existing Policies and Regulations

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 projected housing needs in the RHNA are categorized by income levels (very low, low, moderate, and above moderate income) established by the US 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:

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 potential for impacts related to population and housing, the current uses, overall condition of the project site, historic and current population and housing characteristics, and future projections for population and housing were identified. This analysis is based on data published by the DOF and SCAG, as well as information presented in the City's General Plan.

4.13.4 Thresholds of Significance

The following thresholds of significance regarding potential impacts related to population and housing are based on 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)? 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) that may lead to fiscal or economic impacts?

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. 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 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 of Wildomar 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]

The project is a mixed- use development that will contribute both jobs and housing to the City. The project includes 75,000 square feet of commercial retail uses, 204 multifamily residential units, and 66 single-family homes. The Development Impact Fee (DIF) Assessment for the City estimated that single-family and multifamily dwelling units have an average population of 3.10 and 2.20, respectively.[2] Based on this estimate, the housing portion of the project would add approximately 653 people to the City.[3] Based on employment density data calculated for the General Plan EIR, the commercial/retail space would provide approximately 150 jobs.[4]

The project would have a job to housing ratio of 0.55, which is above the City ratio of 0.32 and below the SCAG ratio of 1.14. The project would contribute single-family and multifamily housing to the housing required under the RHNA. As a part of the City's 2014-2021 Housing Element Update, the project site was identified as satisfying a portion of the City's RHNA for low, very low and extremely low income households due to its Mixed Use Planning Area (MUPA) land use designation and the Mixed Use Overlay zoning on the project. The project proposes to change the land use designation and remove the Mixed Use Overlay from the project site; thus, the residences proposed as a part of the project will not count toward the City's RHNA obligations for low, very low and extremely low income households. However,

1 (54,643 – 42,474) ÷ 42,474 × 100 = 28.65%; 28.65% ÷ 15 years = 1.91% per year.
2 Table 2.1 City of Wildomar – 2012 Impact Fee Study, Colgan Consulting Corporation, April 20, 2012, http://www.cityofwildomar.org/uploads/files/finance/Wildomar%20DIF%20Watermark%20Draft%204_20_12.pdf (website accessed July 15, 2015).
3 (66 × 3.10) + (204 × 2.2) = 653.4
4 Based on an employment factor of 1 employee per 500 square feet of Commercial Retail space from City of Wildomar General Plan Update EIR Assumptions March 2014.

the remainder of the Mixed Use Planning Area (MUPA) land in the City is able to accommodate the City's low, very low and extremely low income RHNA. In this way, the project is generally consistent with the Housing Element and General Plan, and the potential population increase as a result of the project is not considered significant in terms of CEQA. Therefore, the project will not induce a population increase above that 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 proposed project displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?

The project site is currently vacant and undeveloped although an unoccupied single-family house is currently being stored on the site (the "Brown House," see Section 4.5.1.2, Historic Resources). Since the site is currently not used for any dwelling purposes, there is no potential for the project to displace people or housing. The project would, conversely, increase available housing with the development of 270 dwelling units. Therefore, no impacts relative to displacing people or housing would occur, and no mitigation is required.

4.13.5.3 Consistent with General Plan Growth Policies

Threshold	Would the proposed project be consistent with the policies and goals of the City's General Plan relative to population and housing growth?

Table 4.13.C analyzes the project's consistency with Wildomar General Plan. Although the project will require a two zone changes, it is generally consistent with the General Plan. Therefore, less than significant impacts would occur in relation to General Plan policies and no mitigation is required.

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 75,000 square feet of commercial/retail and offices uses, which will contribute approximately 150 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 requires a General Plan Amendment (GPA) to allow for a lower density of homes than required by the Housing Element of the General Plan. The project would develop residential units in an area that was designated for residential by the General Plan.

Table 4.13.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
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 66 single-family and 204 multifamily units to the City's housing share.
GOAL H-3. Address the housing needs of special needs population groups.	**Consistent.** The project site is not designated in the Housing Element for special needs housing but rather standard market rate housing. Special needs housing can be provided on other sites within the City as outlined in the Housing Element.
GOAL H-4. Conserve and improve the condition of the housing stock, particularly affordable housing.	**Consistent.** The project site does not contain any existing occupied housing, but will provide additional market rate housing if approved.
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.

4.13.6 Significant Impacts

The proposed project would not have any significant impacts related to population or housing, so no mitigation is required.

4.13.7 Cumulative Impacts

The cumulative area for the discussion of population and housing impacts is the City of Wildomar. Approval of the project includes a General Plan Amendment that would change the land use from Mixed Use Planning Area (MUPA) to Very High Density Residential (VHDR) on 11.3 acres, Medium High Density Residential (MHDR) on 12.5 acres, and Commercial Retail (CR) on 12.2 acres. Approval of the project also includes a zone change that would change portions of the project site zoning from C-P-S (Scenic Highway Commercial) to R-3 (General Residential Zone) and R-4 (Planned Residential Zone). The zone change would also remove the Mixed Use Overlay (MU) designation from the entire site. While the project would generate approximately 150 jobs and 653 residents, this growth has been anticipated by the General Plan and therefore not considered substantial. While the project site will no longer be able to be counted toward the City's low, very low, and extremely low RHNA obligation, the remaining Mixed Use Planning Area (MUPA) properties in the City ae able to absorb the units that the project site would have accommodated so that approval of the project will not negatively impact the City's ability to meet its RHNA obligations. Therefore, the project would not significantly contribute to a City or regional cumulative housing or population impact.

4.14 PUBLIC SERVICES AND FACILITIES

This EIR discussion includes an evaluation of police and fire services, as well as schools and parks. The analysis considers these public services in the proposed project vicinity 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*, July 2008;
- Riverside County Sheriff Department website.[1]
- Riverside County Fire Department website.[2]
- City of Wildomar Parks and Recreation Sub-Committee website.[3]
- Lake Elsinore Unified School District website.[4]

4.14.1 Existing Setting

Police Protection. Law enforcement services for the City are provided by the Riverside County Sheriff's Department (RCSD). The RCSD currently serves the project site from the Lake Elsinore Sheriff's Station (333 Limited Avenue, Lake Elsinore) approximately 5.3 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.

Fire Protection. 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.[5] The Perris Emergency Command Center (ECC) processed 133,536 incidents in 2013 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 1.1 miles southwest of the project site.[6]

1 http://www.riversidesheriff.org. Website accessed November 2014.
2 http://www.rvcfire.org/Pages/default.aspx. Website accessed November 2014.
3 http://www.cityofwildomarparks.org. Website accessed November 2014.
4 http://www.leusd.k12.ca.us. Website accessed August 2014.
5 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).
6 Riverside County Fire Department website, http://www.rvcfire.org/Pages/default.aspx (accessed November 2014).

Station 61 has one Type 1 engine with three full-time employees. During 2013, this station 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).[1]

Schools. The project area is served by the Lake Elsinore Unified School District (LEUSD), which operated 25 schools with a combined enrollment of 22,316 students during the 2013–14 school year.[2] 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.[3] While attendance boundaries may change, schools currently in the project area that may accommodate project residents include Donald Graham Elementary School, David A. Brown Middle School, and Elsinore High School. All three schools that would serve the project have adequate capacity. Enrollment characteristics are detailed in Table 4.14.A.

Table 4.14.A: Project Area School Enrollment

School	Maximum Capacity	Projected 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: Tina Sayers (Director of Facilities and Operations for the LEUSD) November 14, 2014.

Library Services. The Riverside County Library System comprises 35 branch libraries and two bookmobiles serving a population of more than 2 million residents. Library management offices are located at 5840 Mission Boulevard in Riverside. For over 85 years, Riverside County has contracted with the City of Riverside for library services. The library system was administered by a City-appointed Board of Library Trustees consisting entirely of City of Riverside residents. However, in 1990, because of fiscal changes, LSSI (a private firm) was selected to operate the County

1 LAFCo (Local Agency Formation Commission for Riverside County). 2009. Wildomar Municipal Service Review.

2 Dataquest, California Department of Education Data Reporting Office. Found online: http://dq.cde.ca.gov/dataquest/ (accessed November 14, 2014).

3 Lake Elsinore Unified School District website http://leusd.schoolfusion.us/modules/cms/pages.phtml?pageid=65550&sessionid=d6fe4ed7be1b27039a7d6b74987effe1 (accessed November 14, 2014).

Library System. Riverside became the first public library system in the nation to outsource its library operations to a private firm.[1]

NOP/Scoping Comments. No comments were made by residents during the public scoping meetings about the potential significant impacts on existing and future public services like schools, police, and fire. One comment letter from the RCFD was received during the first NOP period regarding fire services. The RCFD requests of copy of the EIR to review. No further comment letters were received in either NOP period.

4.14.2 Existing Policies and Regulations

The City of Wildomar has General Plan policies related to providing adequate community services and facilities, but school services and facilities are the responsibility of the LEUSD, which is a separate governmental entity from the City of Wildomar. The City has developed the following General Plan policies relative to public 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, 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.

Table 4.14.B evaluates the project's consistency with these goals and objectives.

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 induce population growth beyond that which has been planned for by City in its General Plan. All City services would be adequately provided.
LU 9.1. Require that new development contributes their fair share to fund infrastructure and public facilities such as police and fire facilities.	**Consistent.** The proposed project will contribute their fair share through payment of development impact fees (DIF).

Source: City of Wildomar General Plan, July 2008.

[1] Riverside County Library System, http://www.lssi.com/communities/riverside-county-ca/. Accessed July 16, 2015.

4.14.3 Methodology

The evaluation of police and fire services impacts takes into account and whether the project would require new or physically altered law enforcement facilities.

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.

4.14.4 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.

4.14.5 Less than Significant Impacts

4.14.5.1 Police Protection

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. However, it is anticipated that private security would be utilized during the construction process, similar to other private security services that are utilized for other construction projects in the City. Potential impacts would take the form of a need for expanded police protection services routinely associated with residential growth, including routine patrols, responding to calls for service such as graffiti or vandalism, robbery, domestic violence, etc. The number of additional service calls and call response times would slowly increase, and overall service levels would decrease incrementally as residences were built on the project site. Housing proposed by the project would induce population growth within the City by adding 270 residential units and an estimated population increase of 653 persons (see Section 4.14, *Population and Housing,* for more information).

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.

Since the project would only incrementally increase population in the service area, no new or physically altered law enforcement facilities are required. Payment of DIFs would offset any increase in demand for police facilities. Therefore, impacts related to law enforcement facilities are less than significant.

General Plan Consistency. Previously referenced Table 4.14.B demonstrates that the proposed project is consistent with the City's General Plan policies regarding police services. The proposed project would not require the construction of new police facilities; therefore, impacts are less than significant and no mitigation is required.

4.14.5.2 Fire Protection

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 vacant and undeveloped. The development of the proposed project would increase the demand for fire protection, prevention, and emergency medical services in this portion of the City by adding 270 residential units and 75,000 square feet of commercial development on the project site. 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.

All new development within the proposed 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 proposed 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 and the payment of the DIFs to the City, offset any increase in demand for fire services facilities. Therefore, impacts related to fire department facilities are less than significant.

General Plan Consistency. Previously referenced Table 4.14.B demonstrates that the proposed project is consistent with the City's General Plan policies regarding fire services. The proposed project would not require the construction of new fire facilities; therefore, impacts are less than significant and no mitigation is required.

4.14.5.3 School Facilities

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?

Based on the Lake Elsinore Unified School District's figures, the project would be expected to generate a total of 85 new students in the grade levels shown in Table 4.14.C.

Table 4.14.C: Project Student Generation

Grade Level	Students/Unit, Multifamily	Students/Unit, Single-Family	Students (at buildout)
K–6	0.12	0.26	42
7–8	0.05	0.13	19
9–12	0.06	0.18	24
Project Total	**0.23**	**0.57**	**85**

Source: Lake Elsinore Unified School District Master Plan 2012, Table 1: Student Generation Factors for Single Family Detached Units; 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 42 students making the projected enrollment at least 669 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 19 students, making the projected enrollment at least 1,029 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 24 students, bringing anticipated enrollment to up to 2,114 as shown in Table 4.14.D.

Table 4.14.D: Project Area School Enrollment

School	Maximum Capacity	Projected Enrollment (2015–2016)	Projected Enrollment (2015–2016) with Project
Donald Graham Elementary School	850	627	669
David A. Brown Middle School	1,450	1,010	1,029
Elsinore High School	2,600	2,090	2,114

Source: Personal email with Tina Sayers (Director of Facilities and Operations for the LEUSD) November 14, 2014.

As detailed in Table 4.14.D, the addition of 85 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 DIFs to the school district that would help fund school facilities and programs.

California Government Code (§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. With payment of development fees, impacts are less than significant and no mitigation is required.

[1] An Evaluation of the School Facility Fee Affordable Housing Assistance Programs, Legislative Analyst's Office, January 2001. Found online: 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 comply with the LEUSD DIFs as new housing units are constructed. Therefore, the project will not require the construction of new or expanded school facilities that will cause environmental impacts. Project impacts are less than significant relative to schools, and no mitigation is required.

4.14.5.4 Other Municipal Services

Threshold	Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered municipal facilities, the construction of which could cause significant environmental impacts.

Because of the limited size of the proposed project, it is not anticipated that development of the proposed project would have a negative impact on other public facilities, such as courts, libraries, and hospitals within the project area. Based on the nominal increase in population (estimated to be 653 persons total based on single-family and multifamily dwelling units have an average population of 3.10 and 2.20, respectively)[1] the project will not result in the need for new or expanded courts, libraries, or hospitals to serve the future residents of the proposed project. The estimated population of the proposed project comprises approximately 1.9 percent of the City of Wildomar's estimated 2014 population of 33,718, which represents a negligible increase. The project applicant will be required to pay any applicable library impact fees. Thus, the project will have a less than significant impact regarding other public facilities.

4.14.6 Significant Impacts

Based on the analysis in Section 4.14.5, the proposed project will have no significant impacts relative to public services.

4.14.5 Cumulative Impacts

The cumulative scope for police and fire protection services are the service areas for the City of Wildomar. The need for the public services and associated facilities is measured by service area population, or the number of residents and workers within the City's service area. Service population, as well as the type and density of development, determines the need for new or expanded police and other public services. Utilizing statistical information, local planning policies, and by interacting with other agencies, fire and police service providers can delineate past patterns,

[1] Table 2.1 City of Wildomar – 2012 Impact Fee Study, Colgan Consulting Corporation, April 20, 2012, http://www.cityofwildomar.org/uploads/files/finance/Wildomar%20DIF%20Watermark%20Draft%204_20_12.pdf (website accessed July 15, 2015).

emerging trends, and future issues of concern. Once identified, service providers can redeploy resources to meet future needs.

As additional development occurs in the City of Wildomar, 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. New development within the service areas of the RCSD Lake Elsinore Station and RCFD Wildomar Station 61, in cooperation with CAL Fire, would be required to adhere to conditions established by fire and police service providers, and pay applicable DIFs to ensure adequate staffing and equipment levels. Therefore, there would be no cumulative impact on police and fire services in the City. Accordingly, cumulative impacts to the environment resulting from new or expanded police and fire protection facilities would not occur.

The cumulative area for school-related issues encompasses the LEUSD, which provides school services/facilities in the project area. Each district requires the payment of DIFs to provide for new school services and/or facilities. As every new development is mandated to provide the fees applicable to the school district affected, there would be no cumulative impact on school services in the City. Accordingly, cumulative impacts to the environment resulting from new or expanded school facilities would not occur.

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4.15 RECREATION AND PARKS

This chapter of the EIR 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 sources, which are incorporated by reference:

- *City of Wildomar General Plan*, City of Wildomar; July 2008.
- City of Wildomar Parks Subcommittee.[1]

4.15.1 Existing Setting

The public parks and recreational areas in the City of Wildomar 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 County. The City Council has established a Parks Subcommittee comprised of two council members and is in the process of organizing a Parks and Recreation Commission, which is anticipated to be formed sometime in 2015. The Parks and Recreation Commission would serve as an advisory body to the City Council on issues related to parks, including the implementation of the City's Parks 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, there are no facilities for organized sports and other recreational activities that are owned by the City. City schools may provide additional park and activity space outside of operating hours.

4.15.1.1 City of Wildomar Parks

Currently, the City only has three parks, totaling 14.27 acres. The following are descriptions of City parks and their amenities:

- ***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.

[1] http://www.cityofwildomarparks.org (Accessed January 29, 2015).

- ***Windsong Park*** is a 2.12-acre neighborhood park located at 35459 Prairie Road. The park features walkways around its perimeter, picnic areas, and a tot lot.

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 being accessible to the public. However, since the primary purpose of these areas is to protect sensitive habitat, conservations areas do not contribute toward minimum open space and parkland requirements.

4.15.1.2 City and Regional Trails

The City contains a network of local community trails, regional trails, and historic trails, as detailed in the City's Multi-Use Adopt-A-Trail Map. The City's trails currently total approximately 90 miles. 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.

4.15.1.3 NOP/Scoping Comments

Local residents did not express any concerns regarding parks and recreation facilities during the public scoping meetings. In addition, no comment letters were received from agencies during the NOP periods or at the scoping meetings regarding parks and recreation facilities.

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, became effective July 1, 2013, after the 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. The 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 for fees in lieu of park land dedication for residential subdivisions. 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 5.41 acres of open space Incorporated into the community.
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 multi-use trail on site.
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 multi-use trail on site.
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 multi-use trail on site.
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 multi-use trail on site that connects to adjacent existing and/or planned trail segments.
C 16.6. Adhere to the following trail-development guidelines when siting a trail: 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.	**Consistent.** The project will comply with trail-development guidelines.

Table 4.15.A: General Plan Consistency Analysis

General Plan Policies	General Plan Consistency Analysis
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.	
Environmental Justice	
EJ 3.14. Increase access to urban parks, green space and natural environments for traditionally underserved communities.	**Consistent.** The project includes a multi-use trail and 5.41 acres of open space that will be publically 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 the CEQA Guidelines (Appendix G). 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 Increased Use of 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 parkland ratio established for the City of Wildomar is 3.0 acres of parkland per 1,000 residents. The implementation of the proposed project would convert 36 acres of undeveloped land into residential and commercial/retail uses. A total of 5.41 acres of the project site would be maintained as open space. The proposed project would result in an increase in population within the City of approximately 653 people,[1] which would result in an increased demand for parks and recreational facilities. Table 4.15.B compares the existing parkland available with and without the implementation of development of the project.

[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).

Table 4.15.B: City of Wildomar Park Requirements

	Without Project (Existing)	With Project
Population[1]	33,718 people	34,371 people
Parkland Required[2]	101.15 acres	103.12 acres
Existing Parkland[3]	14.27 acres	17.27acres
Parkland Deficit	Deficit (86.88 acres)	Deficit (88.85 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. With the increase in population that would result from the development of the project, the City would still have a deficit of parkland. The City therefore does not have adequate recreation facilities for existing and anticipated residents. However, this is an existing condition that would not be significantly increased by the proposed project. In addition, the project proposes a total of 5.41 acres of open space area. The City of Wildomar requires that 0.0066 acre per multifamily dwelling unit and 0.0093 acre per single-family home 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 parkland required would be approximately 1.96 acres. Although the proposed project provides open space, this space in not considered parkland and does not apply towards the Quimby Act requirements. Therefore, the project proponent will be required to pay the Quimby fee and the City's park DIF. Future property owners will also be subject of Wildomar Ordinance 71 parcel tax. Payment of these fees and taxes will result in project impacts associated with this issue being less than significant. 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?

As described in the previous response, implementation of the project would result in the provision of new recreational opportunities through the preservation of 5.41 acres of open space, which would include a community multi-use trail and open space recreation area. Tenants of the apartment buildings would also have access to a tot lot, gazebo area, and BBQ area.

[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).

The construction of amenities associated with recreation facilities within the project area are included as part of the project site's development. As the environmental effects for the project site 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. Therefore, the project would not result in additional construction or expansion of recreational facilities not identified in this EIR. For these reasons, impacts associated with this issue are considered to be less than significant. No mitigation is required.

4.15.6 Significant Impacts

No significant park and recreation impacts would result from implementation of the proposed project.

4.15.7 Cumulative Impacts

The cumulative area for recreation and parks for the proposed project is the City of Wildomar. 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 and/or renovated parks equipment and facilities. As such, the cumulative impact of build out associated with the implementation of the proposed project when considered with cumulative projects in the area would be less than significant and no mitigation is required.

4.16 TRANSPORTATION AND TRAFFIC

This section analyzes the potential traffic and circulation impacts of the project based on the following project-specific study:

- *Baxter Village Traffic Impact Analysis, City of Wildomar, California*, Urban Crossroads, (revised) March 18, 2015 (Appendix K)

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 an 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 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 (Figure 4.16.1 and Table 4.16.A). 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 eight intersections in the project area. Of these, six intersections currently exist, while two are planned driveways for the project.

The project would take its primary access from Baxter Road. This driveway would provide access to the retail commercial area, single-family homes, and the multifamily apartments. An additional driveway that provides direct access to the commercial retail area is also proposed along Baxter Road. A third driveway along White Street would only provide direct access to the single-family homes. Figure 4.16.2 provides the existing lane configuration and intersection control within the study area.

Table 4.16.B identifies the existing level of service (LOS) at study area intersections. With the exception of the I-15 Southbound Ramps/Baxter Road intersection (in the PM peak hour) and the Monte Vista Drive/Bundy Canyon Road intersection (in the PM peak hour), all study area intersections currently operate at an acceptable level of service.

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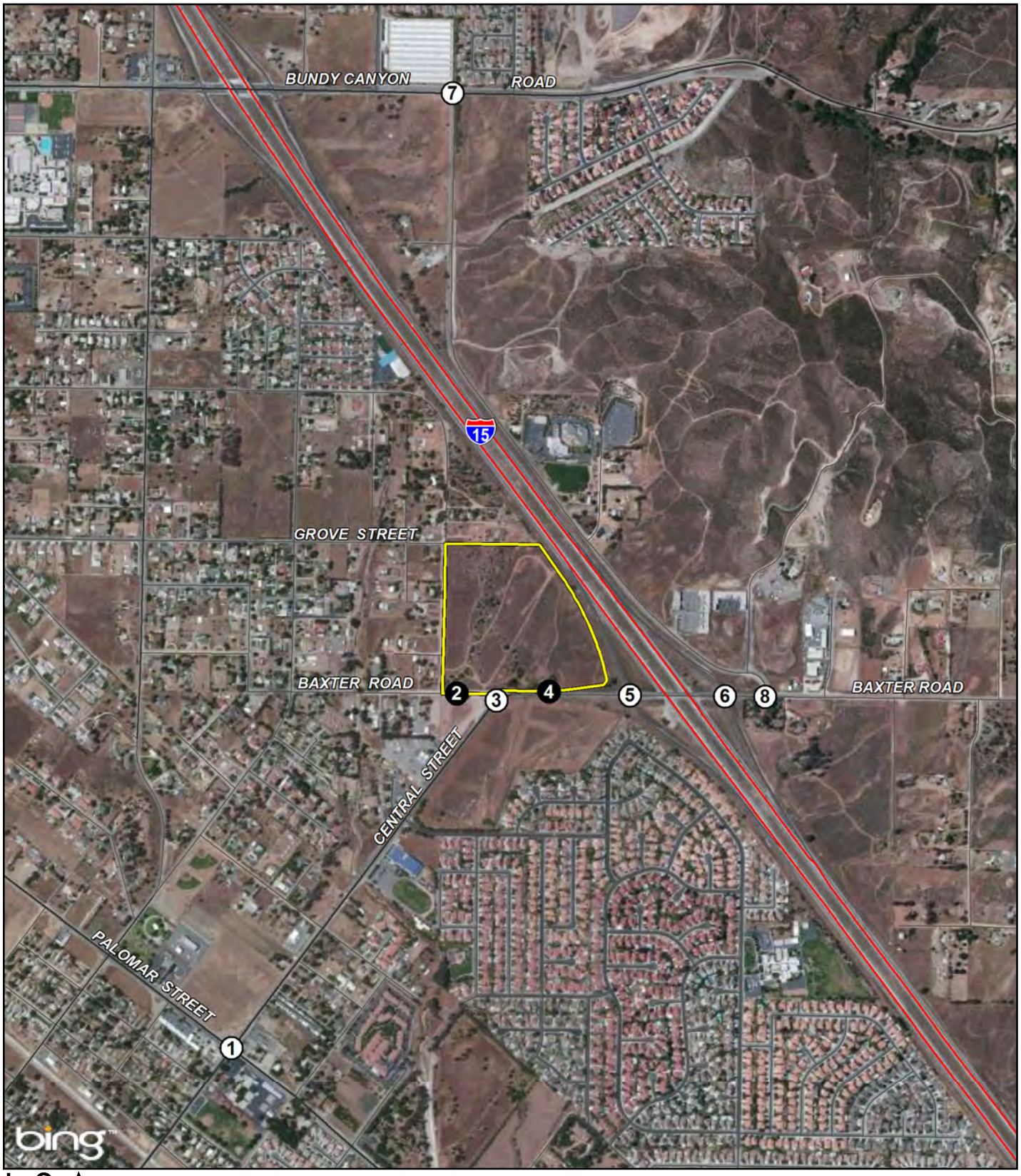

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FIGURE 4.16.1

Project Boundary

1 Existing Intersection Analysis Location

1 Future Intersection Analysis Location

N

0 600 1,200

FEET

Baxter Village
Environmental Impact Report

SOURCE: Bing Aerial, 2010; Baxter Village Traffic Impact Analysis, 2014.

Traffic Study Intersections

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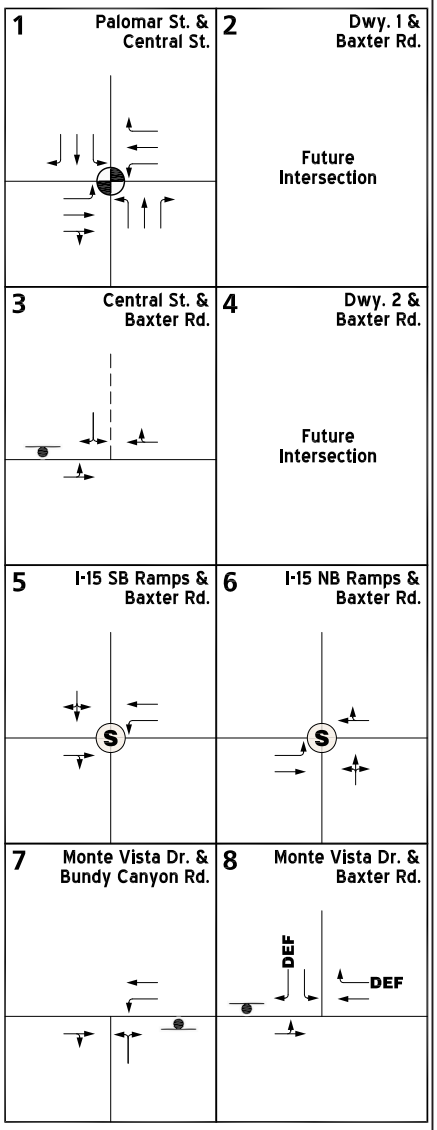

LEGEND:

- = TRAFFIC SIGNAL
- S = ALL WAY STOP
- = STOP SIGN
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- DEF = DEFACTO RIGHT TURN

LSA

FIGURE 4.16.2

N

Baxter Village Mixed-use Project
Environmental Impact Report

Existing Lane Configuration and Intersection Control

SOURCE: Urban Crossroads Traffic Report, March 2015.

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Table 4.16A: Intersection Analysis Locations

Intersection ID[1]	Traffic Control	Intersection Location	Jurisdiction
1	Signal	Palomar Street/Central Street	Wildomar
2	—	Driveway 1/Baxter Road	Wildomar
3	Cross-Street Stop	Central Street/Baxter Road	Wildomar
4	—	Driveway 2/Baxter Road	Wildomar
5	All-Way Stop	I-15 Southbound Ramps/Baxter Road	Caltrans
6	All-Way Stop	I-15 Northbound Ramps/Baxter Road	Caltrans
7	Cross-Street Stop	Monte Vista Drive/Bundy Canyon Road	Wildomar
8	Cross-Street Stop	Monte Vista Drive/Baxter Road	Wildomar

Source: Tables 1-1 and 3-1, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix K)
1. The locations of the intersections are identified in Figure 4.16.1.

Table 4.16.B: Existing Levels of Service[1]

Intersection ID[2]	Traffic Control	Intersection Location	Level of Service	
			AM	PM
1	Signal	Palomar Street/Central Street	C	C
2	—	Driveway 1/Baxter Road	—	—
3	Cross-Street Stop	Central Street/Baxter Road	D	C
4	—	Driveway 2/Baxter Road	—	—
5	All-Way Stop	I-15 Southbound Ramps/Baxter Road	**F**	D
6	All-Way Stop	I-15 Northbound Ramps/Baxter Road	B	C
7	Cross-Street Stop	Monte Vista Drive/Bundy Canyon Road	D	**F**
8	Cross-Street Stop	Monte Vista Drive/Baxter Road	C	B

Source: Table 3-1, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix K)
1. Level of service (LOS) is a measure of traffic service. Vehicles in roadways with LOS A experience the least delay, whereas vehicles in roadways with LOS F experience the greatest delay. LOS is explained in detail in subsection 4.16.3, Methodology.
2. The locations of the intersections are identified in Figure 4.16.1.

As detailed in Figure 4.16.3, Central Street, Baxter Road (west of I-15), and Palomar Street are classified as an Arterials, Bundy Canyon Road is classified as an Urban Arterial, and Monte Vista Drive is designated as a Secondary Arterial.

4.16.1.2 Interstate 15

Interstate 15 (I-15), located immediately east of the project site, is a north–south-oriented interstate highway that connects Southern California to Nevada. Study area freeway segments and freeway ramp merge/diverge junctions for Existing (2013) conditions were all found operate at a satisfactory level of service.

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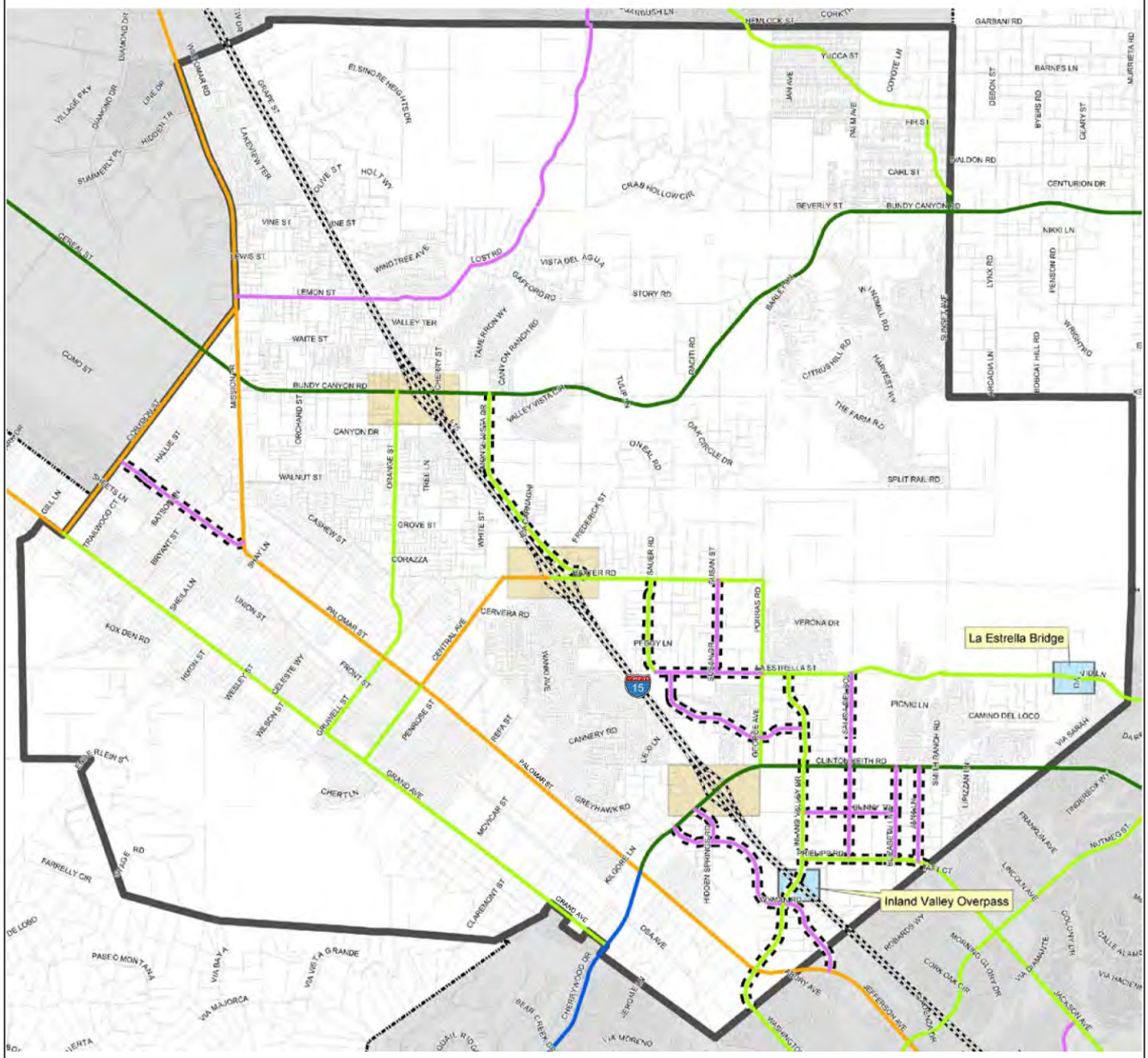

LSA

FIGURE 4.16.3

Baxter Village Mixed-use Project
Environmental Impact Report

City of Wildomar General Plan Circulation Element

SOURCE: Urban Crossroads Noise Anaysis Report, March 2015.

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4.16.1.3 Bicycle and Pedestrian Facilities

Field observations of the project area showed minimal pedestrian and bicycle activity within the study area. Neither sidewalks nor marked bike lanes are located along project frontages. According to the City of Wildomar Regional Community Multi-Use Trail Map, trails are planned in the immediate vicinity of the project site along Grove Street to the north, White Street to the west, and Baxter Road to the south.

4.16.1.4 Transit Service

The study area is currently served by the Riverside Transit Authority (RTA), a public transit agency serving the Riverside County region, including Wildomar. The closest two bus routes are RTA Routes 7 and 8. Both routes run along Palomar Street southwest of the project site; the nearest Route 7 stop is approximately 0.65 mile away and the nearest Route 8 stop is approximately 0.83 mile away. Based on a review of the existing transit routes in the vicinity of the proposed project, there does not appear to be an existing line that could feasibly serve the project. 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

Residents did not comment on potential traffic impacts during the first scoping meeting. During the second scoping meeting, residents expressed concerns about traffic impacts to White Street and the placement of lights and traffic signs on Baxter Road. In its response to the Notice of Preparation (NOP), 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 that the project-specific traffic study should address the near-term and long-term impacts to state facilities and identify mitigation to offset these impacts. Caltrans further provided guidance on the format, extent, and methodology utilized in traffic studies, included information on SHS level of service standards, and suggested how impacts to SHS facilities should be represented. In response to Caltrans' comments, the project traffic analysis included analyses of traffic impacts to I-15 (Freeway Ramp Progression Analysis, Freeway Mainline Segment Analysis, and Freeway Merge/Diverge Analysis). The discussion of the project's effects on SHS facilities is provided in subsection 4.16.6.4.

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.

Vehicular Circulation System

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 11.2 Maintain the County roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

General Plan Consistency. Table 4.16.C analyzes the proposed project's consistency with the 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 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 portion 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 traffic impact analysis 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) conditions. 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 level of service impacts 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 standards of the City or other relevant agency, and 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 were reduced to below the City interior standard with the application of appropriate mitigation.

Table 4.16.C: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
Vehicular Circulation System	
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.	**Consistent.** All roadway improvements, intersections, and site access features will be designed in accordance with functional classifications and standards specified in the Planned Circulation Systems section of the General Plan Circulation Element, and reviewed and approved by the City prior to the issuance of applicable permits.
ELAP 11.2 Maintain the County roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.	**Consistent.** The traffic impact analysis 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) conditions. 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 level of service impacts to acceptable levels.

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 the level of service, which is defined using the letter grades A through F (Table 4.16.D) and reflects 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.

Table 4.16.D: Traffic Level of Service (LOS) Definitions

LOS	Description
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: Transportation Research Board, *Highway Capacity Manual, Special Report 209,* 1985.

The level of service 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	$\leq$10	$\leq$10
B	> 0 and $\leq$15	>10 and $\leq$20
C	>15 and $\leq$25	>20 and $\leq$35
D	>25 and $\leq$35	>35 and $\leq$55
E	>35 and $\leq$50	>55 and $\leq$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, Intersections 5 and 6 (I-15 Southbound Ramps/Baxter Road and I-15 Northbound Ramps/Baxter Road) are under the jurisdiction of Caltrans. The target level of service for the study area intersections under the jurisdiction of the City is LOS D or better. 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 ramp progression analysis used the program Synchro to determine potential queuing at freeway range intersections. 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 level of service 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: Table 2-3, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix K)

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
- General Plan Buildout (Post-2035) Cumulative with Project Conditions

Traffic conditions were examined for the weekday AM and PM peak-hour conditions. The AM peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 AM. The PM peak hour is the one hour of highest traffic volumes occurring between 4:00 and 6:00 PM.

4.16.3.3 Project Trip Generation and Assignment

Trip generation for the project was based on its proposed uses: apartments, single-family homes, and commercial retail.[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 4,777 daily total trips, with 271 trips occurring during the AM peak hour and 437 trips occurring during the PM peak hour.

Table 4.16.G: Project Trip Generation

Land Use	AM Peak Hour			PM Peak Hour			Daily Trips
	In	Out	Total	In	Out	Total	
Single-Family Residential	13	38	50	42	25	67	638
Apartments	20	84	104	82	45	126	1,357
Commercial Retail	81	50	131	237	257	494	5,633
Internal Capture and Pass-By Reduction	-7	-7	-14	-125	-125	-251	-2,850
Commercial Retail	81	50	131	237	257	494	5,633
Total Trip Generation	**107**	**164**	**271**	**235**	**201**	**437**	**4,777**

Source: Table 4-2, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix J-1)

Generalized trip distribution patterns were developed based on the project's location in relation to surrounding land uses and the regional roadway network. The 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.[2] 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 AM and PM peak-hour volumes.

Internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. In other words, trips may be made between individual retail uses on site and can be made either by walking or using internal roadways without using external streets. It has been assumed that approximately 12 percent of project trips would remain within the project boundary.

[1] Trip generation rates were obtained from the Institute of Transportation Engineers (ITE) *Trip Generation* manual (9th Ed.) 2012 for single-family detached residential (ITE Land Use Code210), apartment (ITE Land Use Code 220), and shopping center (ITE Land Use Code 820).

[2] 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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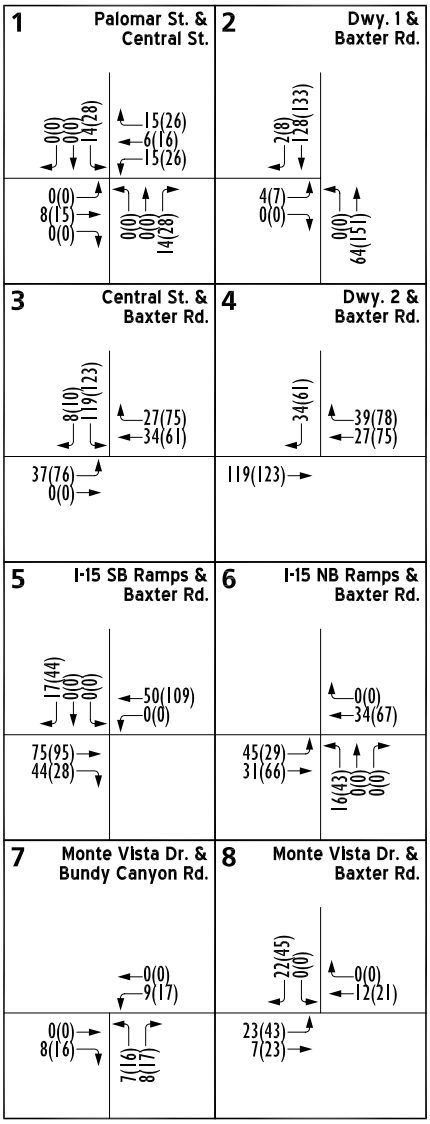

LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

26(31) = AM(PM) PEAK HOUR VOLUMES

LSA

FIGURE 4.16.4

N

Baxter Village Mixed-use Project
Environmental Impact Report

Project-only Average Daily Traffic and Peak Hour Volumes

SOURCE: Urban Crossroads Traffic Report, March 2015.

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4.16.3.4 Freeway Operations 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 project area were found to operate at LOS C and D in the weekday AM and weekday PM peak hours. I-15 mainline volume data was obtained from the Caltrans Performance Measurement System (PeMS) website for the segments of I-15 southbound and northbound north of Nichols Road.

The analysis of I-15 operations consists of three 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 I-15 on-ramps and off-ramps at Baxter Road. The third analysis is freeway ramp progression, which examines freeway ramp intersections to determine any potential queuing and "spillback" onto the I-15 mainline from the off-ramps.

The freeway system in the study area has been broken into segments defined by freeway-to-arterial interchange locations, resulting in four existing on-ramp 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.

4.16.3.5 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 Table 2.A and Figure 2.1 in Section 2.0, Introduction.

4.16.3.6 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 the 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 in 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 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 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.
  - 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 airport to proposed project site is Skylark Field Airport in Lake Elsinore approximately 1.9 miles northwest of the site. However, the project is not within the Skylark Airport Influence Policy Area. There are no other airports within 2 miles of the project site. The project does not consist of any uses that would cause changes to air traffic volumes or otherwise affect air traffic patterns. Additionally, the project does not include any visual, electronic, or physical hazards to aircraft in flight and is not anticipated to disrupt or alter air traffic patterns, including either an increase in traffic levels or a change in location. 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 take its primary access from Baxter Road. This driveway would provide access to the retail commercial area, single-family homes, and multifamily apartments. An additional driveway that provides direct access to the commercial retail area is also proposed along Baxter Road. A third driveway along White Street would only provide direct access to the single-family homes. The project proposes improvements to Baxter Road and White Street. Improvements along the project's frontage on both of these roadways would be those required by final conditions of approval for the proposed project and applicable City of Wildomar standards.

The project does not include any sharp curves or dangerous intersections in its design. Roadway improvements in and around the project site would be designed and constructed to satisfy all City requirements for street widths, corner radii, and intersection control, as well as incorporate design standards tailored specifically to site access requirements. As part of the City's plan check process, the final design of all roadways and intersections within the project site would be reviewed by a licensed professional civil engineer to ensure adequate safety when traveling to and from the project site. In addition, there are no incompatible uses, such as industrial or agricultural, in the surrounding area that would use equipment which could pose a hazard. Adherence to applicable existing City requirements 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. Required emergency/evacuation access includes at least two points of ingress and egress from each development.[1] 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 mitigation is required.

The project would not cause significant impacts at study area intersections that would impede emergency vehicles. Prior to occupancy, all access requirements will be installed by the developer. 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 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 project area receives bus service from the RTA, a public transit agency serving Riverside County. The closest two bus routes are RTA Routes 7 and 8. Both routes run along Palomar Street southwest of the project; the nearest Route 7 stop is approximately 0.65 mile away and the nearest Route 8 stop is approximately 0.83 mile away. As discussed earlier in the Existing Setting subsection, transit service is periodically reviewed and altered by RTA based on ridership, budget, and community demand needs. Changes in land use, such as with the proposed project, could result in the addition of service stops closer to the project site. These enhancements are outside of the City's control, however.

The project would provide alternative transportation design features that satisfy adopted policies supporting alternative transportation. Sidewalk improvements are planned along White Street, Baxter Road, and Central Avenue to facilitate pedestrian access. The project would also provide bicycle parking facilities. The City outlines requirements for bicycle parking facilities in Municipal Code Section 17.188.060; requirements include having one bicycle parking space per 25 required employee parking spaces, and one bicycle parking space per 33 patron parking spaces. The project would therefore provide 13 bicycle parking spaces for visitors and 17 parking

[1] *County of Riverside Multi-Jurisdictional Hazard Mitigation Plan,* June 2012, http://www.rvcfire.org/ourDepartment/OES/Documents/MJHMP_-_7.18.12_shrank2.pdf (website accessed July 20, 2015).

spaces for employees. For projects with over 201 parking spaces, the CALGreen Building Code requires that 8 percent of spaces be reserved for carpools, electric vehicles, and hybrid vehicles. The project would comply with the CALGreen Building Code by reserving 34 vehicle spaces for these transportation types.

Consequently, project impacts related to non-vehicular traffic will be less than significant and no mitigation is required.

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 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 project is proposed to have access on Baxter Road/Central Street via Driveway 1 and on Baxter Road via Driveway 2. Driveway 1 is proposed to be full access, while Driveway 2 is proposed to have right-in/right-out access only. As part of the development, the project will construct improvements on the site-adjacent roadways of Baxter Road and White Street.

All roadway improvements are assumed to be complete in the "Existing Plus Project" condition. Table 4.16.H summarizes the level of service for the study area intersections under the Existing and Existing plus Project conditions.

Table 4.16.H: Existing plus Project Condition Level of Service

ID	Traffic Control	Intersection Location	Existing				Existing + Project				Change (Sec.)	
			Delay (Sec.)		Level of Service		Delay (Sec.)		Level of Service			
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	TS	Palomar Street/ Central Street	33.2	28.2	C	C	33.7	29.9	C	C	0.5	1.7
2	—	Driveway 1/ Baxter Road	—	—	—	—	9.3	10	A	B	9.3	10
3	CSS	Central Street/ Baxter Road	26.9	22.9	D	C	**>56**	**>56**	**F**	**F**	**+23.1**	**+27.1**
4	—	Driveway 2/ Baxter Road	—	—	—	—	12.1	16.2	B	C	12.1	16.2
5	AWS	I-15 Southbound Ramps/Baxter Road	>50	25.6	**F**	D	**>56**	**>56**	**F**	**F**	**>56**	**+24.4**
6	AWS	I-15 Northbound Ramps/Baxter Road	13.8	16.2	B	C	16.5	23.5	C	C	2.7	7.3
7	CSS	Monte Vista Drive/Bundy Canyon Road	27.5	>50	D	**F**	34.4	**>56**	D	**F**	+6.9	**>56**
8	CSS	Monte Vista Drive/Baxter Road	22.1	11.5	C	B	26.5	13.3	D	B	4.4	1.8

Source: Table 5-1, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix J-1)

TS = Two-Way Stop Control, CSS = Cross-Street Stop, AWS = All-Way Stop, >56 Exceeds 5 Seconds

The addition of project traffic would cause the level of service to fall from acceptable to unacceptable levels at intersection 3, Central Street/Baxter Road, during both the AM and PM peak hour and at intersection 5, I-15 Southbound Ramps/Baxter Road, during the PM peak hour. The addition of project traffic would also cause existing unacceptable delays to be increased by more than 5 seconds at intersection 5, I-15 Southbound Ramps/Baxter Road, during the AM peak hour and intersection 7, Monte Vista Drive/Bundy Canyon Road, during the PM peak hour. Consistent with City significance criteria, these are potentially significant impacts and mitigation is required.

Intersection 3, Central Street and Baxter Road

Construction of a traffic signal, southbound left/right turn lanes, and eastbound left and westbound right turn lanes would replace the existing cross-street control and reduce vehicle delay, which will result in an acceptable level of service. As it is likely that the project will be developed in smaller phases for which construction of the

signal may not be feasible, the traffic engineer has calculated that 50 outbound AM peak-hour trips could be accommodated at the intersection before the level of service drops to unacceptable levels.

Mitigation Measure 4.16.6.1A requires that the intersection improvements be constructed prior to occupancy of any development on the project site that would generate more than 50 outbound AM peak-hour trips at intersection 3. The mitigation measure also requires that any development on the site prior to installation of the improvements either verify the anticipated number of trips to the City or agree to install the improvements prior to occupancy.

Intersection 5, I-15 Southbound Ramps and Baxter Road

This intersection is currently operating at an unacceptable level of service during the AM peak hour. Traffic from the completed project will increase the delay during both the AM and PM peak hours, resulting in an unacceptable level of service during the PM peak hour and an increase in the AM delay by more than 5 seconds. Installation of a traffic signal at this location will reduce delay and improve the level of service to acceptable levels. The traffic analysis notes that widening of the Baxter Road Bridge over the Interstate 15 is not necessary, as the recommended improvements at the I-15 southbound ramps at Baxter Road are sufficient to provide an acceptable level of service during both the AM and PM peak hours.

As it is likely that the project will be developed in smaller phases for which construction of the signal may not be feasible, the traffic engineer has calculated that for a residential-only phase of the project, up to 22 single-family dwelling units (or 30 apartments) can be built without creating a significant impact at the I-15 Southbound Ramps/Baxter Road intersection. If the phase is all retail commercial, up to 10,000 square feet of commercial retail uses (or its equivalent trip generation) can be built before delay increases by 5 seconds or more.

Table 4.16.I shows that installation of a traffic signal at this location would improve operation of this intersection to an acceptable level of service. However, more extensive improvements are planned for this intersection and freeway on ramps as a part of the Transportation Uniform Mitigation Fee (TUMF) program. It is likely that the ultimate improvements will result in widening of the roadways, including the overcrossing, addition of new turn lanes, and reconstruction of significant portions of the intersection, which means the traffic signal installed by this project will be of little value to the ultimate improvements. There is no adopted timeline for the construction of the ultimate improvements at this interchange; nonetheless, the traffic signal is needed to allow acceptable operations at this intersection until the ultimate improvements can be completed. Therefore, the traffic signal is considered an interim improvement and is not part of either the TUMF or Development Impact Fee (DIF) program of funding.

As the existing plus project scenario will result in a significant delay at this location, and the signal is not part of an adopted impact fee program, the proposed project

will enter into a development agreement with the City to submit the design of the signal to Caltrans for approval prior to issuance of the first building permit, and to begin construction of the signal prior to the issuance of a certificate of occupancy for the twenty-second single-family home or thirtieth apartment, or 10,000 square feet of commercial retail space, whichever occurs first. Implementation of mitigation measure 4.16.6.1B results in construction of a signal at this location that will reduce traffic delay and allow the intersection to function at an acceptable level of service. Construction of this improvement is also a condition of approval and/or mitigation measure for several approved projects, including Walmart (SCH#2014011014) and Cornerstone Community Church (SCH#2013111005). Because a number of projects will contribute to the same improvement, the City will coordinate the design and construction of the interim intersection improvements. Since some of the improvements will occur in the Caltrans right-of-way, an encroachment permit will be needed to gain approval for the signal from Caltrans. The timing and cost of the signal and associated improvements will be part of the Development Agreement proposed for this project.

The ultimate on-ramp improvements are part of the TUMF program. Payment of TUMF fees is required prior to issuance of a building permit by Section 3.40 of the Wildomar Municipal Code. Since payment of the TUMF is required by existing City ordinance, it is not necessary to require payment of fees as a mitigation measure.

Intersection 7, Monte Vista Drive and Bundy Canyon Road

This intersection currently operates at unacceptable level of service during the PM peak hour, and the proposed project will further increase the delay for the PM peak hour. The calculated proportionate share of impact at this location from the proposed project is 2.1 percent. Construction of a signal at this location would reduce traffic delay and allow the intersection to function at an acceptable level of service. Construction of this improvement is also a condition of approval and/or mitigation measure for several approved projects close to the intersection, including Walmart (SCH#2014011014) and Oak Creek Canyon Subdivision (SCH#2012031064), and is also included in the City's DIF program. Intersection improvements are also anticipated as part of the Bundy Canyon Roadway widening project (SCH#2007051156) that is funded by TUMF and DIF as well as by adjacent development. Payment of the DIF would meet the project's proportionate share of impact at this location. Since payment of the DIF is required before issuance of any building permit by Wildomar Municipal Code Section 3.44, it is not necessary to require payment of fees as a mitigation measure.

As detailed in Table 4.16.I, the addition of a traffic signal and implementation of controlled turning movements would improve the level of service at these intersections.

Table 4.16.I: Existing plus Project Condition Level of Service

Intersection ID	Traffic Control	Intersection Location	Level of Service	
			AM	PM
3	Cross-Street Stop	Central Street/Baxter Road	**F**	**F**
	Traffic Signal	With Mitigation Measure 4.16.6.1A	C	B
5	All-Way Stop	I-15 Southbound Ramps/Baxter Road	**F**	**F**
	Traffic Signal	With Mitigation Measure 4.16.6.1B	D	C
7	Cross-Street Stop	Monte Vista Drive/Bundy Canyon Road	D	**F**
	Traffic Signal	Payment of Required Impact Fees	C	C

Source: Table 5-5, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix J-1)

Mitigation Measures. The following mitigation measure will reduce the project impacts at the affected intersections:

4.16.6.1A **Central Street/Baxter Road intersection:** The following intersection improvements shall be completed prior to the issuance of a certificate of occupancy for development on the project site that would, combined with any previous development on the site, generate 50 or more AM peak-hour outbound trips at this intersection:

- Traffic signal with protected left-turn phasing on the eastbound approach of Baxter Road
- Northbound approach: N/A
- Southbound approach: one left-turn lane, one right-turn lane.
- Eastbound approach: one left-turn lane, one through lane.
- Westbound approach: one through lane, one right-turn lane.

Any application for development prior to installation of the intersection improvements shall provide to the City an estimate of trips associated with the proposal prepared by a traffic engineer, demonstrating that the number of trips at this intersection are below the threshold of 50 AM - our outbound trips, or the intersection improvements shall be required prior to occupancy.

4.16.6.1B Prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Southbound Ramps/Baxter Road intersection. Construction of the signals shall begin prior to construction of more than 22 single-family dwelling units (or 30 apartments), or construction of more than 10,000 square feet of commercial retail uses.

As shown in previously referenced Table 4.16.I, implementation of the proposed mitigation measures will ensure that all intersections operate at an acceptable level of service under the Existing Plus Project scenario.

Mitigation Measure 4.16.6.1A restricts development of the proposed project to a level that would allow operation of the Central Street/Baxter Road intersection at an acceptable level of service until the signal and intersection improvements are installed. As the improvements will occur prior to a reduction in the level of service, this impact is less than significant with mitigation incorporated.

However, with respect to intersection 5, the City does not have the sole authority to implement signal improvements in the Caltrans right-of-way. The City cannot guarantee that the proposed traffic signal in Mitigation Measure 4.16.6.1B will be constructed as proposed because the City must obtain an encroachment permit from Caltrans to install the signal. 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 at intersection 5 would remain as shown in Table 4.16.I resulting in a **significant and unavoidable impact**.

4.16.6.2 Conflict with Applicable Circulation Plan and Traffic and Level of Service Impacts – Opening Year (2018)

Impact 4.12.6.2: *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 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 growth factor that addresses traffic from pending and approved projects in the area. The level of service impacts for the study area intersections under this condition are summarized in Table 4.16.J.

Table 4.16.J: Opening Year (2018) Condition Level of Service

ID	Traffic Control	Intersection Location	Without Project				With Project				Change (Sec.)	
			Delay (Sec.)		Level of Service		Delay (Sec.)		Level of Service			
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	TS	Palomar Street/Central Street	35.0	29.8	D	C	35.8	29.9	D	C	0.8	0.1
2	—	Driveway 1/ Baxter Road	—	—	—	—	9.3	10.0	A	A	—	—
3	CSS	Central Street/Baxter Road	36.6	31.9	**E**	D	**>56**	**>56**	**F**	**F**	**>13.4**	**>18.1**
4	—	Driveway 2/ Baxter Road	—	—	—	—	13.1	19.5	B	C	—	—
5	AWS	I-15 Southbound Ramps/ Baxter Road	**>50**	**>50**	**F**	**F**	**>56**	**>56**	**F**	**F**	**>56**	**>56**
6	AWS	I-15 Northbound Ramps/ Baxter Road	21.5	36.9	C	**E**	29.0	**>56**	D	**F**	7.5	**>13.1**
7	CSS	Monte Vista Drive/Bundy Canyon Road	**>50**	**>50**	**F**	**F**	**>56**	**>56**	**F**	**F**	**>56**	**>56**
8	CSS	Monte Vista Drive/Baxter Road	>50	18.6	**F**	C	**>56**	24.8	**F**	C	**>56**	6.2

Source: Table 6-1, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix J-1)

TS = Two-Way Stop Control, CSS = Cross-Street Stop, AWS = All-Way Stop, >56 Exceeds 5 Seconds

Table 4.16.J assumes that Mitigation Measures 4.16.6.1A and 4.16.6.1B are not implemented as discussed above. Table 4.16.J identifies that the following additional intersections would operate at an unsatisfactory level of service under the Opening Year (2018) with Project condition:

- I-15 Northbound Ramps/Baxter Road (LOS E during PM peak hour)
- Monte Vista Drive/Baxter Road (LOS F during AM peak hour)

While these intersections operate at a deficient level both with and without the project, the proposed project increases delay at these intersections by more than 5 seconds; therefore, the impacts at these intersections are significant.

Intersection 6, I-15 Northbound Ramps and Baxter Road

This intersection will operate at an unacceptable level of service without the project, but with the addition of traffic from the proposed project, delays will worsen by more

than 5 seconds. As with the southbound ramps discussed in impact 4.16.6.1, installation of a traffic signal at this location will reduce delay and increase the level of service to acceptable levels. To ensure efficient traffic circulation, both the north and southbound signals should be designed and installed simultaneously, and coordinated for traffic flow. Mitigation measure 4.16.6.2A requires the design and installation of the signal at this location at the same time as Mitigation Measure 4.16.6.1B.

Intersection 8, Monte Vista Drive and Baxter Road

This intersection is projected to operate unacceptably without the project, but with the addition of proposed project traffic, delays will worsen by more than 5 seconds. Construction of a signal at this location would reduce traffic delay and allow the intersection to function at an acceptable level of service. Construction of this improvement is also a condition of approval and/or mitigation measure for several approved projects close to the intersection, including Walmart (SCH2014011014) and Cornerstone Community Church (SCH#2013111005), and is also included in the City's DIF program. Payment of the DIF would meet the project's proportionate share of impact at this location. Since payment of the DIF is required before issuance of any building permit by Wildomar Municipal Code Section 3.44, it is not necessary to require payment of fees as a mitigation measure.

As shown in Table 4.16.K, with the installation of improvements, the proposed project's impacts on transportation at the study intersections are less than significant.

Mitigation Measures. The following mitigation measures will reduce the level of service impact at the affected intersections:

4.16.6.2A Prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Northbound Ramps/Baxter Road intersection. Construction of the signals shall begin prior to construction of more than 22 single-family dwelling units (or 30 apartments), or construction of more than 10,000 square feet of commercial retail uses.

The traffic analysis notes that widening of the Baxter Road Bridge over Interstate 15 is not necessary, as the recommended improvements at the I-15 northbound ramps at Baxter Road are sufficient enough to provide an acceptable level of service during both the AM and PM peak hours. However, construction of the signal will require approval of an encroachment permit from Caltrans which is beyond the City's ability to control in terms of timing or issuance. Therefore, the EIR assumes that the signals might not be installed leaving this impact as shown in Table 4.16.K without mitigation and therefore **significant and unavoidable**.

Table 4.16.K: Opening Year (2018) Condition Level of Service with Mitigation

Intersection ID	Traffic Control	Intersection Location	Level of Service	
			AM	PM
3	Cross-Street Stop	Central Street/Baxter Road	**F**	**F**
	Traffic Signal	With Mitigation Measure 4.16.6.1A	D	C
5	All-Way Stop	I-15 Southbound Ramps/Baxter Road	**F**	**F**
	Traffic Signal	With Mitigation Measure 4.16.6.1B	C	B
6	All-Way Stop	I-15 Northbound Ramps/Baxter Road	D	**F**
	Traffic Signal	With Mitigation Measure 4.16.6.2A	C	C
7	Cross-Street Stop	Monte Vista Drive/Bundy Canyon Road	**F**	**F**
	Traffic Signal	Payment of Required Impact Fees	D	C
8	Cross-Street Stop	Monte Vista Drive/Bundy Canyon Road	**F**	C
	Traffic Signal	Payment of Required Impact Fees	C	C

Source: Table 6-5, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix J-1)

4.16.6.3 Conflict with Applicable Circulation Plan and Traffic and Level of Service Impacts – General Plan Buildout (Post-2035)

Impact 4.12.6.3: *Intersection level of service impacts would exceed City standards at intersections under 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 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, with the exception of the following:

- General Plan Buildout (Post-2035) traffic conditions assume construction of the south leg of the intersection of Central Street at Baxter Road.
- 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 driveways).

Level of service 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.L.

Table 4.16.L: General Plan Buildout (Post-2035) Condition Level of Service

Intersection ID	Traffic Control	Intersection Location	LOS Without Project		LOS With Project	
			AM	PM	AM	PM
1	Signal	Palomar Street/Central Street	**F**	**E**	**F**	**E**
2	—	Driveway 1/Baxter Road	—	—	B	B
3	Cross-Street Stop	Central Street/Baxter Road	**F**	**F**	**F**	**F**
4	—	Driveway 2/Baxter Road	—	—	C	**F**
5	All-Way Stop	I-15 Southbound Ramps/ Baxter Road	**F**	**F**	**F**	**F**
6	All-Way Stop	I-15 Northbound Ramps/ Baxter Road	**F**	**F**	**F**	**F**
7	Cross-Street Stop	Monte Vista Drive/Bundy Canyon Road	**F**	**F**	**F**	**F**
8	Cross-Street Stop	Monte Vista Drive/Baxter Road	**F**	**F**	**F**	**F**

Source: Table 7-1, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix J-1)

The following intersections would operate at unsatisfactory level of service under the General Plan Buildout (Post-2035) condition:

- Palomar Street/Central Street (LOS F during AM peak hour and LOS E during PM peak hour)
- Central Street/Baxter Road (LOS F during AM and PM peak hours)
- Driveway 2/Baxter Road (LOS F during PM peak hour)
- I-15 Southbound Ramps/Baxter Road (LOS F AM and PM peak hours)
- I-15 Northbound Ramps/Baxter Road (LOS F AM and PM peak hours)
- Monte Vista Drive/Bundy Canyon Road (LOS F AM and PM peak hours)

- Monte Vista Drive/Baxter Road (LOS F AM and PM. peak hours)

Compared to the Without Project condition, the project is not anticipated to cause additional study area intersections to operate at an unacceptable level of service, with the exception of the following intersection:

- Driveway 2/Baxter Road (LOS F during PM peak hour)

The other intersections operating at an unsatisfactory level of service would experience a significant increase in delay due to the project (greater than 5 seconds). Improvements have been recommended at intersections that have been identified as cumulatively affected to reduce each location's peak-hour delay and improve the associated level of service to LOS D or better. These improvements are consistent with or less than the geometrics assumed in the City's General Plan Circulation Element. The effectiveness of the recommended improvements to address General Plan Buildout (Post-2035) with Project conditions cumulative traffic impacts is presented in Table 4.16.M.

Table 4.16.M: General Plan Buildout (Post-2035) with Project Condition Level of Service, with Improvements

Intersection ID/Intersection		Traffic Control	Delay (seconds)		Level of Service	
			AM	PM	AM	PM
1. Palomar Street/ Central Street	Without Improvements	Traffic Signal	>80.0	74.1	**F**	**E**
	With Improvements	Traffic Signal	49.5	40.2	D	D
3. Central Street/ Baxter Road	Without Improvements	Cross-Street Stop	>50.0	>50.0	**F**	**F**
	With Improvements	Traffic Signal	29.0	25.2	C	C
4. Driveway 2/Baxter Road	Without Improvements	Cross-Street Stop	15.6	>50.0	**C**	**F**
	With Improvements	Cross-Street Stop	11.6	19.6	B	C
5. I-15 Southbound Ramps/Baxter Road	Without Improvements	Cross-Street Stop	>50.0	>50.0	**F**	**F**
	With Improvements	Traffic Signal	28.4	19.0	C	B
6. I-15 Northbound Ramps/Baxter Road	Without Improvements	All-Way Stop	>50.0	>50.0	**F**	**F**
	With Improvements	Traffic Signal	19.0	42.9	B	D
7. Monte Vista Drive/ Bundy Canyon Road	Without Improvements	Cross-Street Stop	>50.0	>50.0	**F**	**F**
	With Improvements	Traffic Signal	23.0	29.2	C	C
8. Monte Vista Drive/ Baxter Road	Without Improvements	Cross-Street Stop	>50.0	>50.0	**F**	**F**
	With Improvements	Traffic Signal	40.4	34.7	D	C

Source: Table 7-2, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix J-1)

The funding of off-site improvements, including traffic signals needed to serve cumulative traffic conditions, is collected through the payment of TUMF or DIF fees. These fees must be collected per City ordinance as part of an established funding mechanism to ensure 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.

Level of Significance After Mitigation. 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 level of service impact at the stated intersections. Therefore, impacts occurring under the General Plan Buildout (Post-2035) condition are reduced to a less than significant level. While the effects of the project on freeway merge/diverge and mainline segment level of service is small, the project will result in impacts. There are no plans to widen the interstate at this location, and Caltrans does not have a fee program that would allow the project to pay a pro rata share of widening costs. The width of the roadway is limited by existing development, interchanges, and utilities. Further, freeway widening is very expensive and beyond the capability of the City to construct. For these reasons, there is no feasible method to mitigate project impacts on the Interstate 15 mainline; therefore, the project will have a significant and unavoidable impact.

4.16.6.4 Conflict with Applicable Circulation Plan and Traffic and Level of Service Impacts – Freeway Impacts

Impact 4.16.6.4: *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.

I-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 Baxter Road. The number of lanes for existing baseline conditions has been obtained from the field or through aerial imagery.

The analysis of I-15 operations consists of three 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 I-15 on-ramps and off-ramps at Baxter Road. The third analysis is freeway ramp progression, which examines freeway ramp intersections to determine any potential queuing and spillback onto the I-15 mainline from the off-ramps.

Project only, cumulative only, and General Plan Buildout (Post-2035) volumes on the freeway mainline and on-ramps and off-ramps were 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 is also consistent with that utilized in the traffic study for the project.

As provided in Table 4.16.N, the freeway segments analyzed operate at an acceptable level of service (i.e., LOS D or better) during the peak hours for Existing (2013) and Existing Plus Project conditions.

Table 4.16.N: Basic I-15 Segment Analysis for Existing plus Project Condition

Direction	Mainline Segment	Lanes	Existing LOS		Existing plus Project LOS	
			AM	PM	AM	PM
Southbound	North of Baxter Road	3	C	C	C	C
	South of Baxter Road	3	C	C	C	C
Northbound	North of Baxter Road	3	C	C	C	D
	South of Baxter Road	3	C	D	C	D

Source: Table 5-3, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix J-1)

Under the Opening Year Cumulative (without and with the project) condition, the I-15 freeway segments analyzed would all operate at a satisfactory level of service (Table 4.16.O). Under the General Plan Buildout (Post-2035) condition (without and with the project), all freeway segments would operate at an unacceptable level of service during peak hours (Table 4.16.P).

Table 4.16.O: Basic I-15 Segment Analysis for Cumulative (2018) Condition

Direction	Mainline Segment	Lanes	Existing LOS		Existing plus Project LOS	
			AM	PM	AM	PM
Southbound	North of Baxter Road	3	C	C	C	C
	South of Baxter Road	3	C	D	C	D
Northbound	North of Baxter Road	3	C	D	C	D
	South of Baxter Road	3	C	D	C	D

Source: Table 6-3, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix J-1)

Table 4.16.P: Basic I-15 Segment Analysis for General Plan Buildout (Post-2035) Condition with Improvements

Direction	Mainline Segment	Lanes	Existing LOS		Existing plus Project LOS	
			AM	PM	AM	PM
Southbound	North of Baxter Road	3	D	**F**	D	**F**
	South of Baxter Road	3	D	**F**	D	**F**
Northbound	North of Baxter Road	3	**F**	**E**	**F**	**E**
	South of Baxter Road	3	**F**	**E**	**F**	**E**

Source: Table 7-3, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix J-1)

The Riverside County Transportation Commission (RCTC) has developed long-range plans to construct a carpool lane (high-occupancy vehicle [HOV] lane) for both the 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 Lake Elsinore. These improvements have been assumed and evaluated for General Plan Buildout (Post-2035) traffic conditions only. As detailed in Table 4.16.P, freeway segments evaluated are all anticipated to operate at an unacceptable level of service (i.e., LOS E or worse) during the AM or PM peak hours for General Plan Buildout (Post-2035) conditions even with planned improvements.

All of the freeway ramp merge/diverge junctions in the study area operate at an acceptable level of service under the Existing plus Project condition (Table 4.16.Q).

Table 4.16.Q: I-15 Ramp Junction Merge/Diverge Analysis – Existing plus Project Condition

Direction	Ramp	Lanes	Existing LOS		Existing plus Project LOS	
			AM	PM	AM	PM
Southbound	Off-ramp Baxter Road	3	C	C	C	C
	On-ramp at Baxter Road	3	C	C	C	C
Northbound	Off-ramp at Baxter Road	3	C	C	C	C
	On-ramp at Baxter Road	3	C	D	C	D

Source: Table 5-4, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix J-1)

As identified in Tables 4.16.R, all I-15 merge/diverge junctions are projected to operate at an acceptable level of service during peak hours under Opening Year (2018) conditions without or with the project.

Table 4.16.R: I-15 Ramp Junction Merge/Diverge Analysis – Opening Year (2018) Condition

Direction	Ramp	Lanes	Existing LOS		Existing plus Project LOS	
			AM	PM	AM	PM
Southbound	Off-ramp Baxter Road	3	D	D	D	D
	On-ramp at Baxter Road	3	C	C	D	C
Northbound	Off-ramp at Baxter Road	3	C	C	C	D
	On-ramp at Baxter Road	3	C	D	C	D

Source: Table 6-4, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix J-1)

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.S, all freeway ramp merge/diverge junctions operate at an unacceptable

[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-ramp and off-ramp configurations as existing baseline conditions.

level of service during the AM or PM peak hours under the General Plan Buildout (Post-2035) condition, either with or without the project.

Table 4.16.S: I-15 Ramp Junction Merge/Diverge Analysis – General Plan Buildout (Post-2035) Condition with Improvements

Direction	Ramp	Lanes	Existing LOS		Existing plus Project LOS	
			AM	PM	AM	PM
Southbound	Off-ramp Baxter Road	3	D	**F**	D	**F**
	On-ramp at Baxter Road	3	D	**F**	D	**F**
Northbound	Off-ramp at Baxter Road	3	**F**	D	**F**	D
	On-ramp at Baxter Road	3	**F**	**E**	**F**	**E**

Source: Table 7-3, Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, (revised) March 18, 2015 (Appendix J-1)

The traffic study also identified that the following movement would have potential queuing issues under the 2035 condition:

- I-15 Southbound Off-Ramp/Baxter Road: southbound shared left turn/through/ right turn (during the AM peak hour)

The potential queues would exceed the turn pocket lengths and could spill back into the adjacent through lanes, resulting in potential periodic spillback onto the I-15 mainline. There are no additional potential queuing issues anticipated with the addition of project traffic.

State highway facilities are anticipated to operate at an unacceptable level of service without the project under the General Plan Buildout (Post-2035) condition. Caltrans has exclusive control over state highway improvements, which are, by and large, a matter of statewide control. Although the project is not anticipated to result directly in an impact on state facilities and these facilities would not meet Caltrans level of service standards even without development of the project, the addition of project traffic would contribute to these future deficiencies. This is a significant impact requiring mitigation.

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 improvements that can be imposed upon the project to guarantee mitigation of its small cumulative contribution to significant impacts to the identified mainline segments and ramp junctions of I-15.

Level of Significance after Mitigation. With the implementation of Mitigation Measures 4.16.6.1A and 4.16.6.1B to improve intersection level of service, potential queuing issues under the General Plan Buildout (Post-2035) scenario would also be resolved.

While the cumulative effect of the project on freeway merge/diverge and mainline segment level of service is small, there is no feasible method to mitigate these impacts, as they are not under the control of the City. Therefore, the project will have a significant and unavoidable 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 subsection 4.16.6.4, cumulative impacts related to state highway facilities are cumulatively significant.

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 Existing Setting

4.17.1.1 Water Supply

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 (WMWD) 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) and Northern California (via State Water Project [SWP] facilities.) Local groundwater is pumped from Elsinore and Temescal Valley area groundwater basins, with most (99%) 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) 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.

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, 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.

The SWP typically provides about a third of Southern California's water. Storage in 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. 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 were delivered to MWD's service area from the Colorado River. Of that amount, a total of 180,000 AF were 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 MWD.

MWD's dry-year storage reserves ended 2014 at approximately 1.2 million AF. Hydrologic conditions in 2015 have continued this severe dry trend. 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. 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 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 only increased to 20 percent. In addition to reserves, and its 20 percent SWP allotment, MWD is expecting full deliveries from the Colorado River in 2015. 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 MWD.

Under drought conditions, withdrawals from 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, MWD has implemented additional measures to reduce water demand, conserve water, and reduce withdrawals from MWD's dry-year storage reserves.

MWD's most recent Regional Urban Water Management Plan (RUWMP) also 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 MWD water despite periodic restrictions during dry years.[2]

In evaluating the supply reliability for the 2010 RUWMP, MWD assumed a new Sacramento Bay Delta (Delta) conveyance would be fully operational by 2022,

[1] Metropolitan Water District, Press Release, April 14, 2015. http://bewaterwise.com/pdf/Allocation_Press_Releas.pdf, site accessed May 1, 2015.

[2] Regional Urban Water Management Plan, Metropolitan Water District, November 2010.

bringing supply reliability close to 2005 levels prior to supply restrictions. In response to the recent developments in the Delta, 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, 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. 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.

MWD's IWRP represents a diversified 25-year strategy to balance locally developed resources with imported supplies. Adopted by 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. MWD has analyzed the reliability of water delivery through the SWP and the Colorado River Aqueduct. MWD's IWRP and 2010 RUWMP conclude that, with the storage and transfer programs developed by 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 FESA) has and continues to require modifications in 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, Lake Powell released the least water into Lake Mead since the reservoir was initially filled, which resulted 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 ends the 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.

4.17.1.2 Wastewater Services

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 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

[1] One of four collection systems within the EVMWD service area.

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.

4.17.1.3 Solid Waste Services

Three landfills serve most of western Riverside County: El Sobrante, Badlands, and Lamb Canyon. El Sobrante has a permitted daily throughput of 16,000 tons, an average daily throughput of 6,460.65 tons, and a remaining capacity of 145 million tons.[3] Badlands has a permitted daily throughput of 4,000 tons, an average daily throughput of 1,980.38 tons, and a remaining capacity of 14.7 million cubic yards. Lamb Canyon has a permitted daily throughput of 3,000 tons, an average daily throughput of 1,827.61 tons, and a remaining capacity of 18.9 million cubic yards.

Solid waste disposal and recycling services for the project site are provided by CR&R Waste and Recycling Services, a private firm operating under contract with the City. CR&R transfers solid waste to the Perris transfer station, where recyclable material is separated from other solid waste. Solid waste for disposal would be disposed of at the Lamb Canyon Sanitary Landfill, which is owned and operated by the Riverside County Waste Management District (RCWMD).

NOP/Scoping Comments. No comments were received during the public scoping meetings specifically regarding water supply, waste water or solid waste. The Riverside County Flood Control and Water Conservation District's (RCFCWCD) did provide comments on requirements for the installation of storm water drainage facilities during the first NOP period. No other comments on utility services were received during the NOP periods.

4.17.2 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

[1] EVMWD Sewer System Management Plan, October 2013.
[2] Waste Discharge Requirements for the EVMWD Regional Water Reclamation Facility.
[3] *El Sobrante Landfill 2013 Annual Report*. Riverside County Waste Management Department, December 2014.

and information regarding NPDES requirements and regulations is provided in Section 4.9, *Hydrology and Water Quality*, of this EIR.

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 (based on the climatic, geologic, or topographical conditions) such an ordinance is not necessary must be adopted. In the absence of such, 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 in which facilities exist. In order to encourage the use of recycled water, EVMWD offers recycled water at rates lower than potable water to those customers who are willing to convert from potable water to recycled water. The future average recycled water demand in the service area is projected to increase to approximately 2,430 AF per year 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 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

[1] Williams, Michael J. "Wildomar: Recycled water starts to flow" *The Press Enterprise*. June 30, 2014. http://www.pe.com/articles/water-696977-recycled-elsinore.html

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 directly address the subject of future population growth. 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.

Senate Bill 901: Water Supply and Demand Reliability Assessment (Cal. Water Code Section 10910). Signed into law on October 16, 1995, Senate Bill 901 (SB 901) requires every urban water supplier to identify as part of its UWMP the existing and planned sources of water available to the supplier over a prescribed five-year period. SB 901 requires additional information to be included as part of an urban water management plan if groundwater is identified as a source of water available to the supplier. Provisions of SB 901 would require an urban water supplier to include in the plan a description of all water supply projects and programs that may be undertaken to meet total project water use. A city or county shall 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.

After receiving such information, cities and counties may agree or disagree with the conclusions of the water purveyors, but cannot approve projects in the face of documented water shortfalls without first making certain findings.

According to its UWMP, the EVMWD currently has a baseline water demand rate of 248 gallons per capita per day (gpcd).[1] Based on this baseline demand rate, the project's water demand would be approximately 161,944 gallons per day (gpd). Assuming a rate of 152 gpd per retail employee,[2] the commercial portion of the project would use approximately 22,800 gpd. In total, the project's water demand would be approximately 184,744 gpd. A 500-dwelling unit project, would result in approximately 1,550[3] people and based on the EVMWD's baseline water demand rate approximately 384,400[4] gpcd.

Therefore because the project would demand an amount of water less than the amount of water required by a 500-dwelling unit project the project is not required to conduct a Water Supply Assessment (WSA).

Regional Water Quality Control Board. Operation of the 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.

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

1 Capita = person
2 Pacific Institute. Waste Not, Want Not: The Potential for Water Conservation in California, 2003, Appendix E, http://pacinst.org/publication/waste-not-want-not/ (accessed May 12, 2015).
3 The Development Impact Fee (DIF) Assessment for the City estimated that single-family dwelling units (d.u.) have an average population of 3.10 (Table 2.1 City of Wildomar – 2012 Impact Fee Study, Colgan Consulting Corporation, April 20, 2012, http://www.cityofwildomar.org/uploads/files/finance/Wildomar%20DIF%20Watermark%20Draft%204_20_12.pdf (website accessed July 15, 2015). (500 d.u. × 3.1 people = 1,550 people)
4 1,550 people × 248 = 384,400 gpcd

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.

Assembly Bill 1327 (AB 1327) California Solid Waste Reuse and Recycling Access Act of 1991. 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 using calculated generation and estimated diversion to using annual disposal as a factor when evaluating jurisdictions' program implementation.

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.[1]

Riverside Countywide Integrated Waste Management Plan. The Riverside Countywide Integrated Waste Management Plan (RCIWMP) was approved by the California Integrated Waste Management Board in 1996. The RCIWMP outlines the goals, policies, and programs the County and its cities, including the City of Wildomar, would implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion

[1] http://bewaterwise.com/pdf/Allocation_board_letter.pdf, site accessed May 1, 2015.

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. The City's General Plan Land Use and Open Space Elements contain policies that relate to wastewater services.

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 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.

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.B shows policies from the Land Use and Open Space Elements of the General Plan and analyzes the project's consistency with the identified 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.	
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.

Table 4.17.B: General Plan Consistency Analysis

General Plan Goals and Targets	General Plan Consistency Analysis
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.
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.

4.17.3 Methodology

This water supply was estimated based on 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.

The wastewater and solid waste analysis is based on evaluating the existing capacity of nearby waste facilities that serve the City, future waste capacity that would be available to the City, and the identification of existing waste demand and future 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.B).

4.17.4 Thresholds of Significance

The following thresholds of significance regarding impacts to utilities and service systems are based on the recommended questions contained in 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.
- The project would exceed wastewater treatment requirements of the 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.
- 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.

4.17.5 Less than Significant Impacts

4.17.5.1 Construction or Expansion of 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 currently has a baseline water demand rate of 248 gpcd.[1] Based on this baseline demand rate, the project's water demand would be approximately 161,944 gpd. Assuming a rate of 152 gpd per retail employee,[2] the commercial portion of the project would use approximately 22,800 gpd. In total, the project's water demand would be approximately 184,744 gpd.

The EVMWD has identified a future target demand of 240 gpcd. Pursuant to Section 17.276.070 of the Wildomar Municipal Code, future development allowed by the proposed General Plan would be 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 result in a reduced water demand. At a demand rate of 240 gpcd, the project would have a total demand of 179,520 gpd.

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

[1] Capita = person
[2] Pacific Institute. Waste Not, Want Not: The Potential for Water Conservation in California, 2003, Appendix E, http://pacinst.org/publication/waste-not-want-not/ (accessed May 12, 2015).

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 is 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 3.8, 2.5, and 2.9 percent of the projected 2035 water surplus in normal, single year dry, and multiple year dry conditions, respectively.

Future demand for the UWMP is based on projected growth within EVMWD's service area. Under the existing General Plan and zoning designations (including the MUPA), approximately 490 residential units and 75,000 square feet of commercial uses could be built on the site, compared to 270 units and 50,000 square feet under the proposed project. Although the project requires a General Plan Amendment and zone change, the general intensity of the development is actually less than what could be built under the existing General Plan designation and zoning. Because the anticipated population growth resulting from project development is less than the land use assumptions outlined in the General Plan, sufficient water supplies are available to the project and impacts are less than significant.

In addition, reclaimed or recycled water is not yet available to this portion of the City, so the project cannot utilize that alternative source of water for non-potable uses such as landscape irrigation.

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 206.94 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. 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.

4.17.5.2 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.)

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. There are no current impervious surfaces on site and runoff infiltrates into existing on-site soils.

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

[1] NOP Comment letter, Riverside County Flood Control and Water Conservation District, January 8, 2015.

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; therefore, 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.

4.17.5.3 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 waste discharge requirements contained within the WRFs for that facility. 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 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.

4.17.5.4 Wastewater Treatment Capacity and/or New or Expanded Wastewater Treatment Facilities

Threshold	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 65,300 gallons of wastewater per day (0.065 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 2.41 percent of the WRF's existing 2.7 mgd surplus capacity. 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. 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.

4.17.5.5 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 880.4 tons of solid waste during construction.[2]

Solid waste would be hauled from the site by CR&R Inc. to the Perris transfer station, after which non-recyclable material would be sent to Lamb Canyon Landfill. As previously identified, Lamb Canyon has a permitted daily throughput of 3,000

[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] 374,658 square feet residential (total) × 4.38 pounds/square foot = 1,641,002.04 pounds; 75,000 commercial/retail × 4.00 pounds/square foot = 300,000 pounds. Total = 1,941,002.04 pounds (880.42 tons).

tons, an average daily throughput of 1,827.6 tons, and a remaining capacity of 18.9 million cubic yards.

Based on a solid waste generation of 0.41 ton per person per year, approximately 267.7 tons of solid waste per year would be generated from the residential portion of the project.[1] The commercial/retail portion of the project would generate 129 tons of waste annually[2]. Combined, the project would generate approximately 396.7 tons of solid waste annually (1.09 tons daily).

The daily surplus capacity of Lamb Canyon Landfill is 1,172.4 tons. Project-generated waste would make up 0.09 percent of daily surplus capacity at the landfill. As adequate daily surplus capacity exists at the receiving regional landfills, development of the proposed project would not significantly affect current operations or the expected lifetime of the landfills serving the project area. No significant solid waste disposal impact would occur and no mitigation is required.

4.17.5.6 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 the waste hauler 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. CR&R 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

[1] City of Wildomar General Plan Update Draft EIR (2015) (0.41 ton/year/resident × 653 residents = 267.73 tons/year)

[2] 0.86 ton/retail employee/year × 150 employees = 129 tons/year

disposal standards, thereby ensuring that the solid waste stream to regional landfills is reduced in accordance with existing regulations. Impacts are considered less than significant and require no mitigation.

4.17.6 Significant Impacts

No significant impact relative to impacts related to utility facilities have been identified.

4.17.7 Cumulative Impacts

4.17.7.1 Cumulative Impacts to Water Supply Services

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. MWD has analyzed the reliability of water delivery through the SWP and the Colorado River Aqueduct. MWD's IRWP and RUWMP have concluded that, with the storage and transfer programs developed by 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 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, and no mitigation is required

4.17.7.2 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. The Regional WRF is designed to treat an 8 mgd average flow and 16 mgd peak flow. The WRP 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; it would only require connections to existing infrastructure. 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 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 RWQCB wastewater treatment requirements would occur.

4.17.7.3 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 Perris transfer station and Lamb Canyon Landfill. In addition to the Lamb Canyon 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.

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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 illustrates the significant unavoidable impacts anticipated to result from the proposed project, even with implementation of the project-specific mitigation measures identified in the Section 4.0 analysis.

Table 5.A: Significant Environmental Effects Which Cannot Be Avoided

Topic	Type of Impact	Impact
Traffic	Freeway Improvements	Significant because the City cannot fund or ensure that recommended improvements are made as needed.

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 must address any significant irreversible environmental changes that would be involved in the proposed action should it 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 include the use of non-renewable resources. Construction of the project would include the use of non-renewable fossil fuels and mineral aggregates for paving. Project operation would include the use of non-renewable resources such as natural gas and electricity (approximately 73.47 percent of electricity used in California is from non-renewable sources such as coal, natural gas, nuclear, and oil).[1] However, the proposed project would not require a large amount of non-renewables because it is considered a small development compared to other projects in the City and region.

The project site is planned for development according to the City's General Plan. This means whether the proposed project is developed or not, the City's General Plan designates the project site to be developed sometime in the future with residential and business land uses. For this reason, the project does not have primary or secondary impact that would commit future generations of people to similar uses.

As described in Section 4.8 *Hazards*, the project does not propose any hazardous uses that could result in irreversible damage the environment. Resources used and consumed by this project are appropriate and justified because it accommodates the growth planned for in the City as described in the City General Plan and Housing Element.

[1] California Energy Commission, Total Electricity System Power, http://energyalmanac.ca.gov/electricity/total_system_power.html. 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 growth in the City of Wildomar by providing new housing and economic opportunities. As identified in Section 4.13 *Population and Housing*, the proposed 66 single-family homes and 204 apartments could directly grow the population of the City of Wildomar by approximately 653 people. The proposed commercial/retail space could also cause economic growth in the City by increasing the value of the site compared to the existing vacant land. The project would provide increase economic value through the creation of jobs and tax revenues. Compared to other projects in the City and region, the proposed project is relatively small and will only cause incremental growth in the population and economy.

The project does not include expansion of a utility facility or major roadway into undeveloped land that would remove an obstacle to 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 to the site, the change from General Plan land use Mixed Use Planning Area (MUPA) to Very High Density Residential (VHDR), Medium High Density Residential (MHDR), and Commercial Retail (CR) and zone change from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) and R-4 (Planned Residential Zone), and removal of the Mixed Use Overlay (MU) zone designation on the entire site is not a substantial change in land use.

As described in Section 4.14 *Public Services* and Section 4.17 *Utilities and Service Systems*, 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 project will pay required development impact fees that will help fund new infrastructure and services within the City.

All impact analysis sections within Section 4.0 of the DEIR include discussion of the potential cumulative impacts of the project. This analysis has determined that the

project would not encourage or facilitate any activities that would result in significant impacts to the environment.

The proposed project does have some incremental indirect growth-inducing impacts due to the proposed increase in housing units and change in zoning from current zoning allowances.

5.4 ENERGY CONSUMPTION

Appendix F of the *CEQA Guidelines* mandates that the EIR must address potentially significant energy impacts of a project in an EIR to the extent relevant and applicable to the project. The following section discusses the potential energy consumption of the project and details its design features and mitigation measures that are required to reduce the consumption of energy.

5.4.1 Short-Term Construction

Construction of the proposed project would consist of grading, building construction, paving, and architectural coatings. Tables 5.B provides an estimate of construction fuel consumption for construction equipment anticipated to be used for the project based on information provided by the CalEEMod air quality computer model; refer to DEIR Appendix D (Air Quality and Greenhouse Gas Analysis).

As indicated in Table 5.B, project construction equipment would consume a total amount of approximately 102,276 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 construction fuel efficiency and minimize waste. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

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]
Site Preparation	Rubber-tired Dozers	3	3.1	600 1,800	5,580
	Tractors/Loaders/ Backhoes	4	1.0	600 1,200	33,600
Grading	Excavators	2	2.4	600	2,880
	Graders	1	3.1	600	1,860
	Rubber-tired Dozers	1	3.1	600	1,860
	Scrapers	2	14.0	600	16,800
	Tractors/Loaders/ Backhoes	2	1.0	600	16,800
Building Construction	Cranes	1	6.0	2,400	14,400
	Forklifts	3	1.1	2,400	7,920
	Generator Sets	1	1.2	2,400	2,880
	Tractors/Loaders/ Backhoes	3	1.0	2,400	7,200
	Welders	1	1.5	2,400	3,600
Paving	Pavers	2	3.3[4]	160	1,056
	Paving Equipment	2	3.3[4]	160	1,056
	Rollers	2	3.3[4]	160	1,056
Architectural Coating	Air Compressors	1	3.3[4]	360	1,188
Total					**102,276**

Source: Table 3-3, Construction Equipment Assumptions, Urban Crossroads, Air Quality Study, March 25, 2015.

1. Duration data obtained from CalEEMod model, Air Quality Impact Analysis \(Draft EIR Appendix D).
2. Assumed use = 8 hours per day. H. Christopher Frey, Ph.D., et al. Lewis, *Results of Comprehensive Field Study of Fuel Use and Emissions of Nonroad Diesel Construction Equipment, Table 2*, Transpiration Research Record, 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. Also, 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 (worst case = 8 hours per day).

5.4.2 Long-Term Operations

5.4.2.1 Transportation Energy Demand

Annual vehicle miles traveled (VMT) provided in Air Quality Impact Analysis (DEIR Appendix D) and the average fuel economy provided by the U.S. Energy Information Administration, were used to estimate vehicle fuel consumption associated with trips generated by the proposed project. Table 5.C provides an estimate of the mitigated annual fuel consumed by vehicles traveling to and from the proposed project.

Table 5.C: Project Operational Fuel Consumption

Land uses	Annual Vehicle Miles Traveled (VMT)[1]	Fuel Consumption (gallons)[2]
Single-Family	638	11,165
Apartments	1,357	23,748
Shopping Center	5,633	98,578
Total	**4,777**	133,491

1. Air Quality Impact Analysis (Appendix D). Average Daily Trip from the project traffic study (DEIR Table 4.16.G) times assumed average trip length of 15 miles per trip.
2. Calculated by dividing the VMT by 17.5 miles/gallon based on U.S Energy Information Administration, Annual Energy Review, Table 2.8 Motor Vehicle Mileage, Fuel Consumption, and Fuel Economy, 1949–2010. http://www.eia.gov/totalenergy/data/annual/showtext.cfm?t=ptb0208, website accessed March 27, 2015.

As indicated in Table 5.C, the operation of project is estimated to consume approximately 133,491 gallons of fuel per year.

The study area is currently served by the Riverside Transit Authority (RTA), a public transit agency serving the Riverside County region, including the City of Wildomar. The closest two bus routes are RTA Routes 7 and 8. Both routes run along Palomar Street southwest of the project; the nearest Route 7 stop is approximately 0.65 mile away and the nearest Route 8 stop is approximately 0.83 mile away. Based on a review of the existing transit routes within the vicinity of the proposed project, there does not appear to be one existing line that could feasibly serve the project. 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. It is recommended that the applicant work in conjunction with the City of Wildomar and RTA to determine the feasibility of providing future bus service within walking distance (approximately a quarter mile or less) to the site.

The project site is not located proximate (i.e., within a quarter mile) of existing transit that could help reduce the number of vehicular trips to and from the project site. However, 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.

5.4.2.2 Building Energy Demand

The proposed project would be expected to demand approximately 6,000 British Thermal units (BTUs)[1] of natural gas per year (Air Quality Impact Analysis Appendix D). The project would involve operations typical of mixed-use residential and office/ commercial uses, requiring electricity and natural gas for typical lighting, climate control, and day-to-day activities. Additionally, the proposed project would incorporate several water, energy, solid waste, and land use efficiency measures through compliance with mitigation measures in Sections 4.3 *Air Quality* and 4.16 *Utilities and Service Systems*, and General Plan policies outlined in those sections regarding utilities and energy consumption. Therefore, the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar residential and commercial developments within the region.

5.4.2.3 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, BMPs 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 and commercial developments 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.

[1] 1 BTU equals the approximate energy needed to heat one pound of water. 1 BTU/hour = 0.293 watt.

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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 project is centrally located within the City of Wildomar on approximately 36 acres and is currently zoned C-P-S (Scenic Highway Commercial) and designated as Mixed Use in the City General Plan. The developer proposes to develop 12.2 net acres of the site with 75,000 square feet of commercial retail uses, 11.3 net acres with 204 apartment units, and 12.5 net acres with 66 single-family homes. The remaining 3.3 acres would contain roads, required parking, detention basins, and recreation areas. The site is currently vacant with the exception of a single vacant residential structure and water tower that is being stored at the site by the Wildomar Historical Society (i.e., the Brown House).

The project would require the following entitlements: General Plan Amendment, Change of Zone, Tentative Tract Map (TTM No. 36774), and Plot Plan. The General Plan Amendment would change 11.3 acres of the site from MUPA to Very High Density Residential (VHDR) to accommodate the multifamily apartment development, 12.5 acres of the site to Medium High Density Residential (MHDR) to accommodate the single-family residential development and 12.2 acres of the site to Commercial Retail (CR) to accommodate the commercial/retail development. The zone change would change 25 acres of the project site to R-4 (Planned Residential Zone) and would leave the remaining 11 acres as C-P-S (Scenic Highway Commercial). Additionally, the zone change would remove the Mixed Use Overlay Zone from the project site.

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, single-family housing, and multifamily housing.
- Provide both rental and ownership housing opportunities to accommodate a variety of housing preferences and lifecycles.
- Deliver an appropriately sized commercial center that provides a mix of retail, dining and office uses with opportunities for employment growth and increased sales tax for Wildomar.
- Utilize architectural styles and design elements that reflect Wildomar's heritage, namely through the use of Ranch, Farmhouse and Craftsman styles.
- Incorporate a public gathering place within the commercial area for the overall Wildomar community.
- Design the project's vehicular circulation routes to minimize traffic on White Street.
- Create a walkable community that provides convenient non-vehicular access from the residential areas to the commercial center.
- Implement a trail system for the project consistent with the Wildomar Multi-Use Trails Master Plan.
- Provide a transition along White Street and the project edge through architectural massing articulation and a landscaped buffer.

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 one (1) significant impact:

- Traffic: Individual and 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 a variety of housing and commercial uses in this portion of the City.

During project design development, several plans with a greater number and higher density of multifamily residential uses were discussed, and the No Project – Existing General Plan alternative reflects this idea. All of the other potential arrangements of higher density residential uses that could be consistent with the Housing Element were rejected from further consideration as they would generate proportionally more traffic which was determined to be a significant impact of the project.

Also during project design development, several all commercial alternatives were discussed, but these would have generated substantially more traffic and would not be consistent with the general plan land use and zoning designations on the site, so they were eliminated from further consideration.

Several potential options for relocation of the Brown House, both on and off the project site, have been discussed and may be implemented as part of the project implementation process, but potential impacts to that structure were determined to be less than significant and so no mitigation or project alternatives are required under CEQA.

CEQA states that a "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, and proximity to similar development, it is highly reasonable that in the event the project is disapproved, some form of on-site development will be subsequently approved. For this reason, the "No Project (No Build)" alternative was not further considered.

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 the 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 substantially lessen one or more of the significant impacts of the project.

This project only generates one significant impact that cannot be mitigated to less than significant levels in that mitigation/improvements for traffic impacts to the adjacent I-15 freeway are not under the control of the City (i.e., they are the responsibility of Caltrans).

6.3.1 Alternative 1: No Project - Existing General Plan

This alternative assumes that development of the site will occur subject to current General Plan and zoning designations for the property (i.e., Mixed Use Planning Area and C-P-S with Mixed Use Overlay). This plan would result in 18 acres of multifamily housing with a density of 30 units per acre or 540 multifamily units. It should be noted that to achieve this density, the apartment units would likely have to be in 3-5 story buildings. This alternative would have 18 acres and 110,000 square feet of commercial space. This alternative would not include a single family component.

6.3.2 Alternative 2: Reduced Intensity

Under this alternative, the site would be developed with a lesser amount of commercial development and fewer residential units to generate less traffic and traffic-related impacts on I-15. This alternative would have 5.6 acres or 50,000 square feet of commercial space, 8 acres of apartments at 18 units per acre or 144 apartment units, 3.3 acres of "other" uses (roads, drainage, etc.), and 15.1 acres of single-family residential uses at 5 units per acre or 75 total units.

6.3.3 Alternative 3: Modified Mixed Use

Under this alternative, the site would be developed with 180 multifamily residential units (16 units per acre) on two floors above 100,000 square feet of ground floor commercial uses on 11.3 acres. This type of "vertical" mixed uses is typically found in more urban settings rather than the proposed "horizontal" mix of uses as in the proposed project. This alternative would also have 3.3 acres of "other" uses (roads, drainage, etc.), and 21.4 acres of single-family residential uses at 5 units per acre or 107 total units. Table 6.A summarizes the characteristics of the various project alternatives.

Table 6.A: Summary of Project Alternatives

Project Alternative	SFR Acres/Units	MFR Acres/Units	Commercial Acres/SF
Proposed Project	12.5 / 66	11.3 / 204	12.2 / 75,000
Alternative 1: Existing General Plan	—	18 / 540	18 / 110,000
Alternative 2: Reduced Intensity	15.1 / 75	8 / 144	5.6 / 50,000
Alternative 3: Modified Mixed Use (MFR and Comm. areas together)	21.4 / 107	11.3 / 180	(11.3) / 100,000

Source: LSA Associates, Inc. 2015
SFR = single-family residential MFR = multifamily residential (apartments)
SF = square feet

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.

6.4.1 Alternative 1: No Project- Existing General Plan

This alternative assumes that development of the site will occur subject to current General Plan and zoning designations for the property (i.e., mixed use and C-P-S) consistent with the Housing Element. This plan would result in 18 acres of multifamily housing with a density of 30 units per acre or 540 multifamily units. It should be noted that to achieve this density, the apartment units would likely have to be in 3-5 story buildings. This alternative would also have 18 acres and 110,000 square feet of commercial space. This alternative does not include a single family component.

Under the MUPA designation, 30-50% of the 36 acre site would need to be designated for multifamily housing with a density of 30 units per acre. This means 10.8 to 18 acres would need to support 324 to 540 apartment units to meet the current Housing Element requirement for this site.

Aesthetics. This alternative would have incrementally greater visual impacts by having 3-5 story apartment buildings to meet the density requirements of the Housing Element. Otherwise, visual and other aesthetic impacts of this alternative would be similar to those of the proposed project. It would not reduce a significant impact of the project and may result in a significant visual impact by placing 3-5 story apartment buildings adjacent to the I-15 Freeway. Cumulative impacts would be similar to the proposed project (i.e., less than significant) but also incrementally increased due to the taller apartment buildings.

Agriculture/Forest Resources. This alternative would allow for development of the entire project site, so impacts to agricultural resources would be the same as the proposed project (i.e., less than significant) and there are no forest resources onsite. Cumulative impacts would be similar to the proposed project as well (i.e., less than significant).

Air Quality. This alternative would allow for a different mix of uses to be developed on the site compared to the proposed project. The entire site would be developed so short-term construction-related air impacts would be similar to the proposed project (i.e., less than significant). In addition, Table 6.B demonstrates that this alternative would have a significant long-term NOx emissions impact from project occupancy (see Appendix D). The majority of NOx emissions from this alternative would be caused by passenger car trips to and from the project site. There are no feasible mitigation measures available that can effectively reduce passenger car trips because the City does not have control over how often residents and customers drive to and from the project sight. Therefore, compared to the proposed project this alternative would cause a significant and unavoidable impact from operational air quality emissions. Consequently, cumulative impacts would also be significant and unavoidable.

Table 6.B: Long-Term Air Quality Impacts – Alternative 1

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	24	0.52	45	0.0024	0.97	0.96
Energy Sources	0.22	1.9	0.82	0.012	0.15	0.15
Mobile Sources	23	66	230	0.63	43	12
Maximum Daily Emissions	**47**	**68**	**280**	**0.64**	**44**	**13**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant?	**No**	**Yes**	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. August 2015 (see Appendix D)

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides

Biological Resources. This alternative would allow for development of the entire project site so impacts would be the same as the proposed project (i.e., less than

significant) with implementation of similar mitigation. Cumulative impacts would be similar to the proposed project as well (i.e., less than significant).

Cultural Resources. This alternative would allow for development of the entire project site so impacts would be the same as the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be similar to the proposed project as well (i.e., less than significant).

Geology and Soils. Development under this alternative would be similar to that under the proposed project, so impacts related to seismic, geologic, and soil conditions or constraints would be equivalent to those of the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be less than significant and similar to the proposed project.

Greenhouse Gas Emissions. This alternative would generate greater amounts of greenhouse gases (GHGs) compared to the proposed project (i.e., 9,800 vs. 6,272 metric tons per year,[1] respectively) based on the two land use plans. Based on the proposed land uses it is unlikely that mitigation measures would reduce these emissions below the level of significance. Therefore compared to the proposed project this alternative would have a significant and unavoidable impact due to GHGs.

Hazards and Hazardous Materials. This alternative would allow for development of the entire project site and proposed land uses would be similar, so impacts related to hazards or hazardous materials would be the same as the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Hydrology and Water Quality. This alternative would allow for development of the entire project site, and the land uses are similar to those of the proposed project, so hydrological and water quality impacts would be expected to be similar to those of the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Land Use and Planning. Unlike the proposed project, this alternative would not require a General Plan Amendment or zone change, and would be consistent with the City's Housing Element in terms of affordable housing units provided. However, impacts of both this alternative and the proposed project would be less than significant even with the proposed General Plan Amendment and zone change under the proposed project. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Mineral Resources. This alternative would allow for development of the entire project site but the site contains no identified mineral resources, so impacts to these resources would be the same as the proposed project (i.e., less than significant).

[1] DEIR Table 4.7.E

Cumulative impacts would be similar to the proposed project as well (i.e., less than significant).

Noise and Vibration. The alternative would generate a slightly greater amount of traffic compared to the proposed project (7,425 ADT[1] vs. 6,386 ADT, respectively). Therefore, the alternative would generate similar or greater levels of noise on surrounding roadways and adjacent land uses compared to the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Population and Housing. The alternative would result in 540 apartment units compared to 204 units under the proposed project. The alternative would have approximately 2.6 times the number of units compared to the proposed project so the resident population would also be roughly 2.6 times the 653 people estimated for the proposed project, approximately 1,698 people. This alternative also has approximately 1.5 more commercial space than the proposed project. Therefore, this alternative would generate approximately 1.5 more employees, or approximately 230 employees. This increase in population and employment would not be a significant impact because this growth is planned for in the City's General Plan. Neither the proposed project or alternative would result in significant population or housing impacts, including cumulative impacts.

Public Services. The alternative would create an incrementally greater demand for public services compared to the proposed project due to the higher buildout population (see *Population and Housing* above). However, this increase would not be expected to result in significant impacts to public services and any increased costs would be funded by Development Impact Fees through the City and increased property taxes, subventions, and sales tax revenues from the project land uses. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Transportation and Traffic. The proposed land uses of this alternative would generate approximately 7,425 ADT compared to an estimated 4,777 ADT[1] from the proposed project (see DEIR Table 4.16.G, *Project Trip Generation*). While this represents an increase of 55 percent over the proposed project, it is expected traffic impacts of this alternative could be mitigated to less than significant levels, except for the impact to the I-15. Therefore, this alternative like the proposed project would have a significant and unavoidable impact because impacts to the I-15 are outside the City's control.

Utilities and Service Systems. The alternative would generate a greater demand for water and energy resources, while generating larger amounts of wastewater and solid waste compared to the proposed project. These increases are due to the higher buildout population (see *Population and Housing* above). However, these increases would not be expected to result in significant impacts to utilities or service

[1] Average Daily Traffic based on specific land uses and trip generation rates.

systems, and any increased costs would be funded by Development Impact Fees through the City and increased property taxes, subventions, and sales tax revenues from the project land uses. Cumulative impacts would also be similar to the proposed project (i.e., less than significant).

Project Objectives. Table 6.C indicates that the Existing General Plan alternative would most of the project objectives compared to the proposed project, depending on the actual design of residential and commercial development under this alternative.

Table 6.C: Alternative 1 – Evaluation of 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, single-family housing, and multifamily housing.	No
Provide both rental and ownership housing opportunities to accommodate a variety of housing preferences and lifecycles.	No
Deliver an appropriately sized commercial center that provides a mix of retail, dining and office uses with opportunities for employment growth and increased sales tax for Wildomar.	Yes
Utilize architectural styles and design elements which reflect Wildomar's heritage, namely through the use of Ranch, Farmhouse and Craftsman styles.	Possible depending on design
Incorporate a public gathering place within the commercial area for the overall Wildomar community.	Yes
Design the project's vehicular circulation routes to minimize traffic on White Street.	Possible depending on design
Create a walkable community that provides convenient non-vehicular access from the residential areas to the commercial center.	Possible depending on design
Implement a trail system for the project consistent with the Wildomar Multi-Use Trails Master Plan.	Possible depending on design
Provide a transition along White Street and the project edge through architectural massing articulation and a landscaped buffer.	Possible depending on design

Summary. Alternative 1 – No Project - Existing General Plan does not substantially reduce or eliminate any significant impacts of the proposed project and does have an increased impact on air quality and GHG, although it could achieve the project objectives to a similar degree as the proposed project depending on the actual design of a project under that alternative.

6.4.2 Alternative 2: Reduced Intensity

Under this alternative, the site would be developed with a lesser amount of commercial development and fewer residential units to generate less traffic and traffic-related impacts on I-15. This alternative would have 5.6 acres or 50,000

square feet of commercial space, 8 acres of apartments at 18 units per acre or 144 apartment units, 3.3 acres of "other" uses (roads, drainage, etc.), and 15.1 acres of single-family residential uses at 5 units per acre or 75 total units. Due to the reduce area for apartment units, this alternative may result in apartment buildings 3-5 stories tall.

Aesthetics. This alternative would have similar visual impacts as the whole site would be developed with single-family homes, apartments and commercial buildings, similar to those proposed in the project. Visual and other aesthetic impacts of this alternative would be similar to those of the proposed project (i.e., less than significant). It would not reduce a significant impact of the project. Cumulative impacts would be similar to the proposed project (i.e., less than significant) but also incrementally increased due to the taller apartment buildings.

Agriculture/Forest Resources. This alternative would allow for development of the entire project site, so impacts to agricultural resources would be the same as the proposed project (i.e., less than significant) and there are no forest resources onsite. Cumulative impacts would be similar to the proposed project as well (i.e., less than significant).

Air Quality. This alternative would allow for the same mix of uses to be developed on the site at a lower intensity compared to the proposed project. The entire site would be developed so short-term construction-related air impacts would be similar to the proposed project (i.e., less than significant). In addition, Table 6.D demonstrates that this alternative would also not have significant long-term air quality impacts from project occupancy (see Appendix D). Cumulative impacts would be similar to the proposed project as well (i.e., less than significant).

Table 6.D: Long-Term Air Quality Impacts – Alternative 2

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	16	0.21	18	0.00096	0.46	0.46
Energy Sources	0.13	1.1	0.49	0.0071	0.09	0.09
Mobile Sources	14	38	140	0.36	25	7.0
Maximum Daily Emissions	**30**	**39**	**160**	**0.37**	**26**	**7.6**
SCAQMD Thresholds	**55.0**	**55.0**	**550.0**	**150.0**	**150.0**	**55.0**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. August 2015 (see Appendix D)

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides

Biological Resources. This alternative would allow for development of the entire project site so impacts would be the same as the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be similar to the proposed project as well (i.e., less than significant).

Cultural Resources. This alternative would allow for development of the entire project site so impacts would be the same as the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be similar to the proposed project as well (i.e., less than significant).

Geology and Soils. Development under this alternative would be similar to that under the proposed project, so impacts related to seismic, geologic, and soil conditions or constraints would be equivalent to those of the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be less than significant and similar to the proposed project.

Greenhouse Gas Emissions. This alternative would generate similar amounts of greenhouse gases (GHGs) compared to the proposed project (i.e., 5,200 vs. 6,272 metric tons per year,[1] respectively) based on the two land use plans. With similar mitigation, this alternative would have both project-related and cumulative GHG impacts equivalent to those of the proposed project (i.e., less than significant) (see Appendix D).

Hazards and Hazardous Materials. This alternative would allow for development of the entire project site and proposed land uses would be similar, so impacts related to hazards or hazardous materials would be the same as the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Hydrology and Water Quality. This alternative would allow for development of the entire project site, and the land uses are similar to those of the proposed project, so hydrological and water quality impacts would be expected to be similar to those of the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Land Use and Planning. Like the proposed project, this alternative would require a General Plan Amendment and zone change. However, impacts of both this alternative and the proposed project would be less than significant even with the proposed General Plan Amendment and zone change under the proposed project. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Mineral Resources. This alternative would allow for development of the entire project site but the site contains no identified mineral resources, so impacts to these

[1] DEIR Table 4.7.E

resources would be the same as the proposed project (i.e., less than significant). Cumulative impacts would be similar to the proposed project as well (i.e., less than significant).

Noise and Vibration. The alternative would generate a similar amount of traffic compared to the proposed project (3,810 ADT[1] vs. 4,777 ADT, respectively). Therefore, the alternative would generate similar levels of noise on surrounding roadways and adjacent land uses compared to the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Population and Housing. The alternative would result in 75 single family and 144 apartment units compared to 66 and 204 units under the proposed project, respectively. The alternative would have approximately 19 percent less units compared to the proposed project so the resident population would also be roughly 19 percent less of the 653 people estimated for the proposed project. Additionally, this alternative proposes approximately 33 percent less commercial space which generate approximately 33 percent less employees. While this alternative may incrementally decrease impacts to population and housing in the City, neither of these scenarios would result in significant population or housing impacts, including cumulative impacts.

Public Services. The alternative would create an incrementally lower demand for public services compared to the proposed project due to the lower buildout population (see *Population and Housing* above). This decrease would not be expected to result in significant impacts to public services and any increased costs would be funded by Development Impact Fees through the City and increased property taxes, subventions, and sales tax revenues from the project land uses. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Transportation and Traffic. The proposed land uses of this alternative would generate approximately 3,810 ADT compared to an estimated 4,777 ADT[1] from the proposed project (see DEIR Table 4.16.G, *Project Trip Generation*). While this represents a decrease of 20 percent below the proposed project, traffic impacts of this alternative would still be significant because the City would not be able to guarantee that required improvements would be made to I-15.

Utilities and Service Systems. The alternative would generate an incrementally lower demand for water and energy resources, and lower amounts of wastewater and solid waste compared to the proposed project. These decreases are due to the lower buildout population (see *Population and Housing* above). These decreases would not result in significant impacts to utilities or service systems, and any costs would be funded by Development Impact Fees through the City and increased property taxes, subventions, and sales tax revenues from the project land uses.

[1] Average Daily Traffic based on specific land uses and trip generation rates.

Cumulative impacts would also be similar to the proposed project (i.e., less than significant).

Project Objectives. Table 6.E indicates that the Reduced Intensity alternative would meet all or most of the project objectives compared to the proposed project, depending on the actual design of residential and commercial development under this alternative.

Table 6.E: Alternative 2 – Evaluation of 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, single-family housing, and multifamily housing.	Yes
Provide both rental and ownership housing opportunities to accommodate a variety of housing preferences and lifecycles.	Yes
Deliver an appropriately sized commercial center that provides a mix of retail, dining and office uses with opportunities for employment growth and increased sales tax for Wildomar.	Possible depending on design
Utilize architectural styles and design elements which reflect Wildomar's heritage, namely through the use of Ranch, Farmhouse and Craftsman styles.	Possible depending on design
Incorporate a public gathering place within the commercial area for the overall Wildomar community.	Yes
Design the project's vehicular circulation routes to minimize traffic on White Street.	Possible depending on design
Create a walkable community that provides convenient non-vehicular access from the residential areas to the commercial center.	Possible depending on design
Implement a trail system for the project consistent with the Wildomar Multi-Use Trails Master Plan.	Possible depending on design
Provide a transition along White Street and the project edge through architectural massing articulation and a landscaped buffer.	Possible depending on design

Summary. Alternative 2 – Reduced Intensity does not substantially reduce or eliminate any significant impacts of the proposed project, although it could achieve the project objectives to a similar degree as the proposed project depending on the actual design of a project under that alternative.

6.4.3 Alternative 3: Modified Mixed Use

Under this alternative, the site would be developed with 180 multifamily residential units (16 units per acre) on two floors above 100,000 square feet of ground floor commercial uses on 11.3 acres. This type of "vertical" mixed uses is typically found in more urban settings rather than the proposed "horizontal" mix of uses as in the proposed project. This alternative would also have 3.3 acres of "other" uses (roads,

drainage, etc.), and 21.4 acres of single-family residential uses at 5 units per acre or 107 total units.

Aesthetics. This alternative would have incrementally greater visual impacts by having three story vertical mixed use buildings on 11.3 acres of the site. Otherwise, visual and other aesthetic impacts of this alternative would be similar to those of the proposed project. It would not reduce a significant impact of the project and may result in a significant visual impact by placing three story vertical mixed use apartment buildings adjacent to I-15. Cumulative impacts would be similar to the proposed project (i.e., less than significant) but also incrementally increased due to the taller apartment buildings.

Agriculture/Forest Resources. This alternative would allow for development of the entire project site, so impacts to agricultural resources would be the same as the proposed project (i.e., less than significant) and there are no forest resources onsite. Cumulative impacts would be similar to the proposed project as well (i.e., less than significant).

Air Quality. This alternative would allow for a different mix of uses to be developed on the site compared to the proposed project. The entire site would be developed so short-term construction-related air impacts would be similar to the proposed project (i.e., less than significant). In addition, Table 6.F demonstrates that this alternative would have a significant long-term NOx emissions impact from project occupancy (see Appendix D). The majority of NOx emissions from this alternative would be caused by passenger car trips to and from the project site. There are no feasible mitigation measures available that can effectively reduce passenger car trips because the City does not have control over how often residents and customers drive to and from the project sight. Therefore, compared to the proposed project this alternative would cause a significant and unavoidable impact from operational air quality emissions. Consequently, cumulative impacts would also be significant and unavoidable.

Table 6.F: Long-Term Air Quality Impacts – Alternative 3

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	19	0.28	24	0.0013	0.49	0.49
Energy Sources	0.18	1.5	0.67	0.0097	0.12	0.12
Mobile Sources	25	68	240	0.64	44	12
Maximum Daily Emissions	**44**	**70**	**260**	**0.65**	**45**	**13**
SCAQMD Thresholds	**55.0**	**55.0**	**550.0**	**150.0**	**150.0**	**55.0**
Significant?	**No**	**Yes**	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc. August 2015 (see Appendix D)

CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides

Biological Resources. This alternative would allow for development of the entire project site so impacts would be the same as the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be similar to the proposed project as well (i.e., less than significant).

Cultural Resources. This alternative would allow for development of the entire project site so impacts would be the same as the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be similar to the proposed project as well (i.e., less than significant).

Geology and Soils. Development under this alternative would be similar to that under the proposed project, so impacts related to seismic, geologic, and soil conditions or constraints would be equivalent to those of the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be less than significant and similar to the proposed project.

Greenhouse Gas Emissions. This alternative would generate greater amounts of greenhouse gases (GHGs) compared to the proposed project (i.e., 8,700 vs. 6,272 metric tons per year,[1] respectively) based on the two land use plans. Based on the proposed land uses it is unlikely that mitigation measures would reduce these emissions below the level of significance. Therefore compared to the proposed project this alternative would have a significant and unavoidable impact due to GHGs.

Hazards and Hazardous Materials. This alternative would allow for development of the entire project site and proposed land uses would be similar, so impacts related to hazards or hazardous materials would be the same as the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Hydrology and Water Quality. This alternative would allow for development of the entire project site, and the land uses are similar to those of the proposed project, so hydrological and water quality impacts would be expected to be similar to those of the proposed project (i.e., less than significant) with implementation of similar mitigation. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Land Use and Planning. This alternative would require a General Plan Amendment and zone change. However, impacts of both this alternative and the proposed project would be less than significant even with the proposed General Plan Amendment and zone change under the proposed project. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Mineral Resources. This alternative would allow for development of the entire project site but the site contains no identified mineral resources, so impacts to these

[1] DEIR Table 4.7.E

resources would be the same as the proposed project (i.e., less than significant). Cumulative impacts would be similar to the proposed project as well (i.e., less than significant).

Noise and Vibration. The alternative would generate a greater amount of traffic compared to the proposed project (6,099 ADT[1] vs. 4,777 ADT, respectively). Therefore, the alternative would generate greater levels of noise on surrounding roadways and adjacent land uses compared to the proposed project. However, with implementation of similar noise mitigation as identified for the proposed project impacts would be reduced to less than significant levels. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Population and Housing. The alternative would result in 107 single family and 181 apartment units compared to 60 and 204 units under the proposed project, respectively. The alternative would have approximately 10 percent more units compared to the proposed project so the resident population would also be roughly 10 percent more than the 653 people estimated for the proposed project. The alternative commercial space is approximately 25 percent greater than the proposed project and would result in 25 percent more employees. Neither of these scenarios would result in significant population or housing impacts, including cumulative impacts.

Public Services. The alternative would create an incrementally greater demand for public services compared to the proposed project due to the higher buildout population (see *Population and Housing* above). However, this increase would not be expected to result in significant impacts to public services and any increased costs would be funded by Development Impact Fees through the City and increased property taxes, subventions, and sales tax revenues from the project land uses. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Transportation and Traffic. The proposed land uses of this alternative would generate approximately 6,099 ADT compared to an estimated 4,777 ADT[1] from the proposed project (see DEIR Table 4.16.G, *Project Trip Generation*). This represents an increase of 28 percent over the proposed project. Although it is not expected that traffic impacts of this alternative would be substantially greater than the proposed project, this alternative would still be significant because the City would not be able to guarantee that required improvements would be made to I-15.

Utilities and Service Systems. The alternative would generate an incrementally greater demand for water and energy resources, while generating larger amounts of wastewater and solid waste compared to the proposed project. These increases are due to the higher buildout population (see *Population and Housing* above). However, these increases would not be expected to result in significant impacts to utilities or service systems, and any increased costs would be funded by Development Impact

[1] Average Daily Traffic based on specific land uses and trip generation rates.

Fees through the City and increased property taxes, subventions, and sales tax revenues from the project land uses. Cumulative impacts would also be similar to the proposed project (i.e., less than significant).

Project Objectives. Table 6.G indicates that the Modified Mixed Use alternative would meet all or most of the project objectives compared to the proposed project, depending on the actual design of residential and commercial development under this alternative.

Table 6.G: Alternative 3 – Evaluation of 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, single-family housing, and multifamily housing.	Yes
Provide both rental and ownership housing opportunities to accommodate a variety of housing preferences and lifecycles.	Yes
Deliver an appropriately sized commercial center that provides a mix of retail, dining and office uses with opportunities for employment growth and increased sales tax for Wildomar.	Yes
Utilize architectural styles and design elements which reflect Wildomar's heritage, namely through the use of Ranch, Farmhouse and Craftsman styles.	Possible depending on design
Incorporate a public gathering place within the commercial area for the overall Wildomar community.	Yes
Design the project's vehicular circulation routes to minimize traffic on White Street.	Possible depending on design
Create a walkable community that provides convenient non-vehicular access from the residential areas to the commercial center.	Possible depending on design
Implement a trail system for the project consistent with the Wildomar Multi-Use Trails Master Plan.	Possible depending on design
Provide a transition along White Street and the project edge through architectural massing articulation and a landscaped buffer.	Possible depending on design

Summary. Alternative 3 – Modified Mixed Use does not substantially reduce or eliminate any significant impacts of the proposed project and does increase impacts to air quality and greenhouse gas, although it could achieve the project objectives to a similar degree as the proposed project depending on the actual design of a project under that alternative.

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. It should be noted that the No Project Alternative has no impacts compared to the proposed project and essentially represents existing "baseline" conditions on the site.

Table 6.H: Impacts of the Alternatives Compared to the Proposed Project

Environmental Issue	Proposed Project	Alternative 1 Existing General Plan	Alternative 2 Reduced Intensity	Alternative 3 Modified Mixed Use
Aesthetics	LTS	→	=	→
Agricultural and Forest Resources	LTS	=	=	=
Air Quality	LTS	+	←	+
Biological Resources	LTS	=	=	=
Cultural Resources	LTS	=	=	=
Geology and Soils	LTS	=	=	=
Greenhouse Gas Emissions	LTS	+	←	+
Hazards and Hazardous Materials	LTS	=	=	=
Hydrology and Water Quality	LTS	=	=	=
Land Use and Planning	LTS	←	=	=
Mineral Resources	LTS	=	=	=
Noise and Vibration	LTS	=	=	=
Population and Housing	LTS	→	←	→
Public Services	LTS	→	←	→
Transportation and Traffic	SIG	→SIG	← SIG	→SIG
Utilities and Service Systems	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.
\+ Compared with the proposed project, a new impact has been identified.
\- Compared with the proposed project, an impact has been eliminated.
←SIG Compared with the proposed project, the extent of the impact is reduced, yet still significant.
→SIG Compared with the proposed project, the extent of the impact is increased, yet still significant.

6.6 ALTERNATIVE SITES

The only significant impact of the project is cumulative traffic impacts on I-15 because it is under the control of Caltrans and the City cannot guarantee that planned or recommended improvements will be made as needed. However, if it was

possible to find a vacant site in the City on which the proposed project could be built, the project would still have the same significant impact. Therefore, there is no need to evaluate any specific alternative sites for the proposed project.

6.7 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. However, as previously discussed the only significant impact of the project is traffic impacts on I-15. The Reduced Intensity Alternative would incrementally reduce the traffic impact compared to the proposed project. This would make the Reduce Intensity Alternative the environmentally superior alternative. However, none of the identified alternatives, including the Reduced Intensity, would be able to eliminate cumulative traffic impacts on I-15 because no matter the project the City cannot guarantee that planned or recommended improvements will be made as needed because I-15 is under the control of Caltrans. Additionally, the Reduced Intensity Alternative may not meet the project objectives to the same degree as the proposed project. The ability of the Reduced Intensity Alternative to meet the project objectives would largely depend on the actual design of the alternative.

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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

$\mu g/m^3$	Microgram per cubic meter
§	Section
§§	Subsection
°C	degrees Celsius
°F	degrees Fahrenheit
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AF	acre-feet
AFV	alternative fuel vehicle
amsl	above mean sea level
A-P Act	*Alquist-Priolo Earthquake Fault Zoning Act*
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
AR4	Fourth Assessment Report
ASHRAE	American Society of Heating, Refrigerating and Air Conditioning Engineers
ASTM	American Society for Testing Materials
BACM	Best Available Control Measure
Basin	South Coast Air Basin
BAU	Business as Usual
BLM	Bureau of Land Management
BMP	Best Management Practice
C&D	Construction and Demolition
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
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
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
cfs	Cubic feet per second
CGP	Construction General Permit
CGS	California Geological Survey
CH_4	Methane
CIWMB	California Integrated Waste Management Board
CNDDB	California Natural Diversity Data Base
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
CUPA	Certified Unified Program Agency
CVP	Central Valley Project
CWA	(Federal) Clean Water Act
CWC	California Water Code

CZ	Change of Zone
DAMP	Drainage Area Management Plan
dB	decibel
dBA	decibel on the A-weighted scale
DBESP	Determination of Biologically Equivalent or Superior Preservation
DCIA	Directly Connected Impervious Area
DCV	Design Capture Volume
DHS	(California) Department of Health Services
DIF	Development Impact Fee
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
EDR	Environmental Data Resources
EIC	Eastern Information Center
EIR	Environmental Impact Report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPAct	Energy Policy Act
ESA	Environmental Site Assessment
EVMWD	Elsinore Valley Municipal Water District
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GCC	Global Climate Change
GHG	greenhouse gas
gpcd	gallons per capita per day
gpd	gallons per day
GSA	Groundwater Sustainability Agency
GWP	Global Warming Potential
HCM	*Highway Capacity Manual*
HCP	Habitat Conservation Plan

HFC	Hydrofluorocarbon
HHWE	Household Hazardous Waste Element
HMMP	Habitat Mitigation and Monitoring Plan
HNL	Hourly Noise Level
HOV	High-Occupancy Vehicle
HPLV	High Pressure Low Volume
HRA	Health Risk Assessment
HSC	Health and Safety Code
HUD	Housing and Urban Development
Hz	hertz
I-15	Interstate 15
IPCC	United Nations Intergovernmental Panel on Climate Change
ITE	Institute of Transportation Engineers
IWRP	Integrated Water Resources Plan
LCFS	Low Carbon Fuel Standard
LDR	Low Density Residential
L_{eq}	Equivalent continuous sound level (L_{eq}) adjusted for the A-weighted scale
LEUSD	Lake Elsinore Unified School District
LID	Low Impact Development
L_{max}	Maximum noise level
LOS	Level of Service
LSA	LSA Associates, Inc.
LST	Local Significance Threshold
MBTA	Migratory Bird Treaty Act
MERV	Minimum Efficiency Reporting Value
MHDR	Medium High Density Residential
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
MU	Mixed Use

MUPA	Mixed Use Policy Area
MW	megawatt
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
NPL	National Priorities List
NPPA	Native Plant Protection Act
NPS	Nonpoint source
NRCS	Natural Resource Conservation Service
O_3	Ozone
OAL	(State) Office of Administrative Law
OHP	(California) Office of Historic Preservation
OHWM	Ordinary High Water Mark
OMB	(White House) Office of Management and Budget
OPR	Office of Planning and Research
Pb	Lead
PeMS	(Caltrans) Performance Measurement System
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
PP	Plot Plan

ppm	parts per million
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
RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
RCTLA	Riverside County Traffic and Land Agency
RCWMD	Riverside County Waste Management District
REC	Recognized Environmental Concern
RHNA	Regional Housing Needs Assessment
ROG	Reactive Organic Gas
RPS	Renewables Portfolio Standard
RTA	Riverside Transit Authority
RTP	Regional Transportation Plan
RUWMP	Regional Urban Water Management Plan
RWQCB	Regional Water Quality Control Board
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_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
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
STC	sound transmission class
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCP	Traditional Cultural Place
TIA	Traffic Impact Analysis
TLV	Threshold Limit Value
TNW	Traditional Navigable Water
tpy	tons per year
TRI	Toxics Release Inventory
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
UCR	University of California, Riverside
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VdB	Vibration decibels
VHDR	Very High Density Residential
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WDR	Waste Discharge Requirement
WMWD	Western Municipal Water District
WQMP	Water Quality Management Plan
WRF	Water Reclamation Facility
WSA	Water Supply Assessment

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.)

Panoramic View. A panoramic view consists of visual access to a large geographic area, for which the field of view can be wide and extend into the distance.

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.

Scenic Vista. A scenic vista can be categorized as either containing a panoramic view or a focal view. Panoramic views are typically associated with publicly-accessible vantage points that provide a sweeping geographic orientation not commonly available (e.g., skylines, valleys, mountain ranges, or large bodies of water). Focal views are typically associated with views of natural landforms, public art/signs, and visually important structures, such as historic buildings. Aesthetic components of a scenic vista include three components: scenic quality, sensitivity level, and view access.

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.)

Viewshed. A viewshed is typically defined as the natural environment that is visible from one or more viewing points. CEQA documents most often define viewshed as what portions of the project viewers can see from surrounding areas. A viewshed can be divided into three distinct components: the foreground, midground, and background.

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.

ATTACHMENT A – EXHIBIT 3

Baxter Village Feir Package

FINAL

ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2014121047

BAXTER VILLAGE MIXED USE PROJECT (PA NO. 14-0002)

CITY OF WILDOMAR

RIVERSIDE COUNTY, CALIFORNIA

LSA

May 12, 2016

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FINAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2014121047

BAXTER VILLAGE MIXED USE PROJECT (PA NO. 14-0002)

CITY OF WILDOMAR

RIVERSIDE COUNTY, CALIFORNIA

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LSA Project No. CWI401

LSA

May 12, 2016

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Appendix A: CalEEMod 2035 Emission Data

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1. INTRODUCTION

The Final Environmental Impact Report (Final EIR) for the proposed Baxter Village Mixed Use Project is composed of the Draft EIR for the Baxter Village Mixed Use Project (PA No. 14-0002) State Clearinghouse No. 2014121047 and Appendices; the Response to Comments on the Draft EIR, Revisions to the Draft EIR; and the Mitigation Monitoring and Reporting Program (MMRP). Specifically, this volume of the Final EIR includes the Comments and Responses to Comments, modifications or errata to the Draft EIR, and the Mitigation Monitoring and Reporting Program. The purpose of this document is to respond to all comments received by the City of Wildomar (City) regarding the environmental information and analyses contained in the Draft EIR. Additionally, any corrections to the text and/or figures of the Draft EIR generated either from responses to comments or independently by the City, are stated in this volume of the Final EIR.

1.1 CONTENT AND FORMAT

Subsequent to this introductory section, Section 2.0 contains copies of each comment letter received on the Draft EIR, along with annotated responses to each comment contained within the letters. Section 3 of this document contains corrections and errata to the Draft EIR. Section 4.0 contains the Mitigation Monitoring and Reporting Program.

1.2 PUBLIC REVIEW OF THE DRAFT EIR

As required by the California Environmental Quality Act (CEQA) Guidelines Section 15087, a Notice of Completion (NOC) and Notice of Availability (NOA) of the Draft EIR State Clearinghouse No. 2014121047 for the Baxter Village Mixed Use Project was filed with the Office of Planning and Research State Clearinghouse on December 30, 2015, and the NOA of the Draft EIR was filed with the Riverside County Clerk on December 30, 2015.

The Draft EIR was circulated for public review for a period of 45 days, from December 30, 2015 to February 12, 2016. Copies of the Draft EIR were distributed to Responsible Agencies and to the State Clearinghouse in addition to various public agencies, Native American tribes, and other parties. Copies of the Draft EIR were also made available for public review at the City's Planning Department and on the internet.

A total of eight (8) comment letters were received and all letters have been responded to within this document. In particular, comments that address environmental issues are responded to in Section 2.0.

1.3 POINT OF CONTACT

The Lead Agency for the proposed project is the City of Wildomar. Any questions or comments regarding the preparation of this document, its assumptions, or its conclusions, should be referred to:

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1.4 PROJECT SUMMARY

The following information is summarized from the Project Description in the Draft EIR. For additional detail in regard to project characteristics and project-related improvements, along with analyses of the Project's potential environmental impacts, please refer to Draft EIR Sections 3.0 and 4.0, respectively.

1.4.1 Project Location/Existing Conditions

The project is generally located in the central portion of the City of Wildomar within the western portion of Riverside County, California. The project site is bordered on the east by Interstate 15 (I-15) and on the south by Baxter Road. The western boundary of the site is White Street and the northern boundary is Grove Street. The portions of White and Grove Street that border the project site are unimproved dirt roads. The project site is approximately 3.3 miles southeast of Lake Elsinore and 4.1 miles southwest of Canyon Lake.

The project site consists of Assessor's Parcel Numbers (APNs) 367-180-015 and 367-180-043 and is located in Section 26 of Township 6 South, Range 4 West of the San Bernardino Baseline and Meridian. As depicted on the U.S. Geological Survey (USGS) 7.5-minute series Wildomar, California quadrangle (1988) and has latitude 33° 36' 50" north and longitude 117° 15' 52" west.

The project site consists of rolling terrain with a general slope to the southwest at approximately 3.4 percent. Elevations on site range from approximately 1,373 feet above mean sea level (amsl) at the northeastern corner down to 1,329 feet amsl along the southern end.

1.4.2 Proposed Project

The project site is approximately 36 acres in size and its development would include a mixed-use project that would contain apartments, single-family homes, and commercial retail uses. The existing General Plan land use designation is Mixed Use

Policy Area (MUPA). Development of the proposed project would require a General Plan amendment from MUPA to Very High Density Residential (VHDR) on 11.3 acres to accommodate the multi-family apartment development, Medium High Density Residential (MHDR) on 12.5 acres to accommodate the single family residential development and Commercial Retail (CR) on 12.2 acres to accommodate the commercial/retail development. The project also requires a zone change from C-P-S (Scenic Highway Commercial) to R-4 (Planned Residential Zone) for the northwestern third of the project site where the 66 single-family homes would be located. In addition, the northeastern third of the project site, where the multifamily apartments would be located, would also require a zone change from C-P-S (Scenic Highway Commercial) to R-3 (General Residential). The Mixed Use Overlay zone will also be removed from the entire property. Table 1.A below identifies the development components of the proposed project.

Table 1.A: Project Components

Development Component	Acres	Square Feet	Dwelling Units	Density (DU/AC)
Commercial	12.2	75,000	–	–
Apartments	11.3	–	204	18
Single Family	12.5	–	66	5.3
Total	**36**	**75,000**	**270**	**–**

DU=Dwelling Unit, AC=Acre

The commercial retail portion of the project would consist of eight commercial retail buildings of various sizes ranging from 7,000 square feet to 26,000 square feet and total approximately 75,000 square feet. The commercial retail buildings would comply with Section 17.76.030.C of the City's Municipal Code, which restricts building heights in C-P-S (Scenic Highway Commercial) zones to no more than 50 feet. Potential uses include retail shops, offices and restaurants in compliance with Section 17.76.010 of the City's Municipal Code.

The multi-family apartment portion of project would consist of 42 one-bedroom apartments, 102 two-bedroom apartments, and 60 three-bedroom apartments, for a total of 204 apartments. The multifamily apartment buildings would be three stories and comply with Section 17.44.F of the City's Municipal Code, which restricts building heights in R-3 (General Residential) zones to no more than 50 feet.

The single-family residential portion of the project would include 66 homes on approximately 4,200-square foot lots. The single-family homes would be two-story buildings and would comply with Section 17.60.C of the City's Municipal Code, which restricts single-family residences to heights of no more than 40 feet. The single-family area would have a density of 55.3 dwelling units per acre.

1.4.3 Project Objectives

The following project objectives have been identified:

- Establish a mixed-use community for Wildomar with a balance of land uses including commercial, single-family housing, and multifamily housing.
- Provide both rental and ownership housing opportunities to accommodate a variety of housing preferences and lifecycles.
- Deliver an appropriately sized commercial center that provides a mix of retail, dining, and office uses with opportunities for employment growth and increased sales tax for Wildomar.
- Utilize architectural styles and design elements that reflect Wildomar's heritage, namely through the use of Ranch, Farmhouse, and Craftsman styles.
- Incorporate a public gathering place within the commercial area for the overall Wildomar community.
- Design the project's vehicular circulation routes to minimize traffic on White Street.
- Create a walkable community that provides convenient non-vehicular access from the residential areas to the commercial center.
- Implement a trail system for the project consistent with the Wildomar Multi-Use Trails Master Plan.
- Provide a transition along White Street and the project edge through architectural massing articulation and a landscaped buffer.

1.4.4 Required Permits and Discretionary Actions

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 Mixed Use Planning Area (MUPA) to Very High Density Residential (VHDR) on 11.3 acres, Medium High Density Residential (MHDR) on 12.5 acres and Commercial Retail (CR) on 12.2 acres to accommodate the commercial/retail development;
- Approval of a Change of Zone from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) on 11.3 acres, R-4 (Planned Residential Zone) on 12.5 acres, and Change of Zone to remove the Mixed Use Overlay (MU) zone designation on the entire project site;

- Approval of Tentative Parcel Map 36674 to divide the 36-acre project site into 82 lots; and
- Approval of a Plot Plan for development 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.

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:

- Caltrans: Encroachment Permit (if needed);
- California Department of Fish and Wildlife (CDFW) Lake and Streambed Alteration Agreement (if needed); and
- Regional Water Quality Control Board (RWQCB) Federal Clean Water Act (CWA) water quality permitting.

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2. RESPONSE TO COMMENTS

A total of eight (8) comment letters were received. Six were from federal, state or local agencies (including one Tribal government). One comment letter was received from a conservation group and one comment letter from an individual. All eight letters have been responded to within this document. Comments that address environmental concerns have been specifically addressed. Comments that (1) do not address the adequacy or completeness of the Draft EIR; (2) do not raise environmental issues; or (3) do request the incorporation of additional information not relevant to environmental issues, do not require a response, pursuant to Section 15088(a) of the State CEQA Guidelines.

Section 15088 of the State CEQA Guidelines, Evaluation of and Response to Comments, states:

a) The Lead Agency shall evaluate comments on environmental issues received from persons who reviewed the draft EIR and shall prepare a written response. The Lead Agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments.

b) The Lead Agency shall provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying and environmental impact report.

c) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the Lead Agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail, giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.

d) The response to comments may take the form of a revision to the draft EIR or may be a separate section in the final EIR. Where the response to comments makes important changes in the information contained in the text of the draft EIR, the Lead Agency should either:

    1. Revise the text in the body of the EIR; or
    2. Include marginal notes showing that the information is revised in the responses to comments.

Information provided in this volume of the Final EIR clarifies, amplifies, or makes minor modifications to the Draft EIR. No significant changes have been made to the

information contained in the Draft EIR as a result of the responses to comments, and no significant new information has been added that would require recirculation of the document.

An Errata section (Section 3.0 in this document) has been prepared to make corrections and clarifications to the Draft EIR resulting from comments received during the public review period. Therefore, this Response to Comments document, along with the Errata is included as part of the Final EIR for consideration by the Planning Commission prior to a recommendation to the City Council to certify the Final EIR.

As required by Section 15088(b) of the State CEQA Guidelines, written responses to all public agency comments were sent to commenting agencies on May 12, 2016.

2.1 LIST OF COMMENTERS ON THE DRAFT EIR

The comments regarding the Draft EIR are listed below. A total of eight (8) comment letters were received, six from federal, state or local agencies and two from private organizations, conservation groups, or individuals. Each comment letter received is indexed as shown below:

Comment Letters Received Regarding the Draft EIR

Letter A **State Clearinghouse (February 18, 2016)**
Scott Morgan, Director

Letter B **U.S. Fish and Wildlife Service (February 12, 2016)**
Kennon Corey, Assistant Field Supervisor

Letter C **Pechanga Band of Luiseno Indians (February 12, 2016)**
Anna Hoover, Cultural Analyst

Letter D **California Department of Transportation (February 12, 2016)**
Mark Roberts, Office Chief, Intergovernmental Review

Letter E **South Coast Air Quality Management District (January 19, 2016)**
Jillian Wong, Program Supervisor, Planning, Rule Development, & Area Sources

Letter F **Eastern Municipal Water District (February 3, 2016)**
Ganesh Krishnamurthy, Water Resources Manager

Letter G **Monte Goddard (February 12, 2016)**
Private Individual/Area Resident

Letter H **So. California Environmental Justice Alliance (February 12, 2016)**
Craig Collins, Blum Collins LLP

2.2 RESPONSES TO COMMENTS

Aside from the courtesy statements, introductions, and closings, individual comments within the body of each letter have been identified and numbered. A copy of each comment letter and the City's responses are included in this section. Brackets delineating the individual comments and an alphanumeric identifier have been added to the right margin of the letter. Responses to each comment identified are included on the page(s) following each comment letter. Responses to comments were sent to the agencies that provided comments.

Pursuant to CEQA Guidelines section 15088.5, no "significant new information" has been added to the EIR such that recirculation of the Draft EIR is required. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (*CEQA Guidelines* Section 15088.5(a)). In the process of responding to the comments, there were no substantive revisions to the Draft Environmental Impact Report regarding any substantial adverse effects or a feasible way to mitigate or avoid such an effect. Therefore, recirculation is not required.

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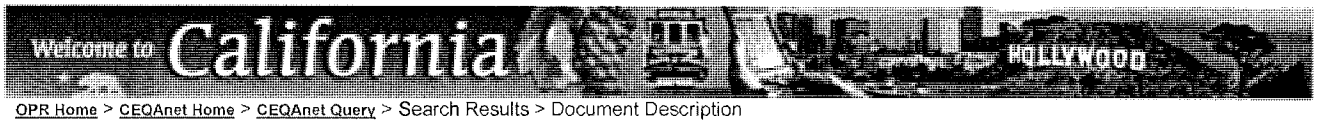

Baxter Village Mixed-Use Project (Planning Application No. 14-0002) Environmental Impact Report (EIR)

SCH Number: 2014121047

Document Type: EIR - Draft EIR

Project Lead Agency: Wildomar, City of

LETTER A

Project Description

The proposed project is a mixed-use residential and assisted living development and includes the following actions by the City of Wildomar: 1) General Plan Amendment: A proposal to amend the existing General plan land use designation on the entire project site from Mixed Use Planning Area (MUPA) to Very High Density Residential (VHDR) on 11.3 acres to accommodate the multi-family apartment development. Medium High Density Residential (MHDR) on 12.5 acres to accommodate the single family residential development and Commercial Retail (CR) on 12.2 acres to accommodate the commercial/retail development. 2) Change of Zone: A proposal to change the current zoning designation for approx. 24 acres of the 35-acre site form C-P-S (Scenic Hwy Commercial) to R-3 (General Residential) on 11.3 acres to accommodate the 204-unit multi-family apartment development, and R-4 (Planned Residential Zone) on 12.5 acres to accommodate the proposed 66 unit single family residential development. The proposed commercial/retail development will maintain its current zoning designation of C-P-S (Scenic Hwy Commercial) for 12.2 acre portion of the site. The Applicant has also proposed a Change of Zone to remove the Mixed Use Overlay (MU) zone for the entire project site to accommodate the proposed project. 3) Tentative Tract Map (TTM 36674): A Tentative tract map proposal to subdivide the 36-acre project site into 82 lots as follows: 66 lots will comprise the Single Family development portion, with a minimum 4,500 sq. ft. lot size. The Multi-Family development portion will have one (1) lot to accommodate the 204 unit multi-family apartments. The commercial development portion includes eight lots to accommodate the 75,0000 sq. ft. of commercial/retail development project. There are seven lots to be used for water quality basins, open space/trails and a private park. 4) Plot Plan: There are three plot plans proposed for the 35 acre project site.

Contact Information

Primary Contact:
Mathew C. Bassi
City of Wildomar
951-677-7751 x213
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

Project Location

County: Riverside
City: Wildomar
Region:
Cross Streets: Northwest Corner of Baxter Road and the I-15 Freeway
Latitude/Longitude:
Parcel No: 380-250-023
Township: 5S
Range: 3W
Section: 31
Base:
Other Location Info:

Proximity To

Highways: I-15
Airports: Skylark Field in Lake Elsinore
Railways:
Waterways:
Schools: Various
Land Use: Vacant / C-P-S / MUPA

Development Type

Residential, Commercial

Local Action

Rezone, General Plan Amendment, Site Plan, Other Action (Plot Plan. Tentative Tract Map)

Project Issues

Aesthetic/Visual, Agricultural Land, Air Quality, Archaeologic-Historic, Drainage/Absorption, Flood Plain/Flooding, Forest Land/Fire Hazard, Geologic/Seismic, Noise, Minerals, Population/Housing Balance, Public Services, Recreation/Parks, Schools/Universities, Septic System, Soil

Erosion/Compaction/Grading, Solid Waste, Toxic/Hazardous, Traffic/Circulation, Vegetation, Water Quality, Water Supply, Wetland/Riparian, Wildlife, Growth Inducing, Landuse, Cumulative Effects

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Fish and Wildlife, Region 6; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 8; Air Resources Board; Regional Water Quality Control Board, Region 8; Native American Heritage Commission

Date Received: 12/29/2015 **Start of Review:** 12/29/2015 **End of Review:** 2/11/2016

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Response to Letter A

State Clearinghouse

Response to Comment A-1. The City thanks the Clearinghouse for circulating the Draft EIR for public review and forwarding comments from State agencies to the City for inclusion in the Final EIR.

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Palm Springs Fish and Wildlife Office
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, California 92262

In Reply Refer To:
FWS-WRIV-15B0034-16CPA0240

LETTER B1

FEB 12 2016

Mr. Matthew Bassi, Planning Director
City of Wildomar
Planning Department
23873 Clinton Keith Road, Suite 201
Wildomar, California 92595

Subject: Draft Environmental Impact Report for the proposed Baxter Village development, City of Wildomar, California

Dear Mr. Bassi:

The U.S. Fish and Wildlife Service (Service) has reviewed the draft Environmental Impact Report (DEIR) for the proposed Baxter Village Mixed-Use Project (project). The Service is providing the following comments under CEQA. We have recommendations regarding the proposed mitigation and concerns regarding Multiple Species Habitat Conservation Plan (MSHCP) implementation.

Project Description

The proposed project is a mixed-use residential and commercial development including single-family homes and apartments on the majority of the site. Additional project features include a community multi-use trail, a recreation area/retention basin, a second retention basin, and a landscape buffer adjacent to I-15. Access to the project would be off Central Avenue. There are 9.08 acres of off-site impacts from grading activities, manufactured slopes and road improvements. 1

Mitigation Concerns

We previously reviewed a Determination of Biologically Equivalent or Superior Preservation (DBESP) prepared for the project consistent with MSHCP's Riparian/Riverine Protection Policy (MSHCP Section 6.1.2), and expressed concerns regarding the adequacy of the identification of riparian/riverine resources and the suitability of the proposed mitigation strategy. We could not agree that the proposed mitigation strategy was equivalent or superior to avoidance of riparian/riverine resources. A copy of our October 2014 comment letter to the City is enclosed for your convenience. We note that the DBESP has not been revised since the City received our letter, and we would like to reiterate that we still have the same concerns regarding the DBESP now as then. We request that the DBESP be revised to address our concerns prior to adoption of the Final EIR. 2

We also have concerns about the characterization and specificity of the mitigation strategy identified in DEIR. The DEIR states that the project will eliminate 0.13 acres of MSHCP riparian and riverine resources, 0.36 acres of non-MSHCP riparian woodland and riparian scrub, and 0.55 acres of coast live oak woodland. The DEIR acknowledges that the loss of riparian and riverine areas constitutes a significant impact and must be mitigated, and proposes to mitigate for these impacts off-site at a 1:1 mitigation-to-impact ratio (i.e., conserve or create 0.47 acres of riparian woodland plus an additional 0.02 acres of riverine streambed or riparian habitat).

DEIR Appendix E-2 includes a long section detailing conceptual mitigation options, but fails to provide a firm mitigation proposal at a specific site (or located at a specific mitigation bank or a specific in-lieu fee program) which the project proponent has committed to implement. Without a firm proposal at a specific site or a specific mitigation bank/ in-lieu fee program, the mitigation proposed becomes unclear as to what actions would actually be take place, remains hypothetical and conjectural, and seems unlikely to be implemented. Therefore, we recommend that the DEIR be revised to include a firm, clear mitigation proposal at a specific site or at a specific mitigation bank or in-lieu fee program.

If credits at a biologically appropriate mitigation bank or in-lieu fee program are currently unavailable in the Santa Margarita River Watershed portion of the MSHCP Plan Area, the project proponent should develop a site-specific mitigation plan on land which the proponent has acquired, has an option to purchase, or on which the landowner has agreed to a conservation easement which would provide the requisite mitigation for the permanent habitat impacts of the Baxter Village Project.

We request that DEIR Appendix E-2 be revised to remove the discussion of hypothetical mitigation options and Appendix E-2's nested Appendix B (Wilson Creek Habitat Restoration Plan) describing a mitigation bank proposal for a different project (proposed back in 2011) requiring a Corps permit -- a mitigation bank proposal that ultimately failed to receive authorization to become a mitigation bank. The revised DEIR should put forth a specific mitigation proposal which the Project proponent is committed to implementing. If the proposal is to purchase credits at a specific mitigation bank or in-lieu fee program, the proposal should include the following details: 3

1. Name and location of agency-approved mitigation bank or in-lieu fee program within the MSHCP plan area.

2. The number and types of habitat credits which the project needs to purchase as mitigation (confirm this with the California Department of Fish and Wildlife (CDFW) and the Service prior to submitting the revised DBESP).

3. The number of each type of credits needed that is currently available at the bank or in-lieu fee program.

4. The bank or in-lieu fee program's acceptability to each of the resource agencies involved in approving mitigation for the Baxter Village project's impacts to riparian/riverine resources (CDFW, USFWS, USACE, and RWQCB).

Alternatively, the revised DEIR could put forth a mitigation proposal located at a specific site. The proposal should include a habitat restoration/enhancement/management plan identifying an organization experienced in managing conserved land to maintain its habitat value for wildlife, identifying a qualified habitat restoration entity (if restoration or habitat creation is part of the proposal), and detailing how the mitigation will be accomplished, the materials to be used, a proposed implementation schedule, success criteria, remedial actions if success is not achieved on schedule, and the legal mechanism by which the property will be conserved in perpetuity. 3

Burrowing Owls

We request that DEIR Mitigation Measure 4.4.6.1A be revised in the FEIR to include the following language:

"If burrowing owls are identified during the survey periods, the City or project applicant will develop a burrowing owl relocation and conservation strategy that is acceptable to the California Department of Fish and Wildlife, the Western Riverside County Regional Conservation Authority (RCA), and the U.S. Fish and Wildlife Service. If passive or active relocation of the owls is approved for the site by the CDFW, the relocation plan will include the following elements:

- The locations of the nests and the owls proposed for relocation.
- The locations of the proposed relocation sites. 4
- The numbers of adult owls and juveniles proposed for relocation.
- The time of year when relocation is proposed to take place.
- The name of the biologist proposed to supervise the relocation, and the details of his/her previous experiences 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 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 food and water provision).
- Description of the monitoring methods and monitoring duration to be employed to verify survival of the relocated owls and their long-term retention on the relocation site.

Technical Correction to DEIR Text

Although the overall text of the DEIR (p. 4.4-22) and Appendix E-2 show that the Project will comply with the MSHCP (Appendix E-2 Section 6.3.6 on pp. 65-66, and COA BIO-2 on p.69), there is a minor contradiction in DEIR Table 1.B on page 1-16, where the table states under "Adopted Habitat Conservation Plans" that "There are no established habitat conservation plan areas that include the project site or surrounding area. Therefore, impacts are less than significant" and "No mitigation is required." 5

We request that this oversight be corrected. The City of Wildomar is an MSHCP Permitte with MSHCP implementation responsibilities. The Project site is located within the Elsinore Area Plan of the MSHCP, and to comply with the MSHCP, the City will need to implement the MSHCP's Riparian/Riverine Policy (MSHCP Section 6.1.2) and Section 6.3.2 (Species Requiring Additional Surveys and Procedures) on the Project site, which is acknowledged in DEIR Section 4.4.6.5 as well as in Appendices E-1 and E-2. 5

Loss of the Onsite Oak Woodland

The DEIR states that the City's policy (General Plan Open Space Element OS 9.4) is to "Conserve the oak tree resources of the County." However, the proposed configuration of the Baxter Village development will eliminate the onsite oak woodland existing at the base of Drainage A in the southwest corner of the site. No mitigation has been proposed for this impact in the DEIR. The City may wish to consider requiring the project proponent to mitigate this loss by contributing an acre of oak woodland to the Western Riverside County MSHCP Reserve and/or creating or enhancing an acre of oak woodland on property owned by the Western Riverside Regional Conservation Authority (subject to approval by the RCA). 6

We appreciate the opportunity to provide comments on this DEIR. If you have any questions or comments regarding this letter, or to schedule a discussion of mitigation options, please contact Jim Thiede of the Service at 760-322-2070, extension 219.

Sincerely,

Kennon A. Corey
Assistant Field Supervisor

Enclosure: October 20, 2014 USFWS/CDFW joint agency comment letter on the draft MSHCP DBESP for the Baxter Village Project

cc:
Charles Landry, Regional Conservation Authority
Jeff Brandt, California Department of Fish and Wildlife

U.S. Fish and Wildlife Service
Palm Springs Fish and Wildlife Office
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, California 92262
760-322-2070
FAX 760-322-4648

California Department of Fish and Wildlife
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, California 91764
909-484-0167
FAX 909-481-2945

In Reply Refer To:
FWS/CDFW-15B0034-15CPA0012

LETTER B2

OCT 20 2014

Mr. Matthew C. Bassi
Planning Director
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, California 92595

Subject: Baxter Village Project Determination of Biological Equivalence or Superior Preservation, City of Wildomar, Riverside County, California

Dear Mr. Bassi:

The U.S. Fish and Wildlife Service (Service) and the California Department of Fish and Wildlife (Department), hereafter collectively referred to as the Wildlife Agencies, have reviewed the Determination of Biological Equivalence or Superior Preservation (DBESP) for the proposed Baxter Village residential and industrial Project (project) received on August 8, 2014. The DBESP was submitted to address unavoidable impacts to riparian/riverine resources in accordance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools Policy (Riparian/Riverine Policy, MSHCP Section 6.1.2). The Wildlife Agencies are providing the following comments on the DBESP as they relate to the project's consistency with the Riparian Riverine Policy and the MSHCP.

The project is located within the City of Wildomar, Riverside County, California. Specifically, the project is west of Interstate 15, north of Baxter Road, and east of White Street. The project site is not located within MSHCP Criteria Area. The proposed project is a mixed residential and commercial development. The residential portion includes 67 two-story homes with approximately 4,200 square feet lots across 9.8 acres. In addition, 204 apartment units and 480 parking spaces on 10.8 acres. A recreation and leasing building is also proposed as part of the project. The proposed commercial portion of the project comprises 75,000 square feet of buildings and 412 parking spaces on 11.4 acres. 7

The project site supports riverine and riparian scrub habitat. According to the DBESP, the site includes a 0.11-acre Drainage A, a tributary to Drainage A (Tributary 1A), topographic low points, 0.36 acres of southern willow scrub, 0.11-acre Drainage B, and 0.02-acre Drainage C. The DBESP identifies Drainages B and C as MSHCP riparian/riverine habitat. However, the DBESP concludes that Drainage A and Tributary 1A, topographic low points, and 0.36 acres of southern willow scrub do not meet the definition of MSHCP Riparian/Riverine. According to the DBESP, Drainage A lacks riparian vegetation, an ordinary high water mark, and has no downstream connectivity. The DBESP also states that Drainage A was artificially created by drainage from a local swimming pool. Tributary 1A was discounted from MSHCP

riparian/riverine policy due to the dominance of upland vegetation, lack of upstream connectivity, and lack of an ordinary high water mark. Likewise, topographic low points were also not included in the MSHCP riparian/riverine habitat impact analysis. According to the DBESP, 0.36-acre southern willow scrub habitat did not meet the definition of MSHCP riparian/riverine habitat due to the remnant, isolated, and declining condition of the vegetation.

We have reviewed historical aerial imagery of the site on Google Earth, as well as materials submitted with the DBESP, and disagree with the assessment that the Tributary 1A, a portion of Drainage A, and the 0.36 acres southern willow scrub, are not riparian/riverine features. Further, the topographic low points appear to be ephemeral drainages that contribute flows to Drainage B through a culvert under the Baxter Road. Historical images show these features as being present on site prior to the addition of water from the pool. In addition, they connect to downstream drainage facilities, which are tributary to Murrieta Creek. We are concerned that the proposed project as described does not appear to be consistent with the Protection of Species Associated with the Riparian/Riverine Areas and Vernal Pools Policy (Section 6.1.2). Areas that contain habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or depend upon soil moisture from a nearby fresh water source, or areas with fresh water flow during all or portions of the year are resources that must be considered under the Riparian/Riverine Policy. We request a site visit and meeting to discuss the DBESP's quantification and characterization of project related MSHCP riparian and riverine habitats. 7

The Department would like to note that Fish and Game Code (Section 1602) requires an entity to notify CDFW of any proposed activity that may substantially modify a river, stream, or lake. There are streams on site that require notification to the Department for this project. Streams, jurisdictional to the State, include, but are not limited to, intermittent and ephemeral streams, rivers, creeks, dry washes, sloughs, blue-line streams, and watercourses with subsurface flow. The Department defines a stream as: "A body of water that flows perennially or episodically and that is defined by the area in which water currently flows, or has flowed over a given course during the historic hydrologic regime, and where the width of its course can reasonably identified by physical or biological indicators." If you have any questions relating to the Lake and Streambed Alteration program, please contact Kim Freeburn of the Department at 909-945-3484. 8

Additionally, the Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 et seq.) protects migratory birds and their nests, eggs, young, and parts from possession, sale, purchase, barter, transport, import, and export, and take. Furthermore, Sections 3503, 3503.5, and 3513 of the California Fish and Game Code (FGC) prohibit the take of all birds and their nests, including raptors. We recommend avoiding construction activities during the nesting season (February 1 through September 15) or developing and implementing a nesting bird plan. 9

Without the clarification on the status and connectivity to downstream resources, the Wildlife Agencies cannot agree that the project is equivalent or superior to avoidance. If the connectivity identified by the Wildlife Agencies in areal imagery is verified in the field, a revised DBESP 10

should be submitted that addresses Drainage A, Tributary 1A, the topographic low points and the 0.36 acres southern willow scrub. The DBESP should demonstrate that the project, including any conservation measures would be biologically equivalent or superior to an avoidance alternative for Riparian/Riverine resources. 10

We appreciate the opportunity to review and comment on the DBESP. If you have any questions regarding our letter, or to schedule a site visit and meeting to discuss this project, please contact Chris Allen of the Department at (909) 483-6319 or Karin Cleary-Rose of the Service at (760) 322-2070 at extension 206. 11

Sincerely,

for

Kennon A. Corey
Assistant Field Supervisor
U.S. Fish and Wildlife Service

for

Kimberly Nicol
Regional Manager
California Department of Fish and Wildlife

cc:
Charles Landry, Regional Conservation Authority
Jeff Brandt, California Department of Fish and Wildlife

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Response to Letter B

U.S. Fish and Wildlife Service (USFWS)

Response to Comment B-1. The City acknowledges the USFWS is responsible for managing biological resources on a federal level within the project area. Responses to the USFWS's letter are provided below.

Response to Comment B-2. The City received and reviewed the October 2014 letter. The project Biological Resources Assessment & Western Riverside County MSHCP Consistency Analysis (BRA), provided as Appendix A of the DBESP, was found to be sufficient to demonstrate that the project will not have "a substantial adverse effect on federally protected wetlands" and does not "conflict with a local HCP" as defined by CEQA guidelines. The City is committed to ensuring full compliance with the MSHCP guidelines as a responsible signatory agency to the Western Riverside MSHCP. .The DBESP provided adequate detail regarding compensatory mitigation for impacts to biological resources, and no wetlands, vernal pools, or other sensitive aquatic habitat are present, or suspected of being present, within the project footprint. The City has integrated measure COA BIO-4 from section 7.2.4 of the project BRA which requires the wildlife agencies to approve a specific mitigation strategy prior to issuance of a grading permit. Response to Comments B7-B11 specifically responds to the issues raised in the 2014 letter. In addition, Mitigation Measure 4.4.6.3A has been modified as shown below to require DBESP approval before issuance of a grading permit:

4.4.6.3A Prior to the issuance of any grading permit for permanent impacts in either on-site or off-site jurisdictional features, the project applicant shall obtain a Clean Water Act Section 404 permit and an Approved Jurisdictional Determination from the USACE, a Clean Water Act Section 404 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." or "waters of the State" within the Santa Margarita Watershed at a ratio of no less than 1:1 or within an adjacent watershed at a ratio of 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 or within an agency-accepted off-site permittee-responsible mitigation area.

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 or within an agency-accepted off-site permittee-responsible mitigation area.
3. Approval of a project-specific Determination of a Biologically Equivalent or Superior Preservation (DBESP) report by the resource agencies as appropriate and consistent with established MSHCP procedures.

Response to Comment B-3. As stated in Section 7.3.1 of the DBESP, no known mitigation banks capable of providing viable streambed mitigation for the project currently exist in the Santa Margarita watershed, viable off-site permittee-responsible streambed restoration mitigation is currently available within the Wilson Creek Habitat Restoration Plan Study Area, and the project proponent seeks to avoid mitigating for impacts to resources more than once given the nature of permittee-responsible mitigation which requires project-by-project approval as part of subsequent regulatory permitting. As described on page 43 of the DBESP, the Wilson Creek HRP Study Area, is not a resource agency approved mitigation bank or In-Lieu Fee program, but has been recently accepted by the [resource agencies] as compensatory mitigation for jurisdictional streambed impacts associated with public and private projects and continues to be evaluated by the agencies for regulatory permitting compensation on a project-by-project basis. The project is committed to mitigating streambed impacts within the Wilson Creek HRP Study Area which currently offers appropriate off-site "permittee-responsible" streambed restoration opportunities developed by PCR, in conjunction with the San Diego Regional Water Quality Control Board (RWQCB), U.S. Army Corps of Engineers (USACE), and California Department of Fish & Wildlife (CDFW) (collectively, the "resource agencies"). However, it cannot be determined until subsequent regulatory permitting whether the resource agencies will accept the streambed restoration currently available within the Wilson Creek HRP Study Areas given the standard requirement that any permittee-responsible mitigation area be evaluated on a project-by-project basis as part of regulatory permit approvals. As such, the DBESP summarized and included the Wilson Creek HRP document as Appendix A, which provides a significant amount of detail about mitigation implementation including methods, success criteria, functional gains, long-term preservation, etc. The Wilson Creek HRP Study Area currently represents the most appropriate and thoroughly documented opportunity for off-site mitigation within the Santa Margarita watershed. Although it cannot be predicted whether the resource agencies will accept the

Wilson Creek HRP Study Area or whether mitigation opportunities will remain available in Wilson Creek during the future processing of regulatory permits, the Wilson Creek HRP currently provides the best framework for what would generally be considered acceptable to the resource agencies for streambed restoration within a watershed that is severely underserved when it comes to streambed mitigation. The DBESP recognized that the resource agencies will have the ultimate determination in what mitigation is acceptable pursuant to future regulatory permits required by MM 4.4.6.3A, which is true even in the presence of a local agency-approved mitigation bank which is not the case in the Santa Margarita Watershed. The Wilson Creek HRP represents a clear framework of the general methods and success criteria that would be acceptable to the resource agencies as part of regulatory permitting pursuant to MM 4.4.6.3A, with the intent of ensuring impacts to streambeds are less than significant under CEQA. Therefore, removal of the document as an appendix to a technical study is not warranted.

Response to Comment B-4. Mitigation Measure 4.4.6.1A will be revised to add the following recommended language from USFWS:

"If burrowing owls are identified during the survey periods, the City or project applicant will develop a burrowing owl relocation and conservation strategy that is acceptable to the California Department of Fish and Wildlife, the Western Riverside County Regional Conservation Authority (RCA), and the U.S. Fish and Wildlife Service. If passive or active relocation of the owls is approved for the site by the CDFW, the relocation plan will include the following elements:

• The locations of the nests and the owls proposed for relocation.

• The locations of the proposed relocation sites.

• The numbers of adult owls and juveniles proposed for relocation.

• The time of year when relocation is proposed to take place.

• The name of the biologist proposed to supervise the relocation, and the details of his/her previous experiences 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 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 food and water provision).

• Description of the monitoring methods and monitoring duration to be employed to verify survival of the relocated owls and their long-term retention on the relocation site.

Response to Comment B-5. The text on page 1-16 of Table 1.B in the Executive Summary will be modified to indicate the project is within the County MSHCP area, as indicted in Impact Section 4.4.6.5 under Biological Resources and Section 4.10 under Land Use and Planning (see Section 3).

Response to Comment B-6. Page 59 of the BRA report (6.3.2.1 Sensitive Plant Communities) prepared by PCR states as follows:

> *The remainder of the Project site and off-site areas supports native (buckwheat scrub, buckwheat scrub/ruderal, and coast live oak woodland) and non-native dominated (eucalyptus woodland, olive grove/ruderal, ruderal/buckwheat scrub, and disturbed) communities which are not considered sensitive pursuant to CDFW, USFWS, or the MSHCP. Furthermore, the native communities within the Project site are small, scattered, and are of low quality for sensitive plant and wildlife species. Since these habitats are not sensitive, impacts would be less than significant and no mitigation measures would be required.* **[emphasis added]**

Therefore, the small remnant area of oak woodland vegetation at the southwest corner of the site is not considered a significant biological resource and its removal does not result in a significant impact to biological resources. Although it does not change the significance determination of the study or the EIR, consistent with GP policy OS 9.4, the City will require the project to implement the following **Condition of Approval:**

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 Replacement 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 Replacement 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 Replacement 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 Replacement Plan.*

Response to Comment B-7. A project Biological Resources Assessment & MSHCP Consistency Document (BRA) included as Appendix A of the project Determination of Biologically Equivalent or Superior Preservation (DBESP) was prepared by PCR, the Project biological consultant. PCR stated in the BRA it was their professional opinion that the areas in question did not meet the MSHCP's definition of Riparian/Riverine Areas. As supported by the existing site conditions described in the BRA, the entire project site has been subjected to ongoing agricultural and weed abatement activities since the early 1900s that has largely prohibited the establishment of streambed resources capable of supporting Riparian/Riverine species protected by the MSHCP. Natural topographic low-points on the site are indicative of historic conditions prior to the construction of Interstate 15 when much of the upstream watershed was diverted into culverts beneath the highway. Based on the BRA, the low-points were not found to support indicators of stream flow during the PCR assessment and no riparian habitat capable of supporting MSHCP covered species exist in these areas.

The areas of the low-points have been disturbed by agricultural and weed abatement activities that span many decades and have resulted in the lack of any discernible streambed or riparian vegetation including trees, shrubs, mosses, or lichens. During the rainy season, the low-points tend to appear greener given the impression of streambed vegetation. However, based on PCR's review of the site, such vegetation is limited to more dense ruderal upland grasses that are plowed or disked every year. Due to the excessively well-drained nature of the plowed sandy soils, the gently-sloping topography in the area, and the lack of surface flow indicators observed from the culverts, streambed reestablishment is not believed to occur. As such, no streambed or riparian vegetation that could be utilized by MSHCP covered species exists, or has existed, in the topographic low-points for decades. As documented in Section 4.6.1 of the project BRA, the USACE is processing an Approved Jurisdictional Determination (JD) for the site. The JD is intended to determine if Drainage A is regulated as "waters of the U.S." It should be noted that PCR attended a site visit with the USACE Branch Chief and Biologist to review the Approved JD request (which does not include the topographic low-points

as USACE jurisdictional waters) and no suggestion that jurisdiction occurs in those areas was made by Corps staff, given the field conditions that are documented in the DBESP as Photograph 8 and 9 of Figure 6c.

Tributary A1 was documented in Section 4.6.3 of the BRA as being a remnant (or relict) streambed likely remaining from prior to construction of the I-15, that has largely reverted to upland vegetation comprising ruderal grasses and sparse patches of buckwheat which are indistinguishable from adjacent upland areas (see Photo 7 on Figure 9c). The channel does not exhibit signs of flow and the upland vegetation in the channel is not believed to be dependent upon soil moisture any more than similar vegetation communities occur within upland areas of the site are. Therefore, PCR's position remains that the remnant tributary does not meet the definition of a Riparian/Riverine Area.

Although much of Drainage A was presumed to support Riparian/Riverine Areas based on weak indications of freshwater flow, A portion of Tributary A1 upstream was determined not to be Riparian/Riverine due to what appeared to be unusually high-velocity discharge from an off-site pool to the north forming an unvegetated gully. Based on the field assessment conducted for the BRA, review of available historic imagery, and review of U.S. Geological Survey (USGS) topographic mapping, no discernible drainage occurred upstream of the highly incised portion of streambed in the Drainage A headwaters. The 2004 imagery that forms the basis of the pending USACE Approved JD documented in the BRA depicts the off-site pool to the north discharging via a pipe directly into what is currently a heavily incised, unvegetated, erosional feature that is not located within a natural topographic low-point. The pool was constructed at latest in the 1990s, and has likely been draining to that erosional feature periodically since, resulting in the artificial conditions observed in the field and documented in the BRA. Based on these observations, it would appear likely that Tributary A1 formed the headwaters of historic drainages that were hydraulically impacted by the construction of the I-15 in the 1950s, and that the "pool drainage" feature identified within the upper 758 linear feet of Drainage A ultimately joins and discharges into what is a remnant feature. It also helps support why streambed indicators are lost quickly given the lack of natural watershed and the lack of any discernible surface connection to downstream resources. It should be noted that Drainage A does not drain to Drainage B as stated in the 2014 letter. Drainage A historically outlets near the southwest corner of the site, but no longer supports the flow needed to erode a discernible streambed The BRA documents the unregulated discharge from the off-site pool as being evident on historic aerial imagery and is the subject of a pending USACE Approved JD application requesting concurrence the man-made portion of Drainage A does not support federal "waters of the U.S."

The 0.36-acre southern willow scrub/eucalyptus woodland community did not support indications of freshwater flow and PCR ruled it out as an MSHCP

Riparian/Riverine Area based on the following analysis presented on page 69 of the BRA:

> "*The 0.36-acre of southern willow scrub/eucalyptus woodland community was also not considered a Riparian/Riverine feature based on the lack of hydrology and no upstream or downstream connections. This has resulted in a remnant, isolated native component that is showing signs of stress and is not considered suitable for MSHCP Riparian/Riverine protected species. Based on the lack of suitable habitat, no focused surveys or mitigation is required pursuant to the MSHCP."*

Per Mitigation Measure (MM) 4.4.6.2A of the DEIR, the 0.36 acres of southern willow scrub habitat will be adequately mitigated as a sensitive community under CEQA. The southern willow scrub does not support indicators of flow within, or upstream of, the on-site habitat. Although, the southern willow scrub habitat is located at the culvert directly upstream of Drainage B, that off-site drainage does not support riparian habitat until well after it's confluence with Murrieta Creek over 1 mile from the site, thereby supporting the classification of a 'remnant isolated component" that does not meet the MSHCP's definition of Riparian/Riverine Areas.

Response to Comment B-8. The Project will be required to obtain a Section 1602 Streambed Alteration Agreement as required by Mitigation Measure 4.4.6.3A of the DEIR.

Response to Comment B-9. Mitigation Measure 4.4.6.4A was developed to avoid impacts to nesting birds pursuant to the Migratory Bird Treaty Act (MBTA), including avoidance of work during the nesting bird season, if feasible. The nesting season was established in Mitigation Measure 4.4.6.4A as February 1 through August 31. However, the mitigation measure has been revised in the FEIR to reflect the USFWS newest preferred nesting season of February 1 through ~~August 31~~ September 15 to ensure full compliance with the MBTA. Any additional requirements for MBTA compliance will be conditioned by CDFW as part of the future Section 1602 Streambed Alteration Agreement that must be obtained prior to issuance of a grading permit pursuant to Mitigation Measure 4.4.6.3A.

Response to Comment B-10. Please refer to Response to Comment B-7 above.

Response to Comment B-11. The City will transmit responses to all comments on the Draft EIR to all commenting agencies at least ten days before certification of the EIR and action on the Project as required under State CEQA Guidelines Section 15088(b). The City will also contact the USFWS if it requires additional consultation or field meetings regarding impacts of the proposed Project.

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PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

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Tuba Ebru Ozdil

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Anna Hoover

February 12, 2016

VIA E-MAIL and USPS

Mr. Matthew Bassi
Planning Director
City of Wildomar Planning Dept.
23873 Clinton Keith Road, Ste 201
Wildomar, CA 92595

LETTER C

Re: Pechanga Tribe Comments on the Notice of Availability for a Draft Environmental Impact Report, Baxter Village Mixed-Use Project, PA 14-0002, City of Wildomar

Dear Mr. Bassi:

This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government. The Tribe requests to continue to be directly notified of all public hearings and scheduled approvals concerning this Project and we request that these comments be incorporated into the record of approval for this Project.

The Tribe thanks the City of Wildomar and the Developer for providing mitigation to preserve and protect the any potential sensitive Payómkawichum cultural resources that may be identified during earthmoving activities and to require both archaeological and Pechanga tribal monitoring during earthmoving activities. However, the Tribe is concerned that the provided measures do not reflect the standard City language. The Tribe has worked with the City and its representatives over the past few years to develop standard language that can be used to mitigate potential impacts to cultural resources. When these measures are not utilized, there can potentially be confusion on the part of the project archaeologist, the Developer and the City. In order to provide consistency throughout City documents and to reduce any potential issues or conflicts with the proposed earthmoving activities, we have provided recommended edits to the Cultural Resources mitigation measures below to reflect the current language and clarify the grading and monitoring process better. 1

The State and Federal governments have mandated that cultural resources must be appropriately mitigated for within the confines of development projects. The Tribe appreciates the active role the City has taken to maintain the significant history of the Tribe and of California.

PECHANGA CULTURAL AFFILIATION TO PROJECT AREA

The Pechanga Tribe asserts that the Project area is at the northwestern-most portion of Payómkawichum, and therefore the Tribe's, aboriginal territory as evidenced by the existence of place names, *tóota yixélval* (rock art, pictographs, petroglyphs), cultural landscapes and an extensive Payómkawichum artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area, our history with this Project that extends back to 2007 and our history of being the sole Tribe to monitor and care for cultural resources in the Wildomar area.

The Pechanga Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Of the many anthropologists and historians who have presented boundaries of the Luiseño traditional territory, none have excluded the Wildomar area from their descriptions (Sparkman 1908; Kroeber 1925; Oxendine 1983; White 1963; Harvey 1974; Smith and Freers 1994), and such territory descriptions correspond almost identically with that communicated to the Pechanga people by our elders. While historic accounts and anthropological and linguistic theories are important in determining traditional Payómkawichum territory, the most critical sources of information used to define our traditional territories are our songs, creation accounts, and oral traditions. 1

The Pechanga Tribe has a specific legal and cultural interest in this Project as the Tribe is culturally affiliated with the geographic area that comprises the Project property and is the closest affiliated tribe to the Property. The Tribe has specific knowledge of cultural resources and sacred places near the proposed Project which we have shared with the City on previous occasions on this and other projects.

The Tribe welcomes the opportunity to meet with the City, its consultants and the Developer to further explain and provide documentation concerning our specific cultural affiliation to lands within your jurisdiction, if so desired.

REQUESTED TRIBAL INVOLVEMENT AND MITIGATION

The Pechanga Band is not opposed to this Project; however, we are opposed to any direct, indirect and cumulative impacts this Project may have to tribal cultural resources. The Tribe's primary concerns stem from the Project's proposed impacts on Native American cultural resources. The Tribe is concerned about both the protection of unique and irreplaceable cultural resources, such as Payómkawichum village sites, sacred sites, cultural landscapes and archaeological items which would be displaced by ground disturbing work on the Project, and on the proper and lawful treatment of cultural items, Native American human remains and sacred items likely to be discovered in the course of the work. 2

The proposed Project is located in a sensitive region of Luiseño territory and the Tribe believes that the possibility for recovering subsurface resources during ground-disturbing activities is high. The Tribe has over thirty-five (35) years of experience in working with various types of construction projects throughout its territory. The combination of this knowledge and experience, along with the knowledge of the culturally-sensitive areas and oral tradition, is what the Tribe relies on to make fairly accurate predictions regarding the likelihood of subsurface resources in a particular location.

The Tribe is in receipt of and has reviewed the Draft Environmental Impact Report. Based upon the information provided to the Tribe, there are no known cultural resources located within the Project boundaries. Therefore, the sensitivity of this Project lies with the potential to impact subsurface, unknown cultural resources during earthmoving activities which is acknowledged in the DEIR. While we appreciate the inclusion of mitigation measures that include both archaeological and tribal monitoring, these measures are not the standard measures that the City utilizes on its projects. Thus, to maintain consistency with City documentation, we request that the currently proposed measures in 4.5.6.1 be removed and the standard City measures be implemented. As such, please incorporate the below language as mitigation measures in the DEIR and as conditions of approval into the final EIR and any other final environmental documents approved by the City (strikeouts are deletions; underlines are additions):

2

~~**4.5.6.1A.** 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, 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. 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 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.~~

~~**4.5.6.1C.** If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the project archeologist, the Pechanga Tribe, and the Soboba Band shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe and/or Band cannot agree on the significance of or the mitigation for such resources, 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 Tribe and the Soboba Band. 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.** 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.~~

2

4.5.6.1A At least 30 days prior to seeking a grading permit, the Project Applicant shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

4.5.6.1B Prior to the issuance of a grading permit, the Project Applicant shall retain a Riverside County qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological

resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.

4.5.6.1C Prior to issuance of any grading permit, the Project Archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation which will be determined in consultation with the Pechanga Tribe. Said methodology shall include the requirement for a qualified archaeological monitor and a Pechanga Tribal monitor to be present and to have the authority to temporarily stop and redirect grading activities in order to evaluate the significance of any archaeological and cultural resources discovered on the property. Tribal and archaeological monitors shall be allowed to monitor all grading, excavation and groundbreaking activities.

4.5.6.1D If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer, the project archaeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. If the Developer, the project archaeologist and the Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Planning Director for decision. The Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the Wildomar City Council. 2

4.5.6.1E All cultural materials, that are collected during the grading monitoring program and, if applicable, from any previous archaeological studies or excavations on the project site, with the exception of sacred items, burial goods and human remains which will be addressed in the Treatment Agreement required in 4.5.6.1A shall be tribally 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 which meets the standards set forth in 36 CRF Part 79 for federal repositories. All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

4.5.6.1F If human remains are encountered, California 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 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 must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement described in 4.5.6.1A. 2

The Pechanga Tribe looks forward to continuing to work together with the City of Wildomar in protecting the invaluable Pechanga cultural resources found in the Project area. Please contact me at 951-770-8104 or at ahoover@pechanga-nsn.gov once you have had a chance to review these comments if you have any comments or concerns. Thank you for continuing to partner with the Pechanga Band to preserve and protect our sensitive cultural heritage. 3

Sincerely,

Anna Hoover
Cultural Analyst

Cc Pechanga Office of the General Counsel

Response to Letter C

Pechanga Band of Luiseño Indians

Response to Comment C-1. The City acknowledges Pechanga as a sovereign government and understands it has knowledge of the area's Payómkawichum cultural resources. The City has worked and will continue to work cooperatively with the Tribe to help protect cultural resources within the Project area.

Response to Comment C-2. The City will include the Tribe's recommended modifications and additions to the proposed mitigation measures relative to cultural resources (Measures 4.5.6.1A through 4.5.6.1F), as outlined below, in Section 3, and the Mitigation Monitoring and Reporting Program (Section 4) of this Final EIR.

~~**4.5.6.1A** 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, 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. This mitigation measure shall be incorporated in all construction contract documentation.~~

4.5.6.1A At least 30 days prior to seeking a grading permit, the Project Applicant shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

~~**4.5.6.1B** At least 30 days prior to seeking 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.~~

~~4.5.6.1B~~ Prior to the issuance of a grading permit, the Project Applicant shall retain a Riverside County qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.

~~4.5.6.1C~~ ~~If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the project archeologist, the Pechanga Tribe, and the Soboba Band shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe and/or Band cannot agree on the significance of or the mitigation for such resources, 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 Tribe and the Soboba Band. 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.~~

4.5.6.1C Prior to issuance of any grading permit, the Project Archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation which will be determined in consultation with the Pechanga Tribe. Said methodology shall include the requirement for a qualified archaeological monitor and a

Pechanga Tribal monitor to be present and to have the authority to temporarily stop and redirect grading activities in order to evaluate the significance of any archaeological and cultural resources discovered on the property. Tribal and archaeological monitors shall be allowed to monitor all grading, excavation and groundbreaking activities.

~~**4.5.6.1D.** 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.~~

4.5.6.1D If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer, the project archaeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. If the Developer, the project archaeologist and the Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Planning Director for decision. The City Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the Wildomar City Council.

4.5.6.1E All cultural materials, that are collected during the grading monitoring program and, if applicable, from any previous archaeological studies or excavations on the project site, with the exception of sacred items, burial goods and human remains which will be addressed in the Treatment Agreement required in Mitigation Measure 4.5.6.1A shall be tribally 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 which meets the standards set forth in 36 CRF Part 79 for federal repositories. All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

4.5.6.1F If human remains are encountered, California 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 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 must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement described in Mitigation Measure 4.5.6.1A.

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
PLANNING (MS 722)
464 WEST 4th STREET, 6th Floor
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-4557
FAX (909) 383-5936
TTY (909) 383-6300
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Serious drought
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LETTER D

February 12, 2016

File: 08-RIV-15-PM-15.02

RECEIVED
FEB 22 2016
CITY OF WILDOMAR

Mr. Matthew Bassi
Planning Director
Planning Department
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

Traffic Impact Analysis for the Baxter Village Mixed-Use Project

Mr. Bassi,

The California Department of Transportation (Caltrans) has completed the review of the revised Notice of Preparation of the Environmental Impact Report for the Baxter Village Mixed-Use Project. The project is located west of I-15, north of Baxter Road, and east of residential lots and White Street. The project proposes the development of a 36 acre site for 75,000 square feet of commercial retail buildings on 12.2 gross acres, 204 multi-family apartment units on 11.3 gross acres, 66 single-family residential dwelling units on 12.5 gross acres, and including necessary roads, parking, retention basins, and recreation areas. 1

We offer the following comments regarding the Project Traffic Impact Analysis:

Traffic Operations and Forecasting:

Caltrans' Operations and Forecasting units are tasked with analyzing the methodology and mitigation measures found within the TIA. We concur with the methodologies provided and have no comments.

Multimodal Accessibility:

Caltrans is committed to ensuring that a multimodal transportation system serves every local development project, where feasible. Planning facilities for pedestrians, cyclists, transit riders and car- / van-pooling will encourage more multimodal trips- which will reduce congestion, vehicles miles traveled, greenhouse gas emissions, and our State's effect on climate change. To assist the County in reducing vehicle trips associated with the proposed development, we offer the following comments: 2

- Referring to TIA Exhibit 3-4, City of Wildomar Regional Community Multi-Use Adopt-A-Trail System, a roadside multi-use trail is proposed along Baxter Road. We recommend the

City include the construction of the trail along Project frontage as a condition of approval, and pursue construction across the I-15 overcrossing when it is widened, to mitigate cyclist and pedestrian safety concerns.

Thank you for providing us the opportunity to review the Traffic Impact Analysis for the Baxter Village Mixed-Use Project and for your consideration of these and future comments. These recommendations are preliminary and summarize our review of materials provided for our evaluation. If this proposal is revised in any way, please forward appropriate information to this office so that updated recommendations for impact mitigation may be provided. If you have questions concerning these comments, or would like to meet to discuss our concerns, please contact Dustin Foster (909) 806-3955 or myself at (909) 383-4557. 2

Sincerely,

MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning

Response to Letter D

California Department of Transportation (Caltrans)

Response to Comment D-1. Comment noted that Caltrans concurs with the methodologies provided in the project traffic study and has no comments regarding traffic operations and forecasting.

Response to Comment D-2. As indicated on Exhibit 3-4 of the Traffic Study, City of Wildomar Regional Community Multi-Use Adopt-A-Trail System, a roadside multi-use trail is required along Baxter Road adjacent to the project site (see section W-E-12 and W-E-12-A). The project is conditioned to provide a “multi-purpose” trail with landscape buffers within the parkway.

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South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:
mbassi@cityofwildomar.org

January 19, 2016

Mr. Matthew C. Bassi, Director
Planning Department
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

LETTER E

**Draft Environmental Impact Report (DEIR)
for the Proposed Baxter Village Mixed-Use Project
(PA 14-0002) (SCH No. 2014121047)**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document.

The Lead Agency proposes a mixed-use development on an approximately 36-acre site. The uses would include three basic components: 1) 75,000 square feet of commercial uses (retail and restaurant); 2) 204 apartment units; and 3) 66-single family units. Grading activities will include 723,422 cubic yards of earthwork including import of approximately 142,652 cubic yards of soil resulting in approximately 15,850 total trips to import the soil to the project site. Construction is proposed to occur in phases over a 2-3 year period starting in late 2016.

1

In the Air Quality Analysis, the Lead Agency analyzed project regional and localized significance threshold emission impacts for construction and operational activities finding that these impacts were less than significant with mitigation when compared with the applicable SCAQMD thresholds of significance. In addition, a screening level Health Risk Assessment (HRA) was conducted to determine risk to future residents from the traffic operating on the Interstate 15 Freeway (I-15 Freeway) located just east of the project site. Based on the risk estimates in the HRA, the estimated mitigated Maximum Incremental Cancer Risk (MICR) to future residents would be 7.81 in one million, which is less than the SCAQMD significance threshold of ten in one million. Even though the cancer risk for future residents was estimated as being less than significant, the Lead Agency has proposed implementation of air filtration systems for the proposed apartments and single-family residents. The SCAQMD staff recognizes the Lead Agency's proposed installation of the proposed MERV filters but has concerns that the filters have limits, and since most of the future residents will be sited less than 500 feet from the adjacent I-15 Freeway, the SCAQMD staff further reiterates concerns related to

the California Air Resources Board (CARB) guidance regarding siting sensitive receptors near freeways. Further details are included in the appendix. 1

Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the Lead Agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, staff is available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist CEQA Section, at (909) 396-3302, if you have any questions regarding the enclosed comments. 2

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

Attachment

JW:JC:GM

RVC160105-01
Control Number

Limitations to Using Filters as Mitigation

1. In the HRA, cancer risk to future sensitive receptors (single- and multi-family residences) from freeway traffic was estimated to be below the SCAQMD significance threshold. The Lead Agency, however, has proposed a filtered air supply system for all residential homes that will include high-efficiency filters with a MERV of 14 for the people living in the apartment units and MERV 8 for those living in the single-family residential units.

   The SCAQMD reminds the Lead Agency that the use of the proposed air filters has limitations. The filters have no ability to filter out any toxic gasses from vehicle exhaust and residents will not be protected outside of their homes, whether relaxing outside in their yard, playing in a common area, washing a vehicle or when the windows or doors are open. Further, the heating, ventilation and air conditioning (HVAC) system and as well as the filters have to be serviced/replaced as required by manufacturer recommendations with annual replacement costs expected to range from $120 to $240 to replace each filter.[1] Adequate pressure must also be maintained within the residences and it is assumed that the filters will operate 100 percent of the time while residents are indoors.

3

CARB Land Use Guidance for Sensitive Receptors Located Near Freeways

2. Based on the California Air Resources Board's (CARB) Land Use and Air Quality Handbook (CARB Handbook), guidance is included for siting sensitive receptors near sources of air toxics including exposure to residents from diesel fueled vehicles operating on the nearby freeway. Based on the project description, the DEIR shows that future residents (sensitive receptors) would be sited within the recommended 500-foot buffer.[2]

   This would include siting the proposed residences near the I-15 Freeway that has a peak monthly daily traffic volume of 131,000 vehicles including approximately 11,397 daily trucks.[3] As a result, future residents will be exposed to a significant source of toxic emissions. Numerous past health studies have demonstrated the potential adverse health effects of living near a freeway or highly travelled roads. Since the time of that study, additional research has continued to build the case that the near roadway environment also contains elevated levels of many pollutants that adversely affect human health,

4

[1] http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf?sfvrsn=0 . This study evaluated filters rated MERV 13+ while the proposed mitigation calls for less effective MERV 12 or better filters. See also CARB link for the "Status of Research on Potential Mitigation Concepts to Reduce Exposure to Nearby Traffic Pollution" (August 23, 2012): http://www.arb.ca.gov/db/search/google_result.htm?q=Potential+Mitigation+Concepts&which=arb_google&cx=006180681887686055858%3Abew1c4wl8hc&srch_words=&cof=FORID%3A11

[2] CARB Handbook link: http://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf?sfvrsn=0 .

[3] http://traffic-counts.dot.ca.gov/ 2014 Traffic and Truck Volumes: 1) Traffic Volume, I-15 Freeway at Chapman Avenue, 131,000 vehicles per day based on the peak month ADT, which is the average daily traffic for the month of heaviest traffic flow; 2) Truck Percentage of Total Vehicles is 8.7 % or 11,397 trucks per day. The monthly traffic total was used instead of the annual average daily traffic figure because it represents a more conservative, worst-case scenario.

including some pollutants that are unregulated (e.g., ultrafine particles) and whose potential health effects are still emerging.

While the health science behind recommendations against placing new residences close to freeways is clear, SCAQMD staff recognizes the many factors Lead Agencies must consider when siting new housing. Further, many strategies have been proposed for other projects to reduce exposure, including building filtration systems (as proposed in the DEIR), sounds walls, vegetation barriers, etc. However, because exposure to roadway dust, vehicle emissions and potential adverse health risks might be involved, it is critical that any proposed strategy, whether proposed as mitigation for CEQA purposes or otherwise must be carefully evaluated prior to determining the ultimate impacts to future residents in order to reduce their exposure from criteria pollutants and adverse health impacts from impacts including roadway dust, diesel particulate matter, etc., coming from vehicles operating on the nearby freeway. 4

Response to Letter E

South Coast Air Quality Management District (SCAQMD)

Response to Comment E-1. The City acknowledges the SCAQMD is responsible for monitoring and regulating air pollutant emissions from stationary sources within the South Coast Air Basin. This comment summarizes characteristics of the Project and the Health Risk Assessment (HRA) conducted for the Project. For a detailed response regarding the HRA and related mitigation (e.g., house air conditioning filters) please see Response to Comment E-3 below.

Response to Comment E-2. The City will transmit responses to all comments on the Draft EIR to all commenting agencies at least ten days before certification of the EIR and action on the Project as required under State CEQA Guidelines Section 15088(b).

Response to Comment E-3. The HRA recommended the use of particulate filters to limit indoor pollutant concentrations by applying recognized control efficiencies with implementation of minimum efficiency reporting values (MERV) 14 or equivalent filters that would reduce potential impacts to less than significant levels as discussed in the DEIR and the HRA. The control efficiencies utilized to identify ventilation performance standards were based on the reported MERV as identified in the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. Based on the reported effectiveness of these filters, a recommendation to limit the infiltration of particulates into residential units was identified as the appropriate project design feature to ensure that carcinogenic risk estimates are maintained at less than the threshold of 10 in one million. As noted in the DEIR (Section 4.3.5.2), the maximum risk levels are projected to be 7.81 in one million which is less than the acceptable threshold of 10 in one million and thus a less than significant level. This was accomplished by requiring corresponding particulate filters that conform to ASHRAE Standards.

The efficacy of particulate filters to trap gaseous pollutants is documented by many sources, including the U.S. Environmental Protection Agency (USEPA).[1] The project design features requiring air filtration were not designed or proposed to control gaseous pollutants because their contribution to the cancer risk estimate was determined by the HRA to be *de minimis*. The HRA calculates that diesel particulates from both trucks and vehicles contribute more than 80 percent of the reported cancer risk values.

[1] U.S. Environmental Protection Agency, "Residential Air Cleaners (Second Edition): A Summary of Available Information Revised August 2009," http://www.epa.gov/iaq/pubs/residair.html#summary.

A consideration of time spent in or outdoors need not be considered in the HRA. Regulatory guidance from SCAQMD, the state Office of Environmental Health Hazard Assessment (OEHHA), and USEPA assumes that source-receptor locations are static, whereby exposures are assumed to be continuous based on the averaging time under consideration. It is important to note that the analysis assumes a "static" exposure scenario of constant exposure 24 hours per day, 7 days per week for a long-term duration (30 years). Notwithstanding that, the time spent indoors at residences is over 90 percent of the 24-hour day. The latest version of the US EPA's Exposure Factor Handbook: 2011 Edition includes empirical data that suggests on average over 21 hours per day are spent indoors at the residence for all age groups (See Table ES-1 of that document). A link to the full document is as follows: http://www.epa.gov/ncea/efh/pdfs/efh-complete.pdf.

Please refer to SCAQMD's Pilot Study of High Performance Air Filtration for Classrooms Applications,[1] which addresses SCAQMD's concern about filter efficiency associated with a scenario of open doors and windows. The SCAQMD Pilot Study was conducted to determine the effectiveness of air filtration systems in reducing the indoor exposure to air contaminants; the systems evaluated in the Pilot Study are similar to the recommended filtration system for the Project. The SCAQMD Pilot Study report clearly concludes that adequate particulate removal is achieved with "doors and windows that are frequently open to outside air" for a MERV 14 filtration system, which is consistent to the type of filtration system proposed by the Project. Therefore regardless of a positive or negative air pressure system, the Project will meet the filter efficiencies and thereby achieve reductions for indoor particulate concentrations that would be less than all of the established, applicable thresholds of significance discussed in the HRA and in the EIR. Based upon the indoor pollutant reductions achieved by the proposed filtration system, there is no need to consider whether a positive or negative air pressure system is needed; thus, the nature of such a pressure system has no bearing on the findings of the HRA. Also, as the SCAQMD notes in their Pilot Study report, filter efficiencies are achieved regardless of outside air infiltration. Therefore, there is no need for a positive or negative pressure system.

Additionally, if a pressure system were to be used, it would be a positive pressure system. Because the final building design and HVAC design of the project is not completed, it may not be entirely feasible to design a positive pressure system due to design constraints including, but not limited to fire department regulations, ducting, and insulation for the building envelope, although as discussed above, the MERV 14 filtration system of the Project does not rely upon a pressure system to effectively mitigate the Project's impacts. For reference, a positive air pressure system creates a steady flow of air out of a room, and an intake (in this case filtered air) replaces it.

[1] http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf?sfvrsn=0

The maintenance and continued operation of the filter will be the responsibility of the building owner (for the apartment units) and individual homeowners (for single-family residents).

Response to Comment E-4. The California Air Resources Board (CARB) Land Use Handbook ("handbook") recommends a buffer distance of at least 500 feet between new sensitive land uses and a freeway. However, pages 4–5 of the handbook acknowledge that CARB's recommendations are only advisory and "to determine the actual risk near a particular facility, a site-specific analysis would be required. Risk from diesel particulate matter (DPM) will decrease over time as cleaner technology phases in." The handbook goes on to state that "these recommendations are designed to fill a gap where information about existing facilities may not be readily available and are not designed to substitute for more specific information if it exists."

The DEIR and underlying technical documents are consistent with the handbook because they include a site-specific HRA based on the actual physical relationship of the proposed development to the adjacent existing freeway.

Based upon the site-specific HRA and as noted in the DEIR, the Project would not pose a significant health risk to sensitive receptors within the proposed Project. Specifically, the HRA determined that even for homes within the 500-foot buffer, the maximum cancer risk levels are projected to be 7.81 in one million. This is less than SCAQMD's acceptable threshold of 10 in one million.

Consistent with CARB guidance, the 500-foot buffer recommendation is intended to apply when no site specific information is available and/or no site-specific health risk assessment modeling has been conducted. In this case, simply relying on the 500-foot buffer recommendation is not appropriate or required, since site specific information on the type of use, number of vehicles, and average travel speeds is generally known and since a site-specific HRA has been conducted that did not find any significant health risk impacts associated with DPM to any sensitive receptors in the project vicinity.

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Board of Directors
Phil Williams, President
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Andy Morris, Treasurer
George Cambero, Director
Nancy Horton, Director

Elsinore Valley Municipal Water District

Our Mission…
EVMWD will provide reliable, cost-effective, high quality water and wastewater services that are dedicated to the people we serve.

General Manager
John D. Vega
District Secretary
Terese Quintanar
Legal Counsel
Best Best & Krieger

February 3, 2016

LETTER F

City of Wildomar
Attn: Matthew C. Bassi – Planning Director
23873 Clinton Keith, Suite 201
Wildomar, CA 92595

SUBJECT: BAXTER VILLAGE MIXED USE PROJECT (PA NO. 14-0002)
DRAFT ENVIRONMENTAL IMPACT REPORT – DISTRICT COMMENTS

Dear Gentlemen:

Recently the City circulated for comment the Draft Environmental Impact Report (DEIR) for the Baxter Village Mixed Use Project (BVMUP). The Elsinore Valley Municipal Water District (EVMWD) has reviewed the DEIR and is providing to the City our comments on the DEIR. BVMUP is within EVMWD's service area and EVMWD is the responsible agency for providing Sewer, Water and Recycled Water to the BVMUP project. EVMWD has worked closely with City during the Preliminary Application Review (PAR) and communicated water and sewer requirements to serve this project. Detailed plan review will be required during the design phase.

The EVMWD Board of Directors adopted its 2010 Urban Water Management Plan (UWMP) in 2011, which included future growth and water supply demand for the next 25 years. Even though this BVMUP project did not require a Water Supply Assessment (WSA) as established by SB 610, the 2010 UWMP's water demand projections include BVMUP's demand requirements. EVMWD's 2010 Urban Water Management Plan is based upon findings from the planning documents of regional water purveyors such as Western Municipal Water District and the Metropolitan Water District of Southern California. It should be noted that the 2015 Urban Water Management Plan is due to the California Department of Water Resources on July 1, 2016 and EVMWD along with the regional water purveyors is in the process of updating the plan. 1

EVMWD is also in the process of updating our Infrastructure Master Plans (Water, Sewer, and Recycled Water) and has incorporated future water distribution and sewer needs from the BVMUP project as part of the Master Plan update process. EVMWD is also developing a comprehensive Recycled Water Master Plan (RWMP) for its service area. As part of the RWMP, EVMWD is considering strategies for the future of recycled water generated by new developments including BVMUP project. EVMWD is evaluating the feasibility of conducting an Indirect Potable Reuse Study (partially funded by the United

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www.evmwd.com

31315 Chaney Street
P.O. Box 3000
Lake Elsinore, CA 92531

States Bureau of Reclamation) which will result in 100 percent reuse of the recycled water generated within EVMWD's service area.

EVMWD plans to finalize these documents for adoption by EVMWD's Board of Directors by the end of June 2016. EVMWD, as the Water, Sewer, and Recycled Water service provider to BVMUP, has reviewed the BVMUP DEIR and believes that the DEIR substantially conforms to EVMWD's Infrastructure Master Plans. 1

If you need further comments or clarifications, please contact Nemesciano Ochoa, EVMWD's Assistant General Manager, at 951-674-3146, ext. 8359.

Sincerely,

Ganesh Krishnamurthy
Water Resources Manager

GK/gk

g:\admin\1-2016 correspondence\16032se.docx

Response to Letter F

Elsinore Valley Municipal Water District (EVMWD)

Response to Comment F-1. This comment provides information on the status of related planning documents prepared by EMWD. The comment concludes that…"the DEIR substantially conforms to EVMWD's Infrastructure Master Plans." This comment does not require any changes to the data or conclusions of the EIR.

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LETTER G

Baxter Village Draft EIR Comments

Section 4-16: I have serious concerns with permitting the developer to further degrade the already unacceptable LOS at **Intersection 5, I-15 Southbound Ramps and Baxter Road** as well as **Intersection 3, Central Street and Baxter Road.**

Concern #1:

In reference to **Intersection 3, Central Street and Baxter Road, on page 4.16-31 the Draft EIR states:** "Mitigation Measure 4.16.6.1A requires that the intersection improvements be constructed prior to occupancy of any development on the project site that would generate more than 50 outbound AM peak-hour trips at intersection 3. The mitigation measure also requires that any development on the site prior to installation of the improvements either verify the anticipated number of trips to the City or agree to install the improvements prior to occupancy."

The related **Mitigation Measure 4.16.6.1A states:** "The following intersection improvements shall be completed prior to the issuance of a certificate of occupancy for development on the project site that would, combined with any previous development on the site, generate 50 or more AM peak-hour outbound trips at this intersection:

- Traffic signal with protected left-turn phasing on the eastbound approach of Baxter Road
- Northbound approach: N/A
- Southbound approach: one left-turn lane, one right-turn lane.
- Eastbound approach: one left-turn lane, one through lane.
- Westbound approach: one through lane, one right-turn lane.

Any application for development prior to installation of the intersection improvements shall provide to the City an estimate of trips associated with the proposal prepared by a traffic engineer, demonstrating that the number of trips at this intersection are below the threshold of 50 AM our outbound trips, or the intersection improvements shall be required prior to occupancy."

1

My comment #1 is: Any incremental approach to constructing these absolutely necessary traffic improvements must **as a minimum provide a left turn lane** at this intersection for east bound traffic on Baxter Road prior to any onsite construction, much less any occupancy.

Concern #2:

In ref to **Intersection 5, I-15 Southbound Ramps and Baxter Road, page 4.16-32 the Draft EIR states:** "…will enter into a development agreement with the City to submit the design of the signal to Caltrans for approval prior to issuance of the first building permit, and to begin construction of **the signal prior to the issuance of a certificate of occupancy for the twenty-second single-family home or thirtieth apartment, or 10,000 square feet of commercial retail space, whichever occurs first**."

On page 4.16-32 of the Draft EIR Mitigation Measure 4.16.6.1B states:
"… **Construction of the signals shall begin prior to construction of more than 22 single-family dwelling units (or 30 apartments), or construction of more than 10,000 square feet of commercial retail uses**."

2

My comment #2 is: This wording opens the door to permit **a total of** 21 single-family dwelling units, **and** 29 apartments, **and** construction of than 9,999 square feet of commercial retail uses prior to construction of the signal. This needs crystal clear wording in both instances.

Concern #3:

In ref to **Intersection 5, I-15 Southbound Ramps and Baxter Road, Page 78 of the Draft EIR's Appendix K-1 states "Construct an eastbound right turn lane and install a traffic signal"**

3

My comment #3 is: As a minimum provide a right turn lane at this intersection for east bound traffic on Baxter Road to enter the southbound I-15 onramp prior to any onsite construction, much less any occupancy.

Concern and My Comment #4:

I see a comment on construction related noise in the Draft EIR. I could not find any mention of a traffic management plan during construction. What is the plan to **not** bring Baxter Road and Central Avenue to a standstill during construction? Implementing my comments #1 and #3 above would be a good start.

4

Mr. Monte Goddard
Wildomar Resident

Response to Letter G

Monte Goddard

Response to Comment G-1. The limited development intensity allowed under the 50 peak hour trip cap would not necessitate a dedicated eastbound left-turn pocket at the Central/Baxter intersection to achieve the City's requisite LOS threshold, as shown in the project's Traffic Impact Analysis. It is anticipated that the interim project would generate approximately 5 eastbound left-turns during the AM peak hour, and 12 eastbound left-turns during the PM peak hour, which on average would result in one left-turning vehicle every 12 minutes during the AM peak hour, and one left turning vehicle every 5 minutes during the PM peak hour. However, once the project generates 50 outbound AM peak-hour trips at this intersection, one left turn lane and one through lane will be added to the Eastbound approach, consistent with Mitigation Measure 4.16.6.1A

Response to Comment G-2. The intent of the wording is to provide for either/or and not in addition to. For clarification, the clause "whichever occurs first" will be added to the end of Mitigation Measure 4.16.6.1B which is consistent with the intent.

Response to Comment G-3. An eastbound right-turn lane at Traffic Impact Analysis Intersection 5 (I-15 Southbound Ramp/Baxter Road) is not required to mitigate direct impacts due to project traffic. However, the technical report does note that a right-turn lane is needed in the future to accommodate future growth in the area. The final geometric design for the I-15 Southbound Ramp at Baxter Road will be based on plans as reviewed and approved by the City of Wildomar and Caltrans.

Response to Comment G-4. Development of a traffic management plan is a standard condition of approval for construction projects in the City of Wildomar and will be applied to this project as well. Additionally, although it does not change the significance determination of the study or the EIR, Mitigation Measure 4.16.6.1C has been added to limit transport of soil to other than the typical morning and evening peak commute hours (i.e., 7:00–9:00 a.m. and 4:00–6:00 p.m.) and to prepare a Construction Traffic Management Plan for review and approval by the City prior to grading (see Section 3 and MMRP).

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February 12, 2016

Matthew C. Bassi, Planning Director
Planning Department
City of Wildomar
23873 Clinton Keith Rd., Suite 201
Wildomar, CA 92595
mbassi@cityofwildomar.org

LETTER H

Via Email & U.S. Mail

Re: *Comments on Baxter Village Mixed Use DEIR*

Dear Mr. Bassi and the City of Wildomar:

Pursuant to the California Environmental Quality Act ("CEQA"), this letter is to serve you with comments on behalf of the SoCal Environmental Justice Alliance ("SEJA") regarding the Baxter Village Mixed Use Project ("the Project" or "Baxter Village") Draft Environmental Impact Report ("DEIR"). 1

Aesthetics

As to scenic vistas, your DEIR concludes that the Project would block views of motorists from the I-15 looking toward the Santa Ana Mountains, and of pedestrians on White Street looking toward the Sedco Hills but that blocked views would only be of the lower portions thereof. We consider this a significant impact. Moreover, you have not addressed the impacts to residents to the west of the Project. 2 3

As to scenic highways you conclude that since the I-15 at the point of the Project is only an Eligible Scenic Highway – Not Officially Designated, it is not required to provide a formal Visual Impact Assessment to Caltrans, and that "there are no designated local scenic roadways near the project site." We believe that the fact that I-15 in this segment is an Eligible Scenic Highway means the impact of the Project could be significant and mitigation should be required. 4

Regarding the Existing Visual Character of the Site, you acknowledge that the proposed Project will substantially change the views of both nearby residents and motorists. You claim that this part of Wildomar is transitioning consistent with the City's General Plan which designates the area surrounding the project as Medium Density Residential. This doesn't comport with the Zoning Map which designates the area to the east and north of 5

the site as Rural Residential. Moreover, the question here isn't how the land is zoned or planned but what is the visual character of the site *now* relative to the proposed Project. Finally, the General Plan's Goals and Targets are inconsistent with the Project. LU 13.1's goal is to "Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public"; the Project is inconsistent with this. O.S. 9.3 says "Maintain and conserve superior examples of native trees, natural vegetation and *stands of established trees*" – the Project doesn't do this. OS 21.1 says "Identify and conserve the skylines, view corridors and outstanding scenic vistas within the City." You claim the Project won't "substantially obstruct" any scenic vistas but it will impact multiple vistas from I-15 and White Street. Finally ELAP 13.1 states "Protect I-15 from change that would diminish the aesthetic value of adjacent properties"; you claim the Project is consistent with this but it is not. 5 6

As to Light and Glare, you concede that "[d]evelopment of the project site would introduce new sources of light and glare into the area in the form of street lighting, parking lots and security lighting for commercial and residential buildings and nighttime traffic, as well as landscaping lights," but you contend that adherence to the Wildomar Municipal Code will reduce these impacts to less than significant levels. We believe that in accordance with Appendix G's question whether the project will introduce substantial new light and glare, the answer is yes. 7

Next, as to cumulative impacts, you claim that compliance with the City's General Plan and Municipal Code standards would assure there was no significant impacts to scenic vistas or visual character. We beg to differ. The Project in combination with other projects would create a significantly different visual character for the City and for passing motorists. Figure 2.1 shows there are significant cumulative projects planned along the I-15 corridor in Wildomar. As to cumulative impacts to lighting, you claim they would be reduced through adherence to applicable City lighting standards, but this does not alter the fact that nighttime views will be significantly altered. 8

Air Quality

As an initial matter, the proposed Project would place approximately 653 sensitive receptors next to a major freeway, with a number of them less than 500 feet away. This is contrary to California Air Resources Board ("CARB") recommendations as well as to your own General Plan. *See* General Plan Policy AQ 2.2, "Require site plan designs to protect people sensitive to air pollution through the use of barriers and/or distance from emissions sources." Shockingly, you claim the development is "consistent" with this policy because the Project has setbacks from the residential to the commercial areas planned. DEIR at 4.3-15. Obviously the concern regarding air quality should be focused on diesel particulate matter ("DPM") from the I-15. Given this concern, the site is much better zoned for commercial uses (which is what most of the rest of the I-15 corridor is planned to be under Wildomar's General Plan). Nevertheless, you excluded a commercial use from your alternatives analysis. 9

As a second initial matter, we note that you declined to follow Appendix G of the CEQA Guidelines as to Air Quality in your identification of Thresholds. This led to your not asking the question whether the Project would "result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment . . ." *See* CEQA Guidelines, Appendix G, item III(c). 10

At DEIR 4.3-21 you indicate that you used the minimum distance Local Significance Threshold ("LST") since the nearest sensitive receptors were 62 feet away – however, the minimum distance LST assumes a distance of 82 feet. This is not, as you claim it is, a "worst case estimate." 11

At 4.3-22 you list the South Coast Air Quality Management District ("SCAQMD") criteria for determining whether a project would conflict with or obstruct the implementation of the Air Quality Management Plan ("AQMP"). You note that SCAMD states that the proposed project will result in a violation if it will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards. SCAQMD has determined that the California Ambient Air Quality Standards ("CAAQS") or National Ambient Air Quality Standards ("NAAQS") would be violated if their LSTs are exceeded. 12

In Section 4.3.5.2 you address your Health Risk Assessment ("HRA"). You note that CARB has advised against placing residential land uses within 500 feet of a freeway and that it has concluded that doing so results in an increased cancer risk of from 300 to 1,700 per million. You fail to note that CARB's Handbook states that this assessment discounts the background risk and that they conclude the estimated regional risk from air toxics alone in the Los Angeles region are an additional 1,000 in a million. *See* CARB Air Quality and Land Use Handbook (2005). (The CARB Handbook should be in the record since you relied upon it.) SCAQMD calculates the average background rate in the entire South Coast Basin at 1,400 in a million. *See* SCAQMD Guidance Document, Chapter 2 (Attachment A). We doubt that your HRA factored in background levels of pollution. Additionally, we question whether it accounted for increased traffic counts which you acknowledge will develop on the I-15 (in addition to the present – or present as of when you wrote the DEIR – 116,000 vehicles a day). What happens at General Plan Buildout in 2035? Additionally, the HRA supposedly calculated less than 10 in a million cancer risk based on the use of air filtration units. We question whether these filtration units will curtail indoor air pollution to the degree you have assumed and we are certain that they will not work outside where the residents are recreating. Finally, studies have shown that children are particularly at risk for TACs and can experience asthma as well as cancer risks as a result of exposure. For that matter, all individuals are at risk of increased asthma and other respiratory problems. You have not made mention of this at all in your analysis. 13 14 15 16 17 18

Regarding your HRA you rely on thresholds for a 30-year and 9-year exposure scenarios. We thought that OEHHA required analysis of 70-year exposures. 19

At 4.3-23 you state that "Additionally, as part of the project design, the Project Applicant has agreed to the implement the following design measures to *further* reduce exposure to pollutants," and you refer to the air filter installations. This isn't an "additional" measure, it was one that was required to get your Health Risk Assessment to come in at under 10 in one million. Finally, you do not include the air filters as a mitigation measure for the Project. This means it is not enforceable. 20

Regarding construction impacts, you concluded that you could use the SCAQMD's look-up tables to determine of the Project had a significant impact, rather than the dispersion modeling required if the Project disturbs more than five acres per day. Yet you did not include the requirement that the Project disturb less than five acres a day as a mitigation. 21

Table 4.3.H shows Construction Impacts relative to LSTs of PM_{10} and $PM_{2.5}$ exceeding the thresholds. You assume that Mitigation Measures ("MMs") 4.3.6.1A (all rubber tired dozers and scrapers shall be CARB Tier 3 certified or better) and 4.3.6.1B (a sign will be posted prohibiting more than 5 minutes of idling on site), together with adherence to SCAQMD Rule 403, will reduce levels of these pollutants to less than significant levels. We question whether these measures will reduce emissions, particularly emissions of $PM_{2.5}$, to less than significant levels. 22

Regarding Long-Term Operational Emissions, you conclude that the Project would result in an increase of NO_x in excess of applicable standards. You claim that MM 4.3.6.3A will reduce these emissions to less than significant levels. However, if one looks at Table 4.3.K, the contribution of winter emissions of NO_x is only 1.3 lbs/day, and Total Project Emissions are 56.8 lbs/day, so if you eliminate energy consumption emissions entirely you are still at the threshold of 55 lbs/day. You cite to Table 4.3.M where you have reduced emissions projected from mobile sources due to the mixed use nature of the Project. We question the assumptions that went into this reduction and it is logically inconsistent with your earlier table. 23

Regarding cumulative impacts, you rely on SCAQMD guidance to conclude that cumulative impacts are not exceeded because the Project does not exceed project-specific thresholds. We do not believe it is appropriate to rely on the SCAQMD guidance as it flies in the face of multiple CEQA Guidelines as well as Pub. Resources Code §21083(b)(2). *See* Guidelines §§ 15130(a), 15064(h)(1), 15065(a)(3), 15355(b). CEQA does not excuse an EIR from evaluating cumulative impacts simply because the project-specific analysis determined its impacts would be less than significant. Gordon & Herson, "Demystifying CEQA's Cumulative Impact Analysis Requirements: Guidance for Defensible EIR Evaluation," *Cal. Env't'l. L. Reporter* 379, 381 (Sept. 2011)(Vol. 2011, Issue 9) (Attachment B). We also note that we were unable to find the SCAQMD guidance on its website. 24

As noted above, we also think you have failed to assess cumulative impacts in your HRA and you failed to address short-term health risks at all.

Biological Resources

Regarding impacts to special status species, we disagree with your conclusions for a number of reasons. First, relating to the paniculate tarplant, this is a California Native Plant Society ("CNPS") plant of limited distribution. It has California Rare Plant Rank ("CRPR") 4, which means that it is "fairly endangered" in California, and merits CEQA consideration, and meets the standard you yourself set, "rare and endangered in California but . . . more common elsewhere." Mitigation is therefore appropriate, after a finding of significance. *See* Attachment C. 25

Second, you indicate that seven special status species are present on the site but do not require surveys with payment of the Multi-Species Habitat Conservation Plan ("MSHCP") fee. One, we dispute this assumption. Elsewhere in the DEIR you suggest that surveys *are* required. *See* DEIR at 4.10-7. Two, under CEQA you have to assess potential impacts regardless of what the MSHCP says. Three, this assumes that the MSHCP is effective, and there are reasons for believing it may not be. Specifically, the RAND Corporation concluded in 2008 that there are questions as to the MSHCP's ability to purchase lands based on the fees it is receiving and to achieve the reserve strategy relied upon by the US Fish and Wildlife Service in their Biological Opinion and CEQA analysis. *See* "Balancing Environment and Development: Costs, Revenues, and Benefits of the Western Riverside County Multiple Species Habitat Conservation Plan" (RAND 2008). RAND further concluded that (1) operating costs for the MSHCP exceed original forecasts, and (2) individual acreage goals cannot all be met using the U.S. Fish and Wildlife Service's ("USFWS's") conceptual reserve design ("CRD"). We reiterate that the MSHCP cannot afford to purchase lands; although there was some funding passed for 2015 to 2019, we doubt that further funds will be forthcoming from Congress. *See* Attachment D. 26

You also declined to survey for the Jacumba pocket mouse, the San Diego desert woodrat, the western mastiff bat and the pallid bat. We disagree with your conclusion that they have a low potential to occur on the site and with regard to the bat species we disagree with your conclusions on foraging habitat. *See* Attachments E and F. 27

Finally, you concede (contrary to what you did as to seven other species) that you must do additional surveys for the least Bell's vireo. But you conclude without having done these surveys that there are no significant impacts to any species other than the burrowing owl. 28

Mitigation Measure 4.4.6.1A requires that within 30 days prior to ground disturbance there be a preconstruction survey for burrowing owl. California Department of Fish & Wildlife ("CDFW," formerly "CDFG") guidance, to which you cite, calls for take avoidance surveys no less than 14 days prior to ground disturbance. *See* CDFG Staff Report on Burrowing Owl Mitigation (March 7, 2012), Appendix D. Moreover, it requires up to four surveys. 29

Regarding the question whether the Project would have a substantial adverse effect on any sensitive community, you acknowledge that the existing eucalyptus woodland and southern riparian scrub are considered sensitive by the California Natural Diversity Database ("CNDDB"). You propose MM 4.4.6.2A and state that mitigation that is not a part of an agency approved mitigation bank shall include a Habitat Monitoring Mitigation Program which shall be prepared prior to any impacts to habitats. We question whether this will provide for mitigation in perpetuity and it should be provided for in the Mitigation Monitoring and Reporting Program for the Project. 30

At 4.4.6.3 regarding Jurisdictional Waters, you indicate that a Determination of Biologically Equivalent or Superior Preservation ("DBESP") was conducted and that Drainage C was not found suitable for plant species afforded protection under the MSHCP. What about other sensitive plant species? 31

MM 4.4.6.3A calls for permits from the relevant agencies, U.S. Army Corps of Engineers ("USACE"), Regional Water Quality Control Board ("RWQCB") and CDFW. This MM calls for offsite mitigation on land acquired for the purpose of in perpetuity preservation. What measures assure that the land will be preserved in perpetuity? 32

At 4.4.7 regarding Cumulative Impacts you assume that compliance with the MSHCP and the burrowing owl measures will reduce cumulative impacts to less than significant levels. Again, this depends on the functioning of the MSHCP and your mitigation for non-MSHCP species, some of which you have not even surveyed for. 33

Cultural and Paleontological Resources

In Section 4.5 you conclude that there will be less than significant impacts to the R.J. Brown House because, you claim, it lost its historical significance when it was moved from its original site. As you know, it was moved from its original site because it was considered culturally significant. We disagree with your conclusion there is no significant impact. 34

Regarding Paleontological Resources, you recognize that the majority of the Project site is underlain by deposits that have yielded finds in many nearby areas in Southern California. MM 4.5.6.2A states that if fossils are discovered during grading work will be halted "in that area" until a qualified paleontologist can be retained. Under the circumstances (since this is a significant impact that requires mitigation) we believe you should retain the paleontologist before grading begins to instruct workers as to when they may be encountering a fossil, since it is not readily apparent. 35

Finally you conclude cumulative impacts regarding both are less than significant. Not leaving the resources in place, combined with not leaving the resources in place throughout the other projects under development throughout Wildomar, is a significant impact. 36

Geology and Soils

Under 4.6.3, Methodology, you state that in determining the level of significance your analysis assumes the construction and operation of the Project would comply with relevant State and Federal laws and regulations as well as with the General Plan. You need ordinances in order to enforce the General Plan – do you have those in place? 37

At 4.6.5.3, Seismic-Related Ground Failure, you acknowledge that Pauba Sandstone and alluvium *underlying* the bedrock have been shown to be a factor in subsidence but you claim that this will not be an issue after grading. Were you going to grade below the bedrock? Additionally, the Project involves imported fill. What analysis has been done of the fill material, and why are we not to worry about the existing 723,422 cubic yards of earthwork? 38

At 4.6.5.4 you discount the potential for soil erosion based on what appears to be an as-of-yet undeveloped Storm Water Pollution Prevention Plan ("SWPPP"). The SWPPP for construction impacts should have been developed already, but, unless we've missed it, you don't have one. 39

At 4.6.6.1 you acknowledge that the Project could experience substantial ground shaking. You haven't quantified the likelihood of an earthquake in the region in the DEIR, which we think is contrary to standard practice. The MM 4.6.6.1A states that the developer should implement the recommendations of Geocon West in its March 26, 2015 report. We believe to be enforceable that the Mitigation Measure should include the specific recommendations. The DEIR then concludes that with the implementation of these mitigations the impacts from ground shaking will be less than significant. We don't think this conclusion is based on substantial evidence. Among other things Monserate sandy loam and Ramona sandy loam are both underlain by clay. Also there is alluvium. *See* DEIR at 4.6-8. From what we can see, you haven't proposed cutting all the material and not using it as fill. 40

Regarding Cumulative Impacts, you conclude that compliance with City, County and State regulations will be adequate to prevent a significant impact. But the increased need for public services from a major earthquake will be greater. 41

Greenhouse Gas Emissions

As you note, CEQA Guidelines section 15064.4 calls for the lead agency to consider the "extent to which the project may increase or reduce greenhouse gas ["GHG"] emissions as compared to the *existing* environmental setting." However, your GHG analysis relies almost solely upon measures adopted as a result of AB32 to claim it has "reduced" impacts to less than significant levels. The measures adopted by CARB in the Scoping Plan are measures in the *existing* environment. You went back to 2005 levels to calculate "Business As Usual" ("BAU") emissions. We do not think this is a proper baseline. The measures in the Scoping Plan have nothing to do with the contribution of land use to 42

GHG emissions. You have improperly skewed your analysis by using an inaccurate and hypothetical baseline that allows you to achieve reductions beyond 28.5 percent of BAU. 42

Further, you have failed to conclude based on substantial evidence that the Project's GHG emissions will not have a cumulatively significant impact on the environment. The DEIR discloses no basis for concluding that the project-level reductions are consistent with AB32's statewide goal. *See Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal. 4th 204, 225, 227 ("At bottom, the EIR's deficiency stems from taking a quantitative comparison method developed by the Scoping Plan as a measure of the greenhouse gas emissions reduction effort required by the state as a whole, and attempting to use that method, without consideration of any changes or adjustments, for a purpose very different from its original design: to measure the efficiency and conservation measures incorporated in a specific land use development proposed for a specific location. The EIR simply assumes that the level of effort required in one context, a 29 percent reduction from business as usual statewide, will suffice in the other, a specific land use development.") 43

You assume that because the growth resulting from the Project is anticipated by SCAG's projections, there are no significant GHG impacts. To the contrary, you should have assessed the additional vehicle miles travelled ("VMT") that the Project will generate. As you recognize elsewhere in the DEIR, "Since job opportunities in the project and City are 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." (And thus, it is not consistent with SCAG's Regional Comprehensive Plan.) 44

At Table 4.7.C you conduct a General Plan consistency analysis. As to EJ 2.19, "Encourage public and private development to achieve LEED certification," you claim that the Project "may meet many of the LEED building standards" but may not go through certification. This is *not* consistent. The LEED standards exceed Title 24 requirements. 45

Hazards and Hazardous Materials

At 4.8.5 you conclude there are less than significant impacts relating to airports, stating that there are no airports within two miles of the site. Elsewhere in the DEIR you state that the nearest airport is 1.9 miles away. 46

Hydrology and Water Quality

Regarding the question whether the Project would substantially alter existing local drainage patterns and substantially increase the rate or amount of surface runoff, Table 4.9.F has a calculation error with respect to Area B for Pre-Project versus Post-Project 10-year, 24-hour flow rates. It compares the pre-condition at 5.66 to the post condition at 7.17 and concludes the difference is 4.51. This suggests there were alterations to your base calculations after the Table was generated. 47

Next you posit that there will be five sand filter basins and two subsurface basins, and that "These basins would be regularly maintained by a Home Owners Association and Property Owner's Association." We were previously informed that the Project was to contain apartments. Is there a property owner from offsite that will do this maintenance? 48

You also conclude that the Project would not substantially deplete groundwater supplies based on the availability of imported water from the Metropolitan Water District ("MWD") to the Elsinore Valley Municipal Water District ("EVMWD"). The assumption that EVMWD is able to import water to prevent significant groundwater overdraft is not supported by the figures from MWD as to demand versus supply. *See also* EVMWD Groundwater Management Plan (2005) at ES-2 (prior to current extreme drought, EVMWD concluded that "the Elsinore Basin may be in a state of overdraft (about 4,400 afy)" and that a "continuation of the current conditions to the year 2020 will result in an increased overdraft (about 6,500 afy) and a significant decline in water levels.") 49

You assume that "[s]hort term water pollutant discharge from within the project would be mitigated through compliance with the required NPDES permits, resulting in a less than significant impact." Similarly you assume that site BMPs will mitigate operational impacts to less than significant. Assuming that compliance with NPDES permits will alleviate water pollution impacts is not supported: as the DEIR itself recognizes,

> 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) (WQMP, JLC Engineering and Consulting 2015, Receiving Waters for Urban Runoff from Site – Santa Margarita Watershed). 50

This is despite NPDES permits.

At 4.9.7 regarding Cumulative Impacts, you recognize that cumulatively, development in the watershed will result in increased impervious surfaces and association pollution runoff, but you conclude that NPDES permits will reduce this impact to less than significant levels. We disagree for the reasons stated above. And again, you are conflating project-level analysis with cumulative impacts analysis. Further, your assumptions regarding availability of imported water to mitigate EVMWD's overdraft conditions are not supported on a cumulative level. 51

Land Use

As you note regarding land use, one of the thresholds of significance is whether the Project would "conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project." As you note, the Project would require a General Plan amendment and zoning change. Clearly, it is not consistent and there is a significant impact in this regard. Additionally, the Project site was originally identified as satisfying a portion of the City's Regional Housing Needs Assessment ("RHNA") for low, very low and extremely low income households. 52

Regarding your General Plan consistency analysis, you also state that the Project is consistent with Policy LU 22.6, "Require setbacks and other design elements to buffer residential units to the extent possible from impacts of abutting . . . roadway . . . uses." The Project is not consistent with this Policy. Setbacks could easily have been provided to limit residential exposure to Toxic Air Contaminants ("TACs") from the freeway. Regarding LU 23.5, "Concentrate commercial uses near transportation facilities and require the inclusion of facilities to promote the use of public transit, such as bus turnouts," you state that the Project is consistent merely because "Two bus routes have stops less than a mile from the site." It appears that there is now only one bus route within a mile and that is Route 8, which we believe is 0.86 miles away. Moreover, you have not included a facility for promoting transit use such as a bus turnout. Finally, you conclude the Project overall is consistent with the General Plan, but the fact is you have to amend the General Plan in order to allow that more than 50% of the site will be developed as residential. 53

Next you move on to compliance of the Project with the Southern California Association of Governments' ("SCAG's") Regional Comprehensive Plan ("the RCP"). The RCP has a goal of targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations. Again, the Project does not qualify. The RCP also lists as an Outcome to "improve the regional jobs-housing balance." You concede that the jobs-housing ratio for the City is (extremely) jobs-poor at 0.32 relative to the SCAG region's 1.14, but you claim that the Project's commercial element deals with this. To state the obvious, if you left the General Plan designation at MUPA (Mixed Use Planning Area) or changed it to Commercial, that would better improve the jobs-housing imbalance. 54

Regarding RCP Policy LU-6.2, "Developers and local governments should integrate green building measures into project design and zoning such as those identified in the US Green Building Council's [LEED], Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program," we believe SCAG was calling for *more* than just complying with Title 24. You assume consistency with this Policy inappropriately as a result. We have the same comment regarding your consistency with Policy EN-10. Regarding Policy WA-12, you claim consistency because of "water efficient" landscaping design. We don't think this is the xeriscaping the Policy calls for, and this doesn't incorporate weather-based irrigation systems either. Policy SW-14 calls for reduced resource consumption and recycling both for building construction and lifetimes. 55

You again revert to meeting existing legal requirements. We believe SCAG's Policy intends more than that. SCAG was calling, among other things, for a local ordinance on top of existing requirements. 56

Starting at 4.10-23 you analyze the Project's consistency with the SCAG Regional Transportation Plan and Sustainable Communities Strategy ("RTP/SCS"). It's not consistent, and this is one reason why your GHG analysis is flawed. First, SCAG calls for increasing their share of growth in High Quality Transit Areas ("HQTAs"). You claim the Project is consistent because "local transit has numerous bus routes that serve the City." First of all, the Project is not in a HQTA. Second, the question is whether there are transit routes *accessible to the Project*, and there appears to be one, nearly a mile away. Next SCAG wants to decrease the average distance for work and non-work trips. You claim your Project is consistent because the Project includes commercial uses "that would incrementally reduce commute distances for residents." It's not consistent. As you elsewhere concede, "most residents would need to commute to work." Then the RTP/SCS calls for increasing the percentage of work trips of less than three miles. You claim the Project would be consistent by adding its commercial/retail element. Wrong. There is no proof that residents will work in the retail center – many if not most could not afford to – and there is no proof that the retail center will employ Wildomar residents generally. The same is true for SCAG's goal of reducing the statistical distribution of work trip lengths. 57

The RTP/SCS goes on to call for reduced emissions of criteria pollutants and GHG emissions. With regard to both, it is certain the Project will increase emissions, though it may not do so beyond criteria pollutant thresholds. This is not consistent. Next, SCAG wants local governments to reduce annual household transportation costs. Here you concede that the "majority of residents . . . will be traveling to work outside the Wildomar area." Still you claim it is "Generally Consistent." We disagree. Then they call for increasing the percentage of jobs within 15 minutes' walk of transit. The only bus route now extant is more than 15 minutes from the Project. 58

Overall, you claim, the Project is consistent with the RTP/SCS. We disagree. Our assessment is that you meet fewer than half of the performance standards in it. This represents a significant impact and it should have been addressed in the GHG section.

Noise and Vibration

Noise. In your analysis of noise you concede that Wildomar has not set a threshold for noise between 6 am and 6 pm during the months of June to September or 7 am to 6 pm October to May. Then the DEIR goes about setting one: 59

> 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 were exposed to the noise all day, noise level should also be

> safe for adjacent residents who are typically farther from the noise source and exposed only briefly during the day.

59

One problem here is that you are adopting a *safety* standard to determine annoyance limits. Safety standards are meant to prevent *hearing loss*. Another problem is that you're concluding baselessly that residents are exposed to only briefly during the day. What if they work from home, or they don't work? A third problem is that you use that threshold to assess noise impacts at the site of the receptors. Thus, your rationale that residents are typically farther away makes no sense at all.

60

You conclude there will be no airport noise impacts because Skylark Field is more than two miles away, but elsewhere you state that it is 1.9 miles away. Further the airport noise can be cumulative to other noise for both the construction and operation phases of the Project.

61

You recognize that construction noise could be up to 87.1 L_{eq} dBA for the closest receptors. According to your chart at 4.12-3, this is just below the level at which a receptor would experience hearing loss (90 dBA). This is clearly unacceptable. Then you implement MM 4.12.6.1A which calls for a construction noise mitigation plan. This is already required by General Plan Policy N 12.3. Your construction noise mitigation plan is to assure that noise levels do not exceed 85 dBA at any time when measured at the nearest property line of noise receptors. This is well above where the EPA range begins for "Very Noisy" in your chart at Figure 4.12.1 at 4.12-3. This is not mitigation to less than significant levels.

62

Regarding operational noise you note that the threshold is 45 dBA CNEL, and you try to get below this threshold with regard to freeway noise by imposing some construction standards. You recognize that you don't have the adequate specifications yet which means that you can't project whether the impact will be significant or not.

63

Regarding cumulative noise impacts you state that it is unlikely the adjacent properties will be developed at the same time but that in the unlikely event they are the City's Municipal Code would mitigate all impacts. We are not convinced. You're already allowing noise up to and at 85 dBA for neighbors. Additional construction would obviously have cumulative noise impacts.

64

Vibration. You recognize that groundborne vibration from a large bulldozer I Would produce 87 VdB at 25 feet. The nearest sensitive receptor is approximately 50 feet away, and you state get the maximum level the vibration felt would be 78 VdB. You claim this is below the FTA human annoyance standard of 80 VdB. First these are approximate numbers. Second, the FTA threshold, from what we can tell, is ***75*** to 80 VdB. *See* FTA Chapter 7 at 7-7 (Attachment G)("residential vibration exceeding 75 VdB is unacceptable for a repetitive vibration source . . . The results of [a] Japanese study confirm the conclusion that at a vibration level of 75 to 80 VdB, many people will find the vibration annoying").

65

Parks and Recreation

As you note, the Quimby Act calls for parks of 3 acres per 1,000 people. As you further note, the City has far less than this. The City currently has a deficit of approximately 86.88 acres of parkland. With the increase in population from the Project the City would have a further deficit. Table 4.15.B claims that there would be three new acres of parkland but elsewhere you state that the dedication would only be 1.96 acres. You claim that "payment of these fees and taxes will result in project impacts associated with this issue being less than significant." We don't see how. We also think the Project is not consistent with General Plan LU 19.5 and EJ 3.14. We think it is ludicrous to assert that the 5.41 acres of open space on the Project site will be "publically accessible" for environmental justice purposes. 66

Transportation and Traffic

General Plan consistency analysis. Policy C 3.9 provides for the design of off-street loading facilities for all new commercial and industrial construction so that they do not face surrounding roadways *or residential neighborhoods.* The way the Project is designed loading and unloading will have to occur in the parking lot for all but the 26,000 square foot building. 67

Policy LU 12.1 says "Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle and transit use." You claim the Project is consistent because the Project will install sidewalks. But the Project doesn't encourage transit use because there is only one line 0.86 miles away. 68

Policy C 4.5 means to assure that there are proper routes such as local pedestrian or bike paths or a local transit route to access schools. There appears to be a very circuitous and time-consuming route to Donald Graham Elementary School and no transit to any of the three schools. 69

Trip Generation Assessment. You assume only 38 trips out from 104 homes during the AM peak hour, with 42 returning during the PM, and only 84 trips from 166 apartments during the AM peak hour, with 82 returning during the PM peak. We think these are underestimates. You also assume a total of 2,850 daily trips reduced by internal capture. Even if you cut this in half you are assuming more than two trips per resident per day to the commercial area. Again, we think this is overly optimistic. We also note that in your Alternatives Analysis, at around 6-8 in the DEIR, you discuss the Project as generating 6,386 average daily trips ("ADT"), as opposed to the 4,777 you ultimately found. We don't know what caused your calculations to change, but we suspect the earlier number is more representative. 70

Thresholds of Significance. Under the CEQA Guidelines you were to have assessed whether the Project would conflict with an applicable congestion management program. You skipped this analysis. Riverside County includes I-15 all throughout the County as subject to its CMP. You say thresholds for intersections under the jurisdiction of the City 71

make an impact significant if the intersection has a pre-project level of service of E or F, and the project will add an additional 5 seconds to wait times. We don't know on what basis you are adopting this threshold. We think if it adds to such conditions at all it should be significant. 71

Existing Plus Project Impacts. At Intersection 3, Central Street/Baxter Road, you state that certain improvements would make the level of service ("LOS") acceptable but that "As it is likely that the project will be developed in smaller phases for which construction of the signal may not be feasible," the traffic engineer has concluded that 50 outbound peak AM trips could be accommodated before the LOS drops to unacceptable levels. Again, we think that you have underestimated the number of trips the Project is likely to generate. 72

At Intersection 5, you don't take the same approach, concluding instead that the mitigation measure proposed can wait until 30 apartments or 22 single family dwelling units or 10,000 square feet of commercial space is occupied. What if the developer creates a combination of these three? Also this ignores that the intersection is at LOS F already, and you haven't stated a basis for your 5-second threshold under that circumstance. You conclude that the impact won't be significant with your mitigation, but as you note, you have no control over whether Caltrans grants an encroachment permit, so you have to assume this impact will be significant. 73

You conclude that with implementation of the MM's we can be assured that an acceptable LOS will be maintained. However, you have not calculated in cumulative impacts in this scenario – and if we are not mistaken, you used data from 2013 as to existing traffic conditions. 74

Project Buildout. Table 4.16.K purports to reflect LOS's for the five impacted intersections under this scenario. It appears as though the impacts for Intersections 3, 5 and 7 are the same even with cumulative projects. We find this hard to believe – what are the assumptions that underlie this? 75

Utilities and Services

Water Supply. Table 4.17.A shows 70.581 afy of projected supply in 2035 compared to water demand of 65,258 afy of demand, but not all of the water supply is potable (by our understanding, the "recycled water" and "lake replenishment" categories would not be). This indicates that there is not enough water to meet demand. Also the Table assumes "average year hydrology," which we haven't had for years. As you know, EVMWD gets half of its water from MWD and MWD's supplies have been curtailed. The agency's storage in the Colorado River stood at less than 50% capacity in 2014 and imports from the State Water Project ("SWP") were only at 20% in 2015. Your information reflects that MWD's storage was at 1.2 million af, and MWD sold 2.06 million af of water in the 2013/2014 fiscal year. 76

You state that MWD's most recent Regional Urban Water Management Plan ("RUWMP") indicates that SWP supplies combined with other supplies would be adequate to meet demand. But the RUWMP was generated before our recent drought conditions, it assumes that the Sacramento Bay Delta conveyance will be fully operational as of 2022, and the Project relies on 70% imported water. 77

As you note, the U.S. Drought Monitor identified 58 percent of California as in Exceptional Drought Conditions, the worst category possible, and over 80% of California was in Extreme Drought Conditions. 78

Despite all these considerations, the Project plans to use potable water to irrigate its landscaping.

You place the Project's water demand at 184,744 gallons per day ("gpd") assuming a rate of 152 gpd per retail employee. We think this is aspirational. You cite for this assumption a publication of the Pacifica Institute called "Waste Not, Want Not: The Potential for Water Conservation in California." You also posit that per capita consumption within the Project can be reduced to 240 gpd from 248 based on compliance with the EVMWD's Ordinance, but we cannot assume there will be a reduction. 79

Table 4.17.C, Water Supply Sufficiency, shows supplies exceeding those of normal years in the single dry year and multiple dry year scenarios. Also demand totals do not reflect the 10% addition which we would anticipate from MWD's experience as detailed earlier in the DEIR. 80

General Plan Consistency Analysis. Policy OS 2.1 says "Encourage the installation of water-conserving systems such as dry wells and gray water systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rain water from roofs for irrigation in the dry season." You claim the Project is consistent because the Project's stormwater drainage facilities "include features that maximize on-site infiltration." This does not address the water-conservation goals of the Policy. 81

Policy AQ 5.1 says "Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills." You say it is consistent because "the project will be required to comply with applicable local and state solid waste reduction and recycling guidelines." We think the General Plan Policy was meant to encourage more than just compliance with existing laws. Otherwise there would have been no reason for including it. 82

Significant Irreversible Environmental Changes

Guidelines section 15126(c) calls for the finding of a significant irreversible environmental change if "primary and secondary impacts of the project would generally commit future generations of people to similar uses." Obviously, the Project will do that. 83

Growth Inducing Impacts

Guidelines section 15126.2(d) states there are growth inducing impacts when the project would cause "population growth or construct new housing." Clearly, here, the Project will do that. 84

Energy Consumption

Table 5.C, Project Operational Fuel Consumption, is confusing. What is the unit of measurement of VMT? Moreover, your numbers do not seem to correlate: fuel consumption times 17.5 does not total your VMT numbers. 85

You recommend here that the applicant work with the City and RTA to obtain bus service. We agree, but this should be a mitigation measure, it is otherwise totally unenforceable. 86

Alternatives Analysis

Because your assessment of significant impacts was so (improperly) limited, you claim that only the lack of ability to conduct a freeway widening on traffic is a significant impact.[1] We disagree; the impact to sensitive receptors from Toxic Air Contaminants from the freeway is but one example of an additional significant impact. You've failed to assess an adequate range of alternatives or to assess an alternative site which would mitigate this or other impacts. 87

You also listed an arbitrary set of Project Objectives which skew the conclusion toward the Project. For example, you list as an objective the accommodation of single-family residential on the site, when that is contrary to the designation in the present General Plan, as well as to your RHNA obligations. 88

Further, you failed to assess the potential for the site to be all commercial, a zoning designation which would avoid the significant health impacts to all but a few receptors. This would have been an obvious choice in that most of the corridor along I-15 *is* zoned commercial within Wildomar. 89

Alternative 1/No Project Alternative. Regarding the "no project" alternative, CEQA Guidelines section 15126.6(e) provides that "The 'no project' analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced." You did not do this. The Guideline further states, "If the project is other than a land use or regulatory plan, *for example a development project on identifiable property*, the 'no project' alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its 90

[1] Even as to traffic, this is wrong: you cannot guarantee that Caltrans will grant an encroachment permit so there are impacts to intersections which you should have found significant as well,.

existing state against environmental effects which would occur if the project is approved." Again, you failed to comply with this mandate. 90

Additionally, you skewed your analysis of this alternative by assuming the maximum residential development permitted under the MUPA designation – 50% residential, as opposed to the minimum of 30%. At 30% there would be not many more units developed than under the proposed Project. 91

Regarding your assessment of GHG emissions, using your methodology of calculating GHG emissions based on a 2005-base year, AB32-unmitigated baseline as BAU, we doubt that the Alternative would have a significant impact – but again, we dispute this approach. 92

Alternative 3. Despite the significant risks to all sensitive receptors from siting the Project next to a freeway you fail to assess the significant benefit of Alternative 3 in that it could locate all residential and commercial development at more than 300 feet from the freeway. As SCAQMD's Guidance Document has noted, "A downwind distance of 328 feet (100 m) will reduce cancer risk by over 60 percent. If the physical downwind distance is increased to 984 feet (300 m), the relative concentration is reduced over 80 percent." 93

We further disagree with your finding of significance as to GHG impacts – if you use the same BAU analysis you did for the Project (an analysis with which we disagree), we don't think this Alternative's impacts would be significant. 94

We look forward to your responses. Please notify us of the availability of a Final Environmental Impact Report when it becomes available at collins@blumcollins.com and bentley@blumcollins.com. Thank you. 95

Sincerely,

Craig M. Collins

attachments: A-G

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Response to Letter H

So. Cal. Environmental Justice Alliance (SEJA)

Response to Comment H-1. Introductory comments are noted.

Response to Comment H-2. This comment is concerned with impacts to scenic vistas, and states that the commenter believes partial blockage of views toward the Santa Ana Mountains and Sedco Hills constitutes a significant impact.

The threshold at issue is whether the project would "have a ***substantial*** adverse effect on a scenic vista." As discussed on page 4.1-18 of the Draft EIR, blocked views would be limited only to the lower portions of the Santa Ana Mountains and Sedco Hills; the peaks will still be visible. In addition, views of the scenic vistas are preserved in whole from other locations on the project site.

Further, for motorists on the I-15 Freeway views would only be blocked for a brief period of time, mainly traveling south, and views across the valley to the north and south as well as the upper portion of the Santa Ana Mountains immediately west of the project would be maintained. Based on this, the EIR has determined that any impacts to scenic vistas would not be "substantial". Therefore consistent with State CEQA Guidelines section 15064(b), the EIR concluded impacts to scenic vistas would be a less than significant aesthetic impact (See pages 4.1-18 and 4.1-19 of the Draft EIR).

Response to Comment H-3. This comment is concerned with impacts to the private views from existing residences west of the proposed project. Similar to Response to Comment H-2 above, incorporated herein by reference, the project is expected to block some public views for some pedestrians along White Street looking east, and the change in private views would be similar for residents living west of White Street.

Under CEQA, the question is whether a project will affect the environment of persons in general, not whether a project will affect particular persons (*Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477). The Draft EIR's analysis of aesthetic impacts related to scenic vistas is concerned with public views (i.e., views experienced by the public in public areas and the effects of the project on the general public), not private views from individual homes. As described above in Response to Comment H-2, impacts relating to views of scenic vistas were found to be less than significant (see pages 4.1-18 and 4.1-19 of the Draft EIR). Nonetheless, residents west of the Project, like pedestrians on White Street, would still be afforded views of the Sedco Hills to the east, even after development of the proposed project. Therefore the proposed project would not have a "substantial" adverse impact to scenic vistas, even for specific, private residents.

Response to Comment H-4. This comment requests that a "formal Visual Impact Assessment" be provided to Caltrans for the project, on grounds the I-15 is an "Eligible Scenic Highway."

A Visual Impact Assessment (VIA) is required in certain circumstances for new highway projects to assess the impacts of new highway infrastructure on the surrounding aesthetic environment. Guidelines for when VIAs are required and how they should be completed are provided by the Federal Highway Administration, and utilized by Caltrans. The Baxter Mixed Use Project is not a Caltrans-sponsored project, nor is Caltrans the lead agency and federal/state funds are not involved in the project. Therefore, a VIA is not required.

If the commenter simply meant to state that it desired an analysis of the proposed project's aesthetic impacts on I-15, this is also not required. The threshold at issue is "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***?" As explained on page 4.1-19 of the Draft EIR, there are no designated state scenic highways or designated local scenic roads in the vicinity of the proposed project. Further, the project does not substantially adversely affect trees, rock outcroppings, or historic buildings within such a highway. As such, the EIR determined that impacts are less than significant.

Response to Comment H-5. This comment is concerned with the visual character of the project site and objects to comparisons of the project site against future planned uses in the area. The comment states that the areas surrounding the project are not designated as Medium Density Residential, but are instead designated as Rural Residential.

Per the existing City General Plan Land Use Plan, the project site is surrounded by the following land use designations: mixed use policy areas to the North and South, Commercial to the East and Low Density Residential to the West. Further, per the existing City Zoning Map, the project site is surrounded by the following zoning designations: Rural Residential to the West and North, and Scenic Highway Commercial to the East and South.

The threshold at issue is "Would the proposed project substantially degrade the existing visual character or quality of the site and its surroundings?" To analyze impacts under this threshold, the Draft EIR discloses that "[d]evelopment of the proposed project would substantially and fundamentally change the existing character of the project site from undeveloped vacant space to residential and commercial." (See page 4.1-19 of the Draft EIR.) The Draft EIR notes that the project site does not presently contain superior examples of native trees or natural vegetation, or oak stands, and considers this fact in its comparison of the project against existing conditions. (See page 4.1-20 of the Draft EIR.) This analysis

constitutes a comparison of the proposed project against the CEQA baseline of existing views as requested by the commenter.

On page 4.1-20, the Draft EIR goes on to state that the project will be required to comply with all City of Wildomar ordinances and regulations pertaining to visual character, and that the project will comply with all City design standards. The Draft EIR also describes that landscaping and roadway buffers will be utilized onsite.

In addition to comparing the Project against existing conditions, the EIR went an additional step and provided information on planned uses to explain how overall views would change over time, and what the project area will ultimately look like as it develops according to the General Plan. The inconsistencies between the General Plan land use designations and zoning for the areas east and north of the site are due to the failure of the County to do "consistency zoning" after it adopted the 2003 General Plan, and the General Plan land use designations more accurately reflect the probable future development of the area. The project area will eventually have a mixture of suburban and rural mainly residential uses with higher activity nodes around the freeway ramps like the mixed uses (including commercial retail uses) of the proposed project.

Response to Comment H-6. This comment states that the proposed project is inconsistent with General Plan policies LU 13.1, OS 9.3, OS 21.1 and OS 13.1. However, the comment does not explain why or how the project is inconsistent with these policies.

Draft EIR Table 4.1.B provides a detailed analysis of the project relative to General Plan polices applicable to aesthetics and determined the project was consistent with those policies (DEIR page 4.1-20). The site does not contain a "superior" example of native trees or large stands of trees, as explained in detail in Section 4.4 of the DEIR regarding biological resources. The potential impacts to various views around the project site were already evaluated in Sections 4.1.5.1 through 4.1.5.3 in the DEIR.

Response to Comment H-7. This comment states that the project will introduce substantial new sources of light and glare, but does not provide factual support for this conclusion.

Light and glare impacts are analyzed on page 4.1-21 of the Draft EIR. The EIR discloses that the project would add new sources of light and glare to the area, in the form of street lighting, parking lots, security light, traffic headlights, and landscaping lights. The threshold at issue is whether the project would introduce a new source of "substantial" light or glare. The Draft EIR determined that the new sources introduced by the project would be required to comply with City design standards regulating light and glare. These City design standards are located at Chapter 8.64 of the City Municipal Code. These standards require preserved access to dark night sky; reduced light pollution; minimized adverse off-site impacts of lighting; energy

conservation; and adequate lighting for safety and security. The Draft EIR determined that implementation of and compliance with these standards would diminish the impacts of the new lighting sources, such that no new substantial sources of light or glare would occur. As such, the Draft EIR concluded that impacts are less than significant. Therefore, no additional action (i.e., mitigation) is needed.

Response to Comment H-8. This comment states that the commenter believes cumulative impacts relating to aesthetics will be significant because passing motorists will experience a different visual character, and nighttime views will be altered.

The cumulative setting for visual impacts includes the aesthetic impacts of the proposed project combined with the aesthetic impacts of those projects identified in the Draft EIR Table 2.B, Cumulative Projects List. (See page 2-15 of the Draft EIR.)

However, as described on page 4.1-22 of the Draft EIR, and detailed above in Response to Comment H-7, incorporated herein by reference, compliance with the City's General Plan standards and the City's Municipal Code standards would ensure that the proposed project in combination with the Cumulative Projects would not result in significant impacts upon scenic vistas, scenic resources within designated state scenic highways, or visual character.

The project area is planned to from rural uses to more suburban and in some areas (i.e., near freeway ramps) to urban uses in the coming years. While this transition will eventually change the visual character of the area, this change is not considered significant in a CEQA context because major viewsheds (i.e., Santa Ana Mountains) will be maintained, although not to the degree they exist now with much less development along the valley floor. This characterizes the cumulative impacts to both views and lighting that will slowly occur in this portion of the valley, but those changes are anticipated and will not be significant in a CEQA context as long as development complies with the City's architectural, planning, and lighting standards.

Response to Comment H-9. This comment is concerned with the siting of residences within 500 feet of the I-15. The comment also states the City excluded a commercial use alternative.

As described in detail above, in Response to Comment E-3 and E-4, incorporated herein by reference, the CARB Land Use Handbook ("handbook") recommends a buffer distance of at least 500 feet between new sensitive land uses and a freeway. However CARB's guidance, on Pages 4-5 of the handbook, acknowledges that the recommendations are in fact advisory and "to determine the actual risk near a particular facility, a site-specific analysis would be required. Risk from diesel particulate matter (DPM) will decrease over time as cleaner technology phases in." The handbook goes on to state that "these recommendations are designed to fill a

gap where information about existing facilities may not be readily available and are not designed to substitute for more specific information if it exists."

The DEIR and underlying technical documents are consistent with the handbook because they include a site-specific health risk assessment (HRA) based on the actual physical location of the proposed development in relation to the existing adjacent freeway. Based upon the site-specific HRA, as noted in the DEIR, the Project would not pose a significant health risk to sensitive receptors at the proposed project. Specifically, the HRA determined that even for homes within the 500-foot buffer, the maximum cancer risk levels are projected to be 7.81 in one million. This is less than SCAQMD's acceptable threshold of 10 in one million. (See Section 4.3.5.2 of the Draft EIR.)

Consistent with CARB guidance, the 500-foot buffer recommendation is intended to apply when no site specific information is available and/or no site-specific health risk assessment modeling has been conducted. In this case, simply relying on the 500-foot buffer recommendation is not appropriate, nor required, since site specific information on the type of use, number of vehicles, and average travel speeds is generally known and since a site-specific HRA has been conducted that did not find any significant health risk impacts associated with DPM to any sensitive receptors in the project vicinity.

Regarding an "all commercial" alternative, page 6-3 in the DEIR clearly states…

…during project design development, several all commercial alternatives were discussed, but these would have generated substantially more traffic and would not be consistent with the general plan land use and zoning designations on the site, so they were eliminated from further consideration.

Table 6.A also shows that all of the alternatives contain some level of commercial development but for the reasons discussed above no "all commercial" alternatives were selected for detailed analysis since they would increase a number of impacts (traffic, criteria air pollutant emissions, noise) and would not be consistent with the General Plan land use or zoning designations for the site.

Response to Comment H-10. This comment states that the Draft EIR failed to consider whether the project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment.

The Draft EIR and supporting documents do consider whether the project will result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment. This analysis addressed in Sections 4.3.6.1 and 4.3.6.3 of the Draft EIR.

Table 4.3.B of the Draft EIR identifies each criteria pollutant and its attainment status. (See page 4.3-6 of the Draft EIR.) This table discloses that the South Coast Air Basin is in nonattainment for 1-hour ozone, 8-hour ozone, PM10, PM2.5, and NO2. The generalized health effects of criteria pollutants are disclosed in Table 4.3.D of the Draft EIR. (See DEIR pages 4.3-8 and 4.3-9.)

On page 4.3-25, the Draft EIR considers whether the proposed project would "result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment" and identifies the applicable daily thresholds for each pollutant. The analysis goes on to determine that, with the incorporation of the identified mitigation measures, construction emissions of these criteria pollutants would fall below the SCAQMD thresholds, and impacts would be less than significant. (See pages 4.3-28 and 4.3-31.) Similarly, the analysis determines that, with the incorporation of identified mitigation measures, operational emissions would also fall below the SCAQMD thresholds, and impacts would be less than significant. (See pages 4.3-33 and 4.3-34.) Cumulative impacts relating to these emissions are addressed on page 4.3-35 of the Draft EIR. This analysis also determines that impacts are less than cumulatively considerable over the life of the project.

Response to Comment H-11. This comment is concerned with the minimum distance assumed in the Draft EIR's Localized Significance Threshold (LST) analysis. The minimum LST utilized in this report is based on the SCAQMD's "Final Localized Significance Threshold Methodology" which can be accessed via [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds].

As noted in the Draft EIR at Section 4.3.6.2, the nearest sensitive receptors are located approximately 62 feet (18.84 meters) away from the Project site. Chapter 3—Screening Tables and Their Use of the Final Localized Significance Threshold Methodology states that "it is possible that a project may have receptors closer than (82 feet) 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor ***should use the LSTs for receptors located at 25 meters***." (Emphasis added.) As such, the nearest sensitive receptor distance of 82 feet (25 meters) was utilized in the Draft EIR's analysis and represents a "worst-case" estimate for construction activity.

Response to Comment H-12. This comment summarizes SCAQMD thresholds of significance utilized by the Draft EIR. This is not a comment regarding the adequacy of the DEIR. This is a summary of what is already stated in the Draft EIR and no further response is necessary.

Response to Comment H-13. This comment states the project should implement a 500-foot buffer per CARB guidance. Based on CARB's guidance, the 500-foot buffer recommendation is intended to apply when no site specific information is available and/or no site-specific health risk assessment (HRA) modeling has been conducted.

In this case, simply relying on the 500-foot buffer recommendation is not appropriate, nor required, since site specific information on the type of use, number of vehicles, and average travel speeds is generally known and since a site-specific HRA has been conducted that did not find any significant health risk impacts associated with diesel particulate matter (DPM) to any sensitive receptors in the project vicinity. For additional detail, please see Response to Comments E-4 and H-9, incorporated herein by reference.

Response to Comment H-14. This comment questions whether the Draft EIR's HRA factored in background levels of pollution. The comment references Attachment A to the comment letter which is an SCAQMD Guidance Document. The additional background health risk is in excess of an additional 1,000 in a million in the Los Angeles region. The 1,400 in a million background health risk, as determined by SCAQMD, is based on the old MATES-II study. The most current air toxics study is the MATES IV data - it can be accessed at [http://www.aqmd.gov/home/library/air-quality-data-studies/health-studies/mates-iv] MATES is an abbreviation for Multiple Air Toxics Exposure Study. Regardless of where a Project is located in the SCAB, the 1,400 in a million background health risk would occur. As such, the HRA evaluates whether or not ***the Project*** exposes future residents to an ***incremental*** health risk greater than 10 in a million. As noted on page D-3 of the SCAQMD Guidance, Appendix A: Background section, the 10 in one million threshold, known as the maximum individual cancer risk (MICR) is one of three TAC emissions significance thresholds considered when evaluating project specific and cumulative impacts. As described above in Response to Comment E-4 and H-9 (incorporated herein by reference), the HRA determined that the project would not result in an incremental health risk (above the background conditions) of 10 in one million, and therefore impacts were determined to be less than significant. (See Section 4.3.5.2 of the Draft EIR.)

Response to Comment H-15. This comment questions whether the HRA accounted for future increases in background traffic on the I-15 Freeway. The traffic data utilized in the HRA is based on readily available data provided by Caltrans, as shown in the HRA report. Furthermore, the HRA evaluates a very conservative exposure scenario as it assumes an individual is outside for 24 hours a day, seven days a week, for a period of 30 years. As such, the HRA and Draft EIR show a conservative health risk impact that would not be affected by the potential for traffic to increase in the 2035 traffic conditions.

Response to Comment H-16. This comment asks for an HRA that accounts for full General Plan buildout. The commenter has not indicated why such an analysis is necessary to accurately characterize potential long-term cumulative health risk impacts from project-related air pollutants. Such an estimate would have to be based on a whole host of assumptions about future conditions, future development and projects, regional pollutant emissions, future ambient pollutant concentrations, etc. At this time there is no air quality modeling that could accurately estimate such

impacts, nor is it clear how this information would assist in the evaluation of specific health risks from this project. Therefore, such an analysis is considered overly speculative and is determined to not be necessary for this project-level CEQA analysis.

Response to Comment H-17. This comment questions the effectiveness of the MERV filters. The comment also states that filters will not be effective when residents are outside.

Regulatory guidance from SCAQMD, OEHHA, and USEPA assumes that source-receptor locations are static, whereby exposures are assumed to be continuous based on the averaging time under consideration. It is important to note that the analysis assumes a "static" exposure scenario of constant exposure 24 hours per day, 7 days per week for a long-term duration (30 years). Notwithstanding that, the time spent indoors at residences is over 90 percent of the 24-hour day. The latest version of the US EPA's Exposure Factor Handbook: 2011 Edition includes empirical data that suggests on average over 21 hours per day are spent indoors at the residence for all age groups (See Table ES-1 of the document). A link to the full document is as follows: http://www.epa.gov/ncea/efh/pdfs/efh-complete.pdf. For additional detail, please see Response to Comment E-3 incorporated herein by reference.

The SCAQMD's "Pilot Study of High Performance Air Filtration for Classrooms Applications"[1] addresses SCAQMD's concern about filter efficiency associated with a scenario of open doors and windows. The SCAQMD Pilot Study was conducted to determine the effectiveness of air filtration systems in reducing the indoor exposure to air contaminants; the systems evaluated in the Pilot Study are similar to the recommended filtration system for the Project. The SCAQMD Pilot Study report clearly concludes that adequate particulate removal is achieved with "doors and windows that are frequently open to outside air" for a MERV 14 filtration system, which is consistent to the type of filtration system proposed by the Project.

Response to Comment H-18. The HRA does make mention and evaluates cancer and non-cancer health risk, as well as health risk associated with criteria pollutant exposures, to receptors. As shown in Section 5.3 "Criteria Pollutant Exposures" of the HRA report, the criteria pollutants evaluated are PM_{10}, $PM_{2.5}$, CO, and NO_2 and the receptors evaluated are individuals susceptible to respiratory distress, such as asthmatics, the young, the elderly, and those with existing conditions that may be affected by increased pollutant concentrations.

Response to Comment H-19. To represent residential exposures, the Project air quality assessment employed the U.S. Environmental Protection Agency's guidance

[1] http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf?sfvrsn=0

to develop viable dose estimates based on reasonable maximum exposures (RME). Specifically, activity patterns for population mobility recommended by the U.S. Environmental Protection Agency (USEPA) and presented in the Exposure Factors Handbook were utilized. As a result, lifetime risk values for residents were adjusted to account for an exposure duration of 350 days per year for 30 years (i.e., 95th percentile). A 9-year exposure duration was additionally assessed to identify risk estimates associated with the average time individuals are reported to reside at a given residence. These values are consistent with the California Environmental Quality Act (CEQA) which considers the evaluation of environmental effects of proposed projects in a manner that reflects both reasonable and feasible assumptions.

Response to Comment H-20. This comment requests that MERV filters be required as a mitigation measure for the project. The City will include the requirement to include MERV filters as Mitigation Measures 4.3.6.2B through 4.3.6.2D (See Section 3 (Changes to the Draft EIR under Air Quality) and Section 4 (Mitigation Monitoring Plan) of this Final EIR. However, this additional mitigation does not alter the significance findings of the HRA or the Draft EIR.

Response to Comment H-21. This comment is concerned that there is no mechanism requiring that the project grading not disturb more than 5 acres per day. The City will include the requirement to not disturb more than 5 acres per day as Mitigation Measure 4.3.6.1C (See Section 3 and the MMPR in Section 4 of this Final EIR) However, this additional measure will not alter the significance findings of the air quality report or the Draft EIR.

Response to Comment H-22. This comment questions the effectiveness of Mitigation Measures 4.3.6.1A and 4.3.6.1B. According to the SCAQMD's *Table XI-A Mitigation Measures Examples: Fugitive Dust from Construction & Demolition*, adherence to Rule 403 (Fugitive Dust) will result in approximately 61% reduction in PM_{10} and $PM_{2.5}$. According to the SCAQMD's *Table II- Off-road Engine Emission Rates & Comparison of Uncontrolled to Tiered Rates and Tiered to Tiered Rates*, the percentage reduction in PM levels from uncontrolled to tier 3 is approximately 45 percent. The Project will result in an approximately 54 percent reduction from the unmitigated/without applicable SCAQMD measure emissions levels, which is generally consistent with the percentage reductions previously mentioned. Therefore, Project construction-source LST emissions levels are considered less than significant with implementation of mitigation measure (MM) 4.3.6.1A and MM 4.3.1.6.1B. as disclosed in Section 4.3.6.1 of the Draft EIR.

Response to Comment H-23. This comment questions the assumptions underlying the determination that, with mitigation incorporated, operational emissions of NOx would fall below SCAQMD's applicable threshold. The proposed project consists of commercial and residential development and recreational space. According to the California Air Pollution Control Officers Association (CAPCOA): Quantifying

Greenhouse Gas Mitigation Measures for LUT-3 Increase Diversity of Urban and Suburban Developments (Mixed Use), "having different types of land uses near one another can decrease vehicle miles traveled (VMT) since trips between land use types are shorter and may be accommodated by non-auto modes of transport." As such, credit for the project's mixed use characteristic was taken in Table 4.3.M, which led to regional reductions in operational activity for mobile sources. As shown on Table 4.3.M, the project would reduce NOx emissions to less than significant with incorporation of Mitigation Measure 4.3.6.3A and reductions resulting from the mixed-use nature of the project, which is noted in footnote 1 on page 4.3-34.

Response to Comment H-24. This comment is concerned with the cumulative impacts determination for air quality impacts. The comment references Attachment B to the comment letter which is an article entitled "Demystifying CEQA's Cumulative Impact Analysis Requirements: Guidance for Defensible EIR Evaluation."

It is true that cumulative impacts consider the impacts of the proposed project in combination with the impacts of other related past, present and reasonably foreseeable future projects.

Cumulative impacts relating to air quality are addressed on page 4.3-35 of the Draft EIR. The analysis utilizes the methodology of the SCAQMD, which is the regional agency with responsibility for researching and adopting appropriate thresholds of significance for air pollutant emissions. This is the same methodology that is used in nearly all cumulative impact analyses for air quality impacts in the SCAQMD region. As quoted on page 4.3-35 of the Draft EIR:

> *"…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.****"* (Emphasis added.)

The quoted text is found on page D-3 of the SCAQMD Guidance, Appendix A: Background section which can be accessed via [http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf?sfvrsn=4].

Because the proposed project does not exceed any of SCAQMD's thresholds (see Table 4.3.G of the Draft EIR), impacts are not cumulatively considerable.

The comment also states that the Draft EIR fails to address short-term health risks. The issue of short-term health risks is addressed in Response to Comments H-13 through H-19, incorporated herein by reference.

Response to Comment H-25. This comment is concerned with impacts to paniculate tarplant. It references Attachment C, which is an excerpt from the CNPS Inventory Plant Detail for the species. The paniculate tarplant has a CRPR of 4 with a threat rank of .2, as shown in Attachment C of the comment letter. List 4 species are defined as "Plants of limited distribution – a watch list", and the threat rank of .2 is defined as "Moderately endangered in California (20-80% occurrences threatened/ moderate degree and immediacy of threat)". These definitions were developed by the California Native Plant Society (CNPS),[1] and were also provided in Sections 4.7.2 and 4.7.4 of the Biological Resources Assessment (BRA) for the project, on which the analysis of this species in the Draft EIR is based. The listing status of paniculate tarplant is also provided in Appendix B of the BRA.

With regards to determining if species merit CEQA consideration, CDFW has published guidelines for evaluating impacts to native plant populations that are available on their website.[2] As outlined on page 2 of these guidelines, special-status plants meet the definition of rare or endangered under CEQA if they are CNPS List 1A, 1B and 2. Footnote 5 on page 2 of the CDFW guidelines also states that in general, List 4 plants may not warrant consideration under CEQA depending on factors such as regional rarity. As such, an analysis of the paniculate tarplant within Riverside County was conducted in the BRA (section 6.3.1.1), as summarized below, and is the basis of the Draft EIR conclusions:

This species is widely distributed in Riverside County, as documented on Calflora, including 31 CNPS and other records, in addition to georeferenced coordinates for several hundred observations (Calflora, 2012). 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 of 4, 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.

Based on the wide distribution of this species within Riverside County, as described above and also shown in the comment letter's Attachment C, and in consideration of the limited population on-site, this species was not considered to warrant further consideration under CEQA.

The comment refers to a standard set by the City of Wildomar regarding "rare and endangered [species] in California but… more common elsewhere." However, this is

[1] http://cnps.org/cnps/rareplants/ranking.php
[2] http://www.dfg.ca.gov/biogeodata/vegcamp/natural_comm_background.asp

not a City-established standard. As stated on page 4.4-12 and 4.4-13 of the Draft EIR, this language is from a CNPS standard used to determine what plant species are considered "sensitive." As described above, the CNPS has applied its standards to the paniculate tarplant and determined that it is a List 4 species. Guidelines of the CDFW, the state agency with jurisdiction over sensitive species and related resources, establish that special-status plants meet the definition of rare or endangered under CEQA if they are CNPS List 1A, 1B and 2.

Response to Comment H-26. This comment is concerned with the reliance on the MSHCP for mitigation of potential special status species impacts. The comment references Attachment D to the comment letter which is an article titled "The Western Riverside County Multiple Species Habitat Conservation Plan: Looking Forward After Ten Years," by Ouellette and Landry, winter 2015.

The Draft EIR does not identify seven special status species as present on the site, but rather that they have a potential to occur and are Covered Species under the MSHCP (see page 4.4-13 of the DEIR). As outlined in the Biological Resources Assessment for the project, these species include coast horned lizard, orange-throated whiptail, coastal California gnatcatcher, northwestern San Diego pocket mouse, Stephen's kangaroo rat, Los Angeles pocket mouse, and San Diego black-tailed jackrabbit.

The comment disputes that no surveys are required for these species. However, as Covered Species that are "adequately conserved" under the MSHCP, these seven species receive full coverage for projects participating in the MSHCP. Moreover, compliance with the MSHCP constitutes full mitigation under CEQA for the covered species. The MSHCP requires surveys for 40 species, and these survey requirements are outlined in Appendix E of the MSHCP. All but one of the seven species listed above are absent from the survey list; one species, Los Angeles pocket mouse, is on the survey list but the Project is not within the area that requires surveys. As such, surveys are not required for these species. The language referenced in the Draft EIR at 4.10-7 is a general description of the survey requirements under the MSHCP, which are only required within survey areas for a specific list of species provided in Appendix E, and broken down into five categories in the MSHCP, namely narrow endemic plants, criteria area plants, burrowing owl, amphibians, and small mammals (totaling 34 species), with the addition of 6 riparian species that do not have defined survey areas. Surveys for species identified in these groups are only required if a project is within the survey area for that species, and only if suitable habitat is present and full avoidance cannot be met. This project is within only one of those survey overlays, the burrowing owl. Thus, burrowing owl surveys are required by Mitigation Measure 4.4.6.1A.

With regards to analyzing impacts under CEQA, the MSHCP is an adopted Habitat Conservation Plan with a certified EIR document and regulatory permits (http://rctlma.org/Portals/0/mshcp/volume4/index.html). The City of Wildomar is a

member agency of the WRCRCA and permittee of the MSHCP and is responsible for being in compliance with, and implementing the plan. This includes payment of an MSHCP development mitigation fee that provides coverage under the MSHCP permit for take of Covered Species. In contrast, CDFW issued and NCCP Permit to permittees such as Wildomar. Therefore, based on compliance with the MSHCP, any impacts covered under the MSHCP are also adequately mitigated under CEQA. The DEIR demonstrates the project's compliance with the MSHCP.

The comment also mentions there are reasons to believe the MSHCP is not effective, and quotes the RAND Corporation as questioning the MSHCP's ability to purchase land. However, the comment does not identify any facts supporting that statement. Also, Attachment D of the comment letter, on page 1, states, "The HCP has been very successful, conserving nearly 400,000 acres of habitat while allowing residential, commercial, and infrastructure development to proceed, often more quickly than without the Plan in place." Attachment D does discuss that the acquisition of lands for conservation has slowed down due to the economic recession slowing down development (page 3), and reduced state and federal funding sources, but also states that the RCA has developed some novel strategies for funding the MSHCP's conservation needs and proceeds to provide details on those funding strategies (page 4). The conclusion of the article is that the RCA and Plan participants are committed to resolving these problems. The article does not state that the MSHCP cannot purchase land or that the plan is not effective, and the City of Wildomar, as a permittee of the plan, is not aware of any other published sources providing this conclusion. Regardless, Attachment D does not provide any evidence showing that this project's impacts will not be mitigated through payment of MSHCP fees. Finally, if the MSHCP was not in compliance with either the relevant permits or state and federal law, it would be up to CDFW and the USFWS to rescind all or a portion of the permits. The permits are in full force and effect and therefore the MSHCP is fully effective.

Response to Comment H-27. This comment disagrees with the Draft EIR's conclusion that the Jacumba pocket mouse, the San Diego desert woodrat, the western mastiff bat and the pallid bat have a low potential to occur on the site. The comment does not provide factual support or reasons for this disagreement. The comment refers to Attachments E and F of the comment letter, which are species accounts prepared by Dudek ICF, dated March 2012, for the pallid bat and western mastiff bat, respectively. Attachments E and F provide species accounts for the western mastiff bat and the pallid bat which are similar to information used during preparation of the Biological Resources Assessment (BRA) for the project, and on which the analysis of these species in the DEIR is based. It should be noted that the distribution maps for these species provided in Attachments E and F show no documented occurrences within western Riverside County.

The DEIR analysis of these species was based on the BRA, which analyzed impacts to the species in section 6.3.1.2 as follows:

No significant impacts to western mastiff bat and pallid bat foraging habitat based on the limited and disturbed nature of the habitat within the Project's boundaries, and the availability of alternative, higher quality foraging habitat within the region. As such, any impacts to foraging habitat for these species would be less than significant and no mitigation measures would be required.

No significant impacts to Jacumba pocket mouse or San Diego desert woodrat based on the low to very low potential for presence, respectively, and the limited, disturbed habitat that would not be expected to support large populations of these species, if present. Furthermore, these species were not considered for coverage under the MSHCP, indicating that regionally significant populations of these species do not exist within the MSHCP boundaries, and no CNDDB records occur within 10 miles of the Project site. As such, any impacts to these species would be less than significant and no mitigation measures would be required (See Sections 4.4.3.1 and 4.4.6.1 of the Draft EIR).

Response to Comment H-28. This comment is concerned with surveys for least Bell's vireo. The Draft EIR identified the MSHCP requirement for least Bell's vireo surveys pursuant to MSHCP Section 6.1.2, which states that surveys for least Bell's vireo are required, but only if suitable habitat is identified for the species, and the proposed project design does not incorporate avoidance of the identified habitat. The commentator appears to have misinterpreted the MSHCP guidelines stated in the Draft EIR as being a project requirement to conduct surveys. However, as determined in the Draft EIR on page 4.4-14, suitable habitat to support breeding of the least Bell's vireo was not identified on the project site. Therefore, focused surveys are not required based on the MSHCP guidelines of only conducting surveys if suitable habitat is present. The habitat, specifically the southern willow scrub/eucalyptus woodland community, was identified as a potential migratory stopover rest area during migration of individuals to suitable breeding habitats in the region. There are no protocol least Bell's vireo surveys designed to identify habitat used for migratory purposes. The Draft EIR analysis of impacts to this species is based on the Biological Resources Assessment for the project, which states:

No indirect (habitat) or direct (loss of individuals) impacts are expected to least Bell's vireo. No impacts to potential least Bell's vireo habitat (southern willow scrub/eucalyptus woodland) will occur since it is not considered suitable for nesting based on the declining structure of the understory and the size of the habitat which is generally too small for a breeding territory. The habitat could be used as a stop-over rest area during migration of individuals to suitable breeding habitats in the region. However, no direct impacts are anticipated to least Bell's vireo as no nests are anticipated. If the species is present, only migrant birds would be expected on the Project site for a short duration just prior to the start of the breeding season when the birds have not yet established their breeding

territories (breeding season starts around April 10, depending on their arrival from wintering areas). (See Section 4.4.6.1 of the Draft EIR.)

Response to Comment H-29. This comment is concerned with the specifics of the burrowing owl surveys required by Mitigation Measure 4.4.6.1A. The requirement for pre-construction surveys within 30 days prior to ground disturbance is an MSHCP requirement, outlined in Appendix E of the MSHCP.[1] Since the project is within the MSHCP, compliance with the MSHCP instructions for pre-construction surveys[2] is required as follows: "*All project sites containing burrows or suitable habitat (based on Step I/Habitat Assessment) whether owls were found or not, require pre-construction surveys that shall be conducted within 30 days prior to ground disturbance to avoid direct take of burrowing owls (MSHCP Species-Specific Objective 6).*" The number of site visits for a pre-construction survey is not specified in the MSHCP survey instructions or the CDFW 2012 guideline (which refers to pre-construction surveys as take avoidance surveys). However, typically it includes a Step I (habitat assessment) and Step II, Part A (Focused burrow survey) of the MSHCP burrowing owl survey instructions, which can usually be completed in one day. Additional surveys (up to three additional visits) may be required pursuant to Step II, Part B (Focused burrowing owl surveys) of the survey instructions ***if*** features that could support burrowing owls, or individual owls, were identified during the Step II, Part A surveys. As such, up to four visits may be required for the pre-construction survey pursuant to the MSHCP survey instructions, which is consistent with the CDFW 2012 guidelines for four breeding season surveys (as previously stated, the number of visits for the pre-construction surveys, or take avoidance surveys, is not specified in the protocol which is provided in Appendix D of the CDFW 2012 guidelines). The CDFW 2012 guidelines were specifically included in the mitigation measure for compliance with, should burrowing owls be determined present during the MSHCP protocol pre-construction surveys, specifically in terms of methods for passive relocation and translocation sites. While the MSHCP provides objectives on the use of passive relocation and translocation sites to avoid take of active nests (Objectives 6 and 7), it does not provide specific details on the methodologies unlike the CDFW protocol. The Wildlife Agencies, and specifically CDFW, will require consultation (Objective 7) if owls are determined present pursuant to their guidelines.

Response to Comment H-30. This comment is concerned with the adequacy of Mitigation Measure 4.4.6.2A. Pursuant to Mitigation Measure 4.4.6.2A, a Habitat Mitigation and Monitoring Plan (HMMP) is required should mitigation be proposed on land acquired for the purposed of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program. Since it is proposed within a mitigation measure, it will be included in the Mitigation Monitoring and Reporting

[1] http://rctlma.org/Portals/0/mshcp/volume1/Appendix_E.html
[2] http://rctlma.org/Portals/1/EPD/consultant/burrowing_owl_survey_instructions.pdf

Program (MMRP) for the Project (see Section 4). In addition, it should be noted that the southern willow scrub/eucalyptus woodland also supports jurisdictional waters; as such, impacts and mitigation will require discretionary approval pursuant to the permitting process as outlined in Mitigation Measure 4.4.6.3A.

Response to Comment H-31. This comment is concerned with whether there are additional sensitive plant species located in Drainage C. All sensitive plant species were assessed under 4.4.6.1 of the Draft EIR. The only plant species identified during the focused surveys was the paniculate tarplant (see also related Response to Comment H-20 above). This species was not associated with jurisdictional waters.

Response to Comment H-32. This comment asks what mechanism will ensure that the off-site mitigation is preserved in perpetuity. The off-site mitigation would require discretionary approval pursuant to the permitting process, including securing an appropriate mechanism for in perpetuity conservation. The mechanism would be determined by the regulatory agencies prior to issuance of the permits, and typically includes, but is not limited to, deed restrictions, restrictive covenants, or conservation easements.

Response to Comment H-33. This comment is concerned with cumulative impacts to biological resources. As outlined in above Response to Comment H-25, incorporated herein by reference, the MSHCP has been designed to provide comprehensive mitigation for those species covered by the MSHCP. The City of Wildomar is not aware of any published sources that conclude the MSHCP is not functioning. With regard to the species that are not covered under the MSHCP, specifically Jacumba pocket mouse, the San Diego desert woodrat, the western mastiff bat and the pallid bat, please see prior related Response to Comment H-26 above, incorporated herein by reference. As explained prior and as analyzed in the Draft EIR, these species are not anticipated to occur onsite.

Response to Comment H-34. This comment states that impacts to the R.J. Brown house are potentially significant; however, the comment does not provide any evidence or facts supporting this conclusion. The Brown House is being temporarily stored on the project site by the local historical society (Draft EIR, page 4.6-1 through 4.6-2.) Impacts to the Brown House are discussed on pages 4.5-14 through 4.6-16 of the Draft EIR.

The 2004 Historic Resource Assessment prepared by PCR on the original Brown Property (Appendix F-7 to the Draft EIR) concluded that the Brown House was not architecturally significant due to the multiple additions and alterations which physically compromised the original structure. The Brown House is no longer located at the original subject property and is temporarily stored at the current location (i.e., the Project site). Per the California Register criteria, in order for properties to be eligible for inclusion on the California Register and considered significant under CEQA, they must retain “integrity” which is defined as a property's ability to convey

its significance through seven factors: location, design, setting, materials, workmanship, feeling, and association. Even when the building was at its original location, it exhibited compromised integrity of design, materials, and workmanship. Moving the house from its original location further negatively impacted its integrity of location, setting, feeling, and association. Therefore, the Project will not cause a significant historical or environmental impact to the Brown House.

Response to Comment H-35. This comment requests that a paleontologist be retained before grading begins to instruct workers as to when they may be encountering a fossil. As drafted, Mitigation Measure 4.5.6.2A adequately addresses paleontological resources and reduces the potential for impacts to a less than significant level. (See pages 4.5-18 and 4.5-19 of the Draft EIR.)

Neither CEQA nor the City specifies requirements for accidental paleontological discoveries. Retention of a paleontologist prior to the commencement of grading is not required to address potentially significant impacts. Mitigation Measure 4.5.6.2A was included in the Draft EIR to address potential impacts to paleontological resources and requires halting of grading if resources are discovered during grading activities. However, a new Mitigation Measure 4.5.6.2B will be added to the FEIR and MMRP which does not change the significance determination of the study or the EIR, which states… "A qualified paleontologist shall be retained and conduct a pre-construction meeting prior to ground disturbance to instruct workers on proper fossil identification and subsequent notification of a trained professional." (See Section 3.0, Draft EIR Errata and 4.0, MMRP, of this Final EIR).

Response to Comment H-36. This comment states that the project will result in significant cumulative impacts; however, the comment does not provide evidence or facts supporting this conclusion. Each tribe has different preferences for how cultural resources should be treated. Not every tribe believes that preservation "in place" is appropriate for all types of cultural resources. Thus, your comment is based on the false presumption that preservation in place is necessary to mitigate impacts to cultural resources. As discussed in the Draft EIR, implementation of the Mitigation Measures 4.5.6.1A through D, and 4.5.6.2A and B will reduce potential project impacts related to cultural and paleontological resources to a less than significant level.

Response to Comment H-37. This comment asks if the City has ordinances in place to "enforce the General Plan." However, it is unclear to what ordinances this is referring, or what aspects of the General Plan the comment is concerned will not be enforced.

Earthwork is regulated through the California Building Code (CBC). The geotechnical report presents additional detailed earthwork recommendations for the specific site. The grading plans are developed with the geotechnical recommendations incorporated into them. Therefore, the earthwork on the site will

be performed in accordance with the CBC and the project plans and specifications. The geotechnical engineer of record is retained to observe and perform testing during earthwork operations to verify that the project is being constructed in accordance with those documents.

Specific General Plan policies relevant to geology and soils are presented in Table 4.6.A of the Draft EIR. The table identifies how the proposed project will be consistent with each specific General Plan policy. (See page 4.6-13 of the Draft EIR.)

Response to Comment H-38. This comment is concerned with potential land subsidence resulting from the presence of Pauba Sandstone. First, it should be noted that alluvium overlies bedrock and not underlies it as indicted by the commenter. Alluvium overlying bedrock has been a factor in subsidence in the nearby Cal Oaks community where granitic bedrock formed ridges and valleys and alluvium was left in place during grading. The alluvium became saturated from irrigation of the golf course and consolidated thereby resulting in settlement related distress. The geotechnical report for this project recommends the removal of the alluvial soils, therefore, the conditions that resulted in settlement at Cal Oaks will not be present on the subject site after grading.

Imported fill materials cannot be identified prior to grading at the site because sources available today may not be available at the time of grading. The project's geotechnical report does recommend that geotechnical testing be performed on any potential import soil so the engineering properties tested and assumed during the planning phases can be verified in the import soil. The City's development review process and standard Conditions of Approval require the conclusions and recommendations of a project-specific geotechnical report to be incorporated into project grading and building plans with future review and approval by appropriate City staff consistent with City standards.

Response to Comment H-39. This comment requests that the project SWPPP be developed prior to project approval. However, in compliance with State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit Requirements, a Storm Water Pollution Prevention Plan (SWPPP) is required prior to land disturbance activities. An Approved Project SWPPP will be required by the City prior to project grading activities. (See page 4.9-8 of the Draft EIR for a general discussion of the SWPPP and General Construction Permit process.)

Response to Comment H-40. This comment is concerned with the potential for substantial ground shaking, the recommendations of the Geocon West report, and the presence of Monserate sandy loam, Ramona sandy loam, and alluvium.

The peak ground accelerations due to anticipated seismic events (earthquakes) are provided in the geotechnical report included as Appendix G of the Draft EIR. The geotechnical parameters provided for structural design incorporate the peak ground acceleration in their calculations. Further, the project civil and structural engineers utilize the peak ground accelerations and the geotechnical values to design the project infrastructure and structural components. Therefore, the project will be designed to withstand the estimated seismic shaking at the site.

The geotechnical report does recommend remedial grading of the site alluvium. Further, the alluvium is suitable for use as fill soil. The geotechnical recommendations have considered the soils that are present on the property and provide recommendations as appropriate. Therefore, export of alluvial soils generated during remedial grading is not required. The City's development review process and standard Conditions of Approval require the conclusions and recommendations of a project-specific geotechnical report to be incorporated into project grading and building plans with future review and approval by appropriate City staff, consistent with City standard development review procedures.

Response to Comment H-41. This comment is concerned that the project will result in increased need or public services from a major earthquake. Impacts to public services resulting from the project, including potential increased demand due to emergencies, are analyzed and considered in Draft EIR Section 4.14, Public Services and Facilities. The analysis concluded, in Sections 4.14.5.1 and 4.14.5.2, that impacts to police and fire services would be less than significant with the offset in services paid for by the required payment of development impact fees.

Response to Comment H-42. This comment is concerned with the use of 2005 emissions to determine "business as usual" emissions. Based on the California Air Resource Board's (CARB's) definition, the forecast of 2020 emissions in a business-as-usual scenario is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented (see Page 92, 6th paragraph of First Update to the Climate Change Scoping Plan – May 2014). CARB also defines "business-as-usual" to mean "the normal course of business or activities for an entity or a project before the imposition of greenhouse gas emissions reduction requirements or incentives." (ARB: "Preliminary Draft Regulation for a California Cap-and-Trade Program," Section 95802 (a)(18), Dec., 2009; page 7.)

Furthermore, even the California Air Pollution Control Officers Association (CAPCOA) acknowledges that the "business-as-usual" scenario is the estimate of emissions that would occur in the absence of measures to reduce emissions. CAPCOA goes on to further state that "business-as-usual" is the projection of GHG emissions at a future date based on current technologies and regulatory requirements in absence of other reductions. (CAPCOA: "Model Policies for Greenhouse Gases in General Plans," Jun., 2009, page 15). In this case, the base

BAU scenario would reflect emissions absent implementation of AB32 which is effectively a 2005 year emissions profile since AB32 was adopted in 2006. Additionally, CARB's emissions baseline period in its scoping plan reflects the average emissions from 2002 to 2004. (ARB: "Climate Change Scoping Plan: a framework for change," Dec., 2008; page 11.)

Therefore use of 2005 year emission factors from a greenhouse gas standpoint is appropriate since the emission factors in 2005 would reflect what would happen in 2020 if the Scoping Plan measures were not implemented. (See page 4.7-40 of the Draft EIR.) Additionally, see further clarification and supplemental evaluation presented in Response to Comment H-43.

Response to Comment H-43. This comment is concerned with the Draft EIR's conclusion that the proposed project will not have a cumulatively significant impact on the environment.

The commenter also generally claims that the DEIR's approach to GHG impact analysis is not appropriate based on the recent California Supreme Court Decision in *Center for Biological Diversity v. California Department of Fish and Wildlife* (2015) 62 Cal.4th 204 (*Newhall Ranch*). The following additional analysis is based on the SCAQMD's draft service population (efficiency-based) threshold as a quantitative significance criterion. As described in the DEIR (Page 4.7-29), the SCAQMD defines the service population as the total residents and employees associated with a project. The origin of the service population is based on CARB's 2008 Scoping Plan. The Scoping Plan identified that based on the GHG emissions inventories for the state, the people of California generate approximately 14 tons of GHG emissions per capita and would need to reduce annual emissions to approximately 10 tons per capita in order to meet the GHG reduction target of AB 32. Because people who live in California generally work in California, the service population metric did not include employees. As CEQA significance thresholds were being determined by air districts, the air districts considered applying this efficiency metric to their air district boundaries. Consistent with methodology provided by the Regional Targets Advisory Committee (RTAC) as part of the SB 375 target setting discussions, the definition of service population was amended to include employees in addition to residents. This is because the transportation sector is the primary source of project-related GHG emissions; and unlike the state as a whole, people who work in one county/air district may not live in the same county/ air district boundary. Also, people who live in a county/air district boundary would also have other trip ends such as school, parks, and retail uses. As such, the air district/county boundary as a whole did not take into account other users within the site.

As, described in the DEIR, the SCAQMD convened a Working Group to develop GHG significance threshold. On December 5, 2008, the SCAQMD Governing Board

adopted its staff proposal for an interim CEQA GHG significance criteria for industrial stationary source projects where the SCAQMD is the lead agency. As to all other projects, where the SCAQMD is not the lead agency, the SCAQMD Working Group has recommended an interim screening level numeric "bright-line" threshold of 3,000 metric tons of CO_2e annually and an efficiency-based threshold of 4.8 metric tons of CO_2e per service population (residents plus employees) per year in 2020 and 3.0 metric tons of CO_2e per service population per year in 2035. The GHG Significance Threshold Working Group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is comprised of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin, various utilities such as sanitation and power companies throughout the South Coast Air Basin, industry groups, and environmental and professional organizations. The efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provides guidance to CEQA practitioners with regard to determining whether GHG emissions from a proposed project are significant. For the purposes of this discussion, the proposed project is compared to the SCAQMD-recommended efficiency-based threshold of 4.8 metric tons of CO_2e per service population per year in 2020 and 3.0 metric tons of CO_2e per service population per year in 2035.

The calculations behind this option are based on the same inventory calculated by CARB. The 4.8 metric ton per service population target is based on the same statewide 2020 GHG inventory in the CARB Scoping Plan, i.e., 295,530,000 MT CO_2e/yr. To derive the project level service population of 4.8 metric ton, SCAQMD took the 2020 statewide GHG reduction target for land use only (295,530,000 MTCO_2e/yr) and divided it by the total 2020 statewide population plus the total statewide employment for land use only (44,135,923 + 17,064,489) (i.e., (295,530,000 MT CO_2e/yr)/(44,135,923 + 17,064,489) = 4.8 MT CO_2e/yr). Thus, SCAQMD's threshold is another metric for assessing compliance with AB 32, just based on using numbers attributable to certain sectors and trying to break down the analysis to a finer grain based on a per person methodology associated with land use-related sectors.

As previously stated, the SCAQMD defines the service population as the total residents and employees associated with a project. According to the EIR, the service population for the proposed residential uses is anticipated to be 653 persons and the proposed commercial uses would generate approximately 150 employees. However, for a commercial project, the employees may be only about two percent of the number of people that visit a site. The majority of people visiting a commercial project are customers and a smaller number of vendors. When determining the service population for commercial uses, it is logical to not only consider the employees as part of the service population, yet also the primary users of commercial uses, which are the customers (who are being served by the Project)

and a small number of vendors. As such, for the purposes of this Project, the service population for the commercial uses would be the employees, the customers, and the vendors. In order to estimate the number customers and vendors that visit the site in addition to the employees, the number of potential daily vehicle trips is divided by two to account for each service population member making one trip to the Project site and one trip from the Project site, therefore each Project customer and vendor would count for two trips. This is a very conservative assumption since each vehicle is assumed to accommodate only one person, whereas, many of the vehicles would accommodate more than one person.

The proposed commercial uses would generate approximately 5,633 trips per day. An internal capture value of 563 is subtracted from the commercial trip generation in order to take into account the trips taken internally between the residential and commercial uses of the Project site. As such, the proposed commercial uses would generate 5,070 trips per day. The total number of trips per day is divided by two to derive 2,535 employees, customers, and vendors. As such, the total service population for the Project would be 3,188 (653 residents + 2,535 employees, customers, and vendors).

As shown on Table 4.7E of the DEIR (page 4.7-42), total annual Project GHG emissions for the year 2020 is 6,271.94 $MTCO_2e$. Dividing the year 2020 annual GHG emissions by the 3,188 service population yields an efficiency of 1.97 $MTCO_2e$ of GHGs per service population member. The analysis demonstrates that the GHG emissions per service population member would not exceed SCAQMD's draft threshold of 4.8 $MTCO_2e$ per service population for the year 2020. Additionally, the total annual Project GHG emissions for the year 2035 is calculated to be 6,035.82 $MTCO_2e$ (see FEIR Appendix A). Dividing the year 2035 annual GHG emissions by the service population yields an efficiency of 1.89 $MTCO_2e$ of GHGs per service population member. The analysis demonstrates that the GHG emissions per service population member would not exceed SCAQMD's draft threshold of 3.0 $MTCO_2e$ per service population for the year 2035. Therefore, the proposed Project would not have a significant impact on the environment.

Response to Comment H-44. This comment is concerned with whether the proposed project is consistent with SCAG projections and whether vehicle miles traveled are considered in the GHG analysis. The proposed project is a mixed use project that will provide locally serving commercial uses adjacent to two different residential neighborhoods. The project will create local job opportunities as well as local shopping, both of which will help reduce offsite trips and thereby reduce VMT. It should be noted that the Governor's Office of Planning and Research (OPR), which is responsible for guidance on the CEQA process at the state level, has not yet issued final guidance on how CEQA documents are to incorporate VMT into their analysis of traffic and land use impacts relative to recent changes in thresholds of significance for traffic impacts. The analysis of traffic and land use impacts in the EIR has followed current accepted practices relative to these two issues.

Due to the anticipated VMT changes, the commenter then concludes the project is not consistent with SCAG's Regional Comprehensive Plan (RCP). Under CEQA, the threshold at issue is whether the proposed project would "conflict" with any applicable land use plan, policy, or regulation (see DEIR, page 4.10-8; State CEQA Guidelines Appendix G, Threshold X.b). The threshold does not ask if the proposed project fully implements every goal, policy, and objective of every land use plan (in this case, the RCP). Adoption of SCAG policies does not result in municipalities losing all discretion to plan for a variety of land uses within their jurisdiction. No specific conflict with a specific SCAG policy is identified in this comment, and the project's influence on local VMT is explained above.

Response to Comment H-45. This comment asserts that the proposed project is not consistent with General Plan policy EJ 2.19. However, policy EJ 2.19 reads… "Encourage public and private development to achieve LEED certification or an equivalent green building standard." While the project may meet many of the LEED building standards, it is not known if the project will achieve LEED certification, nor is LEED certification required for consistency with this General Plan policy. Pursuant to the City of Wildomar's Municipal Code, 15.20, the Project buildings will required to comply with the California Green Building Standards (Title 24), which is considered an equivalent green building standard. As discussed in Table 4.7C General Plan Consistency Analysis and as further required by Mitigation Measure 4.3.6.3A, the Project will be consistent with or exceed 2013 Title 24 standards, so the Project will be consistent with EJ 2.19.

Response to Comment H-46. This comment is concerned with impacts relating to hazards associated with airports. The analysis in the DEIR (Section 4.8.5.3 on page 4.8-7) correctly indicates the following:

> *The nearest airport to proposed project site is the Skylark Field Airport in Lake Elsinore approximately 1.9 miles northwest of the site. However, the project is not within the Skylark Airport Influence Policy Area. There are no other airports within two miles of the project site. In addition, Table 4.8.B shows the project is consistent with the City's goals and policies related to airport land use compatibility plans. Therefore, the project will not have a significant impact related to airports. No mitigation is required.*

There is no Land Use Compatibility Plan for the Skylark Field Airport and the project site is not within any influence zones of policy areas of that airport. It is correct there are no other airports within 2 miles of the project site. Therefore, as concluded in the EIR, the project will not have a significant impact related to airports and no mitigation is required. However, Section 4.12.5.1 of the Draft EIR will be corrected to show the correct distance of the project to the airport (see Section 4 of this Final EIR).

Response to Comment H-47. The comment notes a calculation error in Draft EIR Table 4.9.F. The noted error resulted from a typographical error when copying the numbers from the Flow Rate Summary Table of the project's "Preliminary Hydrology and Hydraulics Study" (Study) to Table 4.9.F of the Draft EIR. The quantity used in the Study and as basis for the analysis and findings was 7.17-5.66=1.51. There were no alterations of base calculations as the commenter suggests.

Response to Comment H-48. This comment is concerned with the maintenance of the project's water basins. The regular maintenance of the basins at their respective locations will be the responsibility of the respective Owner's Associations whose property contains the subject basins whether in the single family, apartments, or commercial portions of the site

Response to Comment H-49. This comment is concerned with depletion of groundwater supplies. The water consumption and infrastructure requirements of the project were reviewed by the Elsinore Valley Municipal Water District which concluded that "the DEIR substantially conforms to EVMWD's Infrastructure Master Plans." (See Response to Comment F-1 in Letter F in this section of the FEIR, incorporated herein by reference.) The project is also consistent with the EVMWD's current 2011 Urban Water Master Plan (UWMP) which accounts for local consumption of surface and groundwater supplies through 2030 (note, the District is updating its UWMP which is planned to be issued by July 2016).

Response to Comment H-50. This comment questions the ability of NPDES permits to address short term water pollutant discharge. This project is required to meet the NPDES requirements associated with Order No. R9-2001-001, which was adopted by the San Diego Regional Water Quality Control Board on July 14, 2004 for the Santa Margarita River Region. Per the Riverside County Water Quality Management Plan for Urban Runoff, dated July 24th 2006, which was developed to provide guidelines for project-specific post-construction Best Management Practices (BMPs)…

"The list of potential Urban Runoff pollutants identified for the project must be compared with the pollutants identified as causing an impairment of Receiving Waters, if any."

Therefore, the above-mentioned impairments listed for the abovementioned water bodies were compared to the expected pollutants for the project site, and it was determined that the following are the projects "Pollutants of Concern":

- Nutrients
- Bacteria & Viruses
- Pesticides
- Metals

Therefore, the BMPs are required to provide medium to high removal effectiveness of the four pollutants of concern.

The grassed swale discharges directly into a Sand Filter Basin, therefore this BMP is more of a pre-treatment mechanism. The porous pavers are an infiltration-based BMP (per Appendix E from the Riverside County – Low Impact Development BMP Design Handbook) has high removal effectiveness for all pollutants, including nutrients, metals, bacteria and pesticides. The Sand Filter Basins shall incorporate a soil media filter similar to that of Bioretention. This will ensure that the pollutants of concern are removed with high effectiveness, per Appendix E from the Riverside County – Low Impact Development BMP Design Handbook. All onsite areas discharge into porous pavers or a sand filter basin, and therefore all the pollutants of concern required by MS4 Permit, Order No. R9-2001-001. (See Sections 4.9.2.3 and 4.9.5.7 of the Draft EIR.)

Response to Comment H-51. This comment is concerned with cumulative impacts relating to water. As discussed on pages 4.9-29 and 4.9-30 of the Draft EIR, the cumulative analysis considered impacts throughout the watershed and region. If each project within a given area can mitigate its own potential water-related impacts to less than significant levels, it can substantially reduce the potential for cumulative water supply impacts. In addition, the water consumption and infrastructure requirements of the project were reviewed by the Elsinore Valley Municipal Water District which concluded that…"the DEIR substantially conforms to EVMWD's Infrastructure Master Plans." (See Response to Comment F-1 in Letter F in this section of the FEIR.) For additional analysis on the issue of groundwater recharge and overdraft, see Response to Comment H-575 below incorporated herein by reference.

Response to Comment H-52. This comment states that the project is not consistent with the City's General Plan and zoning, and states that this site was previously identified as satisfying a portion of the City's Regional Housing Needs Assessment (RHNA) for low income households.

Under CEQA, the threshold at issue is whether the proposed project would "conflict" with any applicable land use plan, policy, or regulation. (See DEIR, p. 4.10-8; State CEQA Guidelines Appendix G, Threshold X.b.) Here, the project includes a General Plan Amendment and Zoning Change. Upon approval of those entitlements, the proposed project would not conflict with the General Plan or Zoning Code of the City. Further, if a land owner wishes to change a particular land use designation, such an analysis is required to determine if the proposed change is consistent with the guiding land use policies of the City. Here, a General Plan consistency analysis was undertaken, and it determined that the project was consistent with the General Plan's policies. (See Section 4.10.5.2 of the Draft EIR.)

Regarding the City's RHNA (excerpt from DEIR page 4.10-9):

> *…as a part of the City's 2014-2021 Housing Element Update, the project site was identified as satisfying a portion of the City's RHNA for low, very low and extremely low income households due to its Mixed Use Planning Area (MUPA) land use designation and the Mixed Use Overlay zoning on the project. The project proposes to change the land use designation and remove the Mixed Use Overlay from the project site; thus, the residences proposed as a part of the project will not count toward the City's RHNA obligations for low, very low and extremely low income households. However, the remainder of the Mixed Use Planning Area (MUPA) land in the City is able to accommodate the City's low, very low and extremely low income RHNA.*

The comment fails to acknowledge the ability of the City's remaining MUPA-designated land to accommodate the number of RHNA units lost under the proposed project. In addition, the RHNA does not require the City to provide affordable housing, it only requires the City to identify parcels that could accommodate affordable housing. The updated Housing Element clearly identifies sufficient parcels within the City to achieve the City's RHNA allocation even without the proposed project site.

Response to Comment H-53. The comment is concerned about the project's consistency with General Plan policies LU 22.6 (regarding setbacks) and LU 23.5 (regarding transportation facilities).

Regarding LU 22.6, the commenter is incorrect;; the project does provide necessary setbacks based on air pollutant emissions associated with the adjacent I-15 Freeway. Detailed analyses of the issues of setbacks and mitigation are provided in Responses to Comments E-4, H-9 and H-13 above (including Letter E above from the South Coast Air Quality Management District). Further, in response to comments from this commenter, the City has added Mitigation Measures 4.3.6.3B through 4.3.6.3D to ensure installation of air filtration systems in residential units. Also, Mitigation Measure 4.3.6.3E has been added for the project to provide its fair share of funding for transit-related improvements in the immediate project area, including bus stops if necessary.

Regarding the comment that the proposed project is not consistent with the General Plan, please see Response to Comment H-51, above, incorporated herein by reference.

Response to Comment H-54. This comment is concerned with the jobs to housing ratio within the City. This is a mixed use project which will provide locally serving commercial uses adjacent to two different residential neighborhoods. The project will create local job opportunities as well as local shopping, both of which will help reduce offsite trips and thereby reduce VMT and thereby help be consistent with the RCP. Even though the City is considered "jobs poor" by SCAG it is not required to only approve job-generating uses. Instead the City may continue to effectively plan

and approve land uses that provide a balance of housing, jobs, and commercial opportunities for its residents.

Response to Comment H-55. This comment is concerned with the proposed project's consistency with specific policies identified in the SCAG Regional Comprehensive Plan. As discussed above, the CEQA threshold at issue is whether the proposed project would "***conflict*** with any applicable land use plan, policy, or regulation…" (See DEIR, page 4.10-9). The threshold does not ask if the proposed project fully implements every goal, policy, and objective of every land use plan.

Here, this project exceeds the minimum required by law and regulation in terms of energy and resource conservation. For example, Mitigation Measure 4.3.6.3A requires the project achieve a minimum of 15 percent increase in energy efficiencies **beyond** 2013 Title 24 performance standards. This includes using efficient heating equipment among other high efficiency appliances. The project also includes extensive landscaping including evergreen and deciduous tree species providing shade throughout the site. Finally, the project may meet many of the LEED building standards, but it is not known if the project will achieve LEED certification, nor is LEED certification required by the City. Pursuant to the City of Wildomar's Municipal Code Section 15.20, the Project buildings will required to comply with the California Green Building Standards (Title 24), which is considered an equivalent green building standard. Mitigation Measure 4.3.6.3A requires the Project to demonstrate its energy use will be 15 percent less than 2013 Title 24 standards, so the Project will not conflict with EJ 2.19.

The purpose of Policy WA-12 is to encourage drought-tolerant or water conserving landscaping, which the City's drought response requirements and water efficient landscaping design guidelines promote, so the project does not conflict with that policy. Likewise, the Project will meet many of the LEED building standards, including resource recycling, although LEED certification is not required by the City. By encouraging resource recycling and reduction according to City development and CBC requirements, the Project will not conflict with Policy SW-14.

Response to Comment H-56. This comment states that unspecified, additional measures are required for the proposed project to be consistent with an unspecified SCAG policy.

As discussed above, the CEQA threshold at issue is whether the proposed project would "***conflict*** with any applicable land use plan, policy, or regulation…" (See DEIR, page 4.10-9.) The threshold does not ask if the proposed project fully implements every goal, policy, and objective of every land use plan. Adoption of SCAG policies does not result in municipalities losing all discretion to plan for a variety of land uses within their jurisdiction. No specific conflict with a specific SCAG policy is identified in this comment.

The proposed project is a private development project proposed for City review and action and at a minimum is required to comply with existing laws and regulations. If the project would have some potentially significant environmental impact related to energy or water conservation, then additional actions (i.e. mitigation) may be warranted. In the Draft EIR, Mitigation Measure 4.3.6.3A requires the project achieve a minimum of 15 percent increase in energy efficiencies beyond 2013 Title 24 performance standards. The project is also required to meet the state Water Conservation in Landscaping Act through the City's Municipal Code (Chapter 17.276) which implements landscaping and irrigation standards to promote water-efficient landscapes.

Response to Comment H-57. This comment states that the proposed project is not consistent with SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

As discussed above, the CEQA threshold at issue is whether the proposed project would "***conflict*** with any applicable land use plan, policy, or regulation…" (See DEIR, page 4.10-9). The threshold does not ask if the proposed project fully implements every goal, policy, and objective of every land use plan. The RTP/SCS does not preclude projects that are not within a "High Quality Transit Area" (HQTA) contrary to the statement made by the commenter. The HQTA policies do not apply to the proposed project, so the project does not conflict with those policies.

Although it does not change the significance determination of the EIR,, the City will add Mitigation Measure 4.3.6.3E to the FEIR and MMRP which states… "Prior to issuance of the first certificate of occupancy, the Project Applicant shall coordinate with RTA and the City of Wildomar to provide its fair share contribution of a future bus stop improvement within walking distance (approximately a quarter mile or less) to the site." The Project Applicant did in fact discuss with RTA a potential transit stop as part of the project design, and an RTA representative indicated there was currently no plan for a transit stop at this location.

In regards to the comment that the project is inconsistent with SCAG's goal of reducing the statistical distribution of work trip lengths, this is a mixed use project which will provide locally serving commercial uses adjacent to two different residential neighborhoods. The project will create local job opportunities as well as local shopping, both of which will help reduce offsite trips and thereby reduce VMT and thereby help be consistent with the RCP. Even though the City is considered "jobs poor" by SCAG it is not required to approve only job-generating uses. Instead, the City must continue to effectively plan and approve land uses that provide a balance of housing, jobs, and commercial opportunities for its residents. The project does not conflict with any SCAG policy. (Refer to analysis in Section 4.10.5.2 of the Draft EIR.)

Response to Comment H-58. The comment is concerned that the proposed project is inconsistent with RTP/SCS goals relating to reducing emissions, reducing transportation costs, and increasing the percentage of jobs within 15 minutes of transit. However, these are broad goals not applicable to each individual project within each jurisdiction within the region. As discussed above, the CEQA threshold at issue is whether the proposed project would "***conflict*** with any applicable land use plan, policy, or regulation…" (See DEIR, page 4.10-9.) The threshold does not ask if the proposed project fully implements every goal, policy, and objective of every land use plan.

It is the responsibility of the City to determine if or to what degree its land use decisions meet the advisory guidelines of the RCP regarding air pollutants and GHG emissions. SCAG is not the legal land use authority for land within the City. Even though the City is considered "jobs poor" by SCAG, the City cannot simply approve only job-generating uses to the exclusion of housing, and must continue to effectively plan and approve land uses that provide a balance of housing, jobs, and commercial opportunities for its residents. To the degree practical, the City's land use decisions reflect a balancing effort to achieve both local and regional land use goals while accommodating actual land use realities at the local level. The City works to meet the SCAG goals espoused in the RCP given its physical and locational limitations.

Response to Comment H-59. This comment is concerned with the use of construction noise standards adopted by other agencies in the Draft EIR's analysis of construction noise impacts.

As explained on page 4.12-20 of the Draft EIR, the City General Plan does not set standards for temporary noise impacts, including construction noise impacts. The City Municipal Code does place limits on when construction noise may take place. The Draft EIR identifies construction noise thresholds set by a variety of other agencies and jurisdictions. After such a review, the Draft EIR determined that a construction noise threshold of 85 dBA was appropriate, and that construction noise exceeding this threshold would be considered a significant environmental impact. (See page 4.12-22.) This is based in part on the fact that construction noise is temporary and intermittent, and therefore a higher threshold than would be appropriate for permanent noise can be found acceptable.

To analyze potential construction noise impacts against this threshold, the Draft EIR determined construction noise levels that would be experienced at the three closest sensitive receptors, located 50 feet, 140 feet, and 440 feet from the project site. This analysis determined that construction noise experienced by at least one sensitive receptor would exceed the threshold set. (See Table 4.12.D, page 4.12-27, of the Draft EIR.) As a result, impacts were determined to be potentially significant.

Because the temporary construction noise levels will exceed the threshold, the Draft EIR identified Mitigation Measure 4.12.6.1A, which will require that noise control barriers and noise protection measures be installed prior to start of construction to reduce the level of construction noise experienced at the property line of sensitive receptors to less than 85 dBA (See pages 4.12-27 and 4.12-28 of the Draft EIR.)

Response to Comment H-60. This comment is concerned about the Draft EIR's use of a construction noise threshold of 85 dBA. The City's threshold was selected after a review of the construction noise thresholds set by other jurisdictions and entities. Construction activities vary widely in time and location during any given day, as to the position of local residents within or coming and going from their residences during the day. As a practical matter, an 85 dBA threshold for construction noise is lower than many jurisdictions which typically use 90 dBA for temporary noise thresholds from construction. Mitigation Measure 4.12.6.1A also requires the use of mufflers, barriers, etc. to reduce potential impacts on local residents, regardless of how much time they spend in their residences during construction activities. Pages 4.12-20 through 4.12-22 in the Draft EIR explain how the City selected 85 dBA as its local construction noise impact significance threshold.

Response to Comment H-61. This comment is concerned about the project's distance from an existing airport. Section 4.12.5.1 (Noise, DEIR page 4.12-22) of the DEIR lists the distance of the project to the Skylark airport as 2.4 miles but Section 4.16.5.1 (Traffic, DEIR page 4.16-27) lists the distance as 1.9 miles. Section 4.12.5.1 will be corrected to reflect the correct distance of 1.9 miles, consistent with Section 4.12.5.1. However, the project site is not located within an influence zone or an established planning area of the Skylark Field Airport (i.e., it has no adopted Airport Land Use Plan). Therefore, no analysis is required or included in the Noise Impact Analysis (NIA) regarding aircraft operations from Skylark Airport.

Response to Comment H-62. This comment is concerned with unmitigated and mitigated levels of construction noise. The 85 dBA construction noise threshold will in fact protect local residents living near construction sites, including residents living adjacent to the proposed project. As required by Mitigation Measure 4.12.6.1A, the project must prepare a Noise Mitigation Plan which is site and project specific and takes into account adjacent residences/residents. It should be noted the City's standard is actually to the property line which would mean that actual noise levels closer to a residence, and within a residence would be noticeably lower, possibly much lower, depending on the actual distance of the residence from the property line closest to the construction area. The City also requires the use of mufflers, barriers, etc. to help reduce potential impacts on local residents.

Response to Comment H-63. This comment is concerned with the interior noise threshold utilized by the Draft EIR. The 45 dBA CNEL interior noise level threshold is for on-site traffic noise, not operational noise as the comment suggests. (See Section 4.12.6.2 of the Draft EIR.) The NIA and Draft EIR describe the Sound

Transmission Class (STC) rating for all windows required to satisfy the 45 dBA CNEL interior noise level standard in the Executive Summary of the NIA. While the precise building specifications were not available at the time of the analysis, the recommendation is based on worst-case noise conditions and represents a conservative recommendation to reduce the noise levels below the 45 dBA CNEL noise level standard.

Response to Comment H-64. This comment is concerned with cumulative construction noise impacts. No adjacent or nearby development or public works projects are proposed at this time. Therefore, it is unlikely that adjacent properties or the surrounding area will undergo development at the same time as the proposed project. However, if another property in the same general area were to develop at roughly the same time as the proposed project, it is most likely cumulative impacts would remain less than significant because each project would be required to restrict or maintain its own activities within City standards, and noise from overlap of activities on different sites would be expected to occur over a relatively short period of time (i.e., weeks or a few months versus years).Beyond that general caveat, it is overly speculative to attempt to estimate cumulative noise levels based on unknown projects at this time given the fact there are no planned projects at this time when the proposed project is being processed.

Response to Comment H-65. This comment is concerned with ground vibration levels experienced at adjacent residences. The comment identifies the Category 2 (residential) FTA 75 to 80 VdB range for Occasional Events, which are defined in Table 8-1 of the FTA Noise and Vibration Assessment Manual as having between 30 to 70 vibration events of the same source per day. Most commuter truck lines have this many operations. However, construction activity, and the 80 VdB threshold used in the NIA analysis, apply to Infrequent Events which the FTA defines as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines. Based on the FTA definitions, the construction activity is expected to represent fewer than 30 vibration events of the same kind per day, and therefore, the 80 VdB threshold is used. This is consistent with the FTA Noise and Vibration Assessment Manual, Section 12.2.1, Page 12-11, “Annoyance Assessment” methodology which indicates the use of the criteria for general assessment in Chapter 8, Table 8-1 of the FTA manual for construction vibration. (See Section 4.12.5.2 of the Draft EIR.)

Response to Comment H-66. This comment is concerned with parkland impacts. CEQA requires a project to address and mitigate its own impacts regarding parks and recreational activities. The EIR does evaluate project impacts (DEIR Section 4.15) on parkland and recreational resources. The City would require this project, as it does of all private development projects, to meet its parkland requirement by providing either onsite parkland or through payment of an in lieu fee so parkland can be provided on another site (consistent with LU 19.5). As described in the Draft EIR,

together the project's payment of in lieu fees will reduce any potential impacts to parkland to a level of less than significant (See Section 4.15.5.1 of the Draft EIR).

The project's consistency with applicable general plan policies was evaluated in Table 4.15.A (DEIR page 4.15-3). It should also be noted that general plan policy EJ 3.14,("increase access to urban parks, green space and natural environments for traditionally underserved communities") is a City-wide goal and not specifically applicable to a particular project, but the proposed project is consistent with the provision of City-wide parkland and trails.

Response to Comment H-67. This comment is concerned with the placement of loading facilities. The project site plan, as shown on Draft EIR Figure 3.6, was specifically designed so that the majority of loading areas are away from the residential neighborhoods. By placing the loading areas in the parking lots, the commercial/office buildings will serve as buffers between these activities and the future residential areas. Likewise the internal loading areas are a noticeable distance from Baxter Road and the existing residential areas farther to the south. As a result, the project is consistent with General Plan policy C 3.9 which provides for the design of off-street loading facilities away from residential uses.

Response to Comment H-68. This comment is concerned with the project's consistency with General Plan policy LU 12.1. The project's mixed use design locates residential and commercial/office uses adjacent to each other. This provides opportunities for residents to shop and work at a convenient location which would reduce reliance on the automobile. The sidewalk system to be constructed by the project will encourage pedestrian and bicycle use, which is not available currently. The Project Applicant did in fact discuss with RTA a potential transit stop as part of the project design, and an RTA representative indicated there was currently no plan for a transit stop at this location.

Although it does not change the significance determination of the study or the EIR, Mitigation Measure 4.3.6.3E has been added to the FEIR and MMRP and states…

"Prior to issuance of the first certificate of occupancy, the Project Applicant shall coordinate with RTA and the City of Wildomar to provide its fair share contribution of a future bus stop improvement within walking distance (approximately a quarter mile or less) to the site."

Response to Comment H-69. This comment is concerned with routes to nearby schools. The sidewalk system to be constructed by the project will facilitate pedestrian and bicycle use beyond what is available currently. The City works with the School District concerning the design of roads and other public improvements in and around school sites. The City will continue to work with the District, Caltrans and the County on funding and improvements related to Safe Routes to School Program, which the City has been successful in implementing other phases of this Program

when the need is warranted. Further, the Project Applicant did in fact discuss with RTA a potential transit stop as part of the project design. RTA representative indicated there was currently no plans for a transit stop at this location. Although this action does not change a significance determination, Mitigation Measure 4.3.6.3E has been added to the FEIR and MMRP and is described above in Response to Comment H-68, incorporated herein by reference.

Response to Comment H-70. This comment states that the trip assumptions for the residential land uses are underestimates, but does not provide any facts or evidence supporting this conclusion. This comment also states that the trip capture rate is an overestimate, but does not provide any facts of evidence supporting this conclusion.

The 38 outbound trips in the AM peak hour and 42 inbound trips in the PM peak hour is for 67 single family residences (not 104 homes per commenter), and is based on trip generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation manual (9th Edition, 2012) (referred to as "Trip Generation"). ITE's Trip Generation is a nationally recognized and reliable source for trip generation data for numerous land use categories, and has been developed over many years based on thousands of site surveys collected both in California and nationwide. Additionally, the 84 outbound trips in the AM peak hour and 82 inbound trips in the PM peak hour as noted by the reviewer for the 204 apartment unit component of the project are also based on the same ITE trip generation rates. (See Table 4-2 of the Traffic Impact Analysis and Table 4.16.G of the Draft EIR.)

As described in Section 4.16.3.3 of the Draft EIR, the 2,850 trips referenced by the reviewer are for **both** internal capture and pass-by trip reductions and **not** for internal capture alone. As shown in Table 4-2 of the Traffic Impact Analysis, the internal capture percentage and resulting number of trips (563 residential trips and 563 retail trips) are based on an adopted methodology for determining internal capture rates as described in the ITE Trip Generation Handbook (2nd Edition, 2004), which is a widely accepted practice for determining internal capture.

Page 6-8 of the DEIR Alternatives section indicates that the Project ADT is 6,386 in the paragraph for Noise and Vibration – this was a typographical error on this page. However, the correct Project ADT of 4,777 is identified in the paragraph for Transportation and Traffic on the same page, and is consistent with the project's Traffic Impact Analysis which is included in the Draft EIR as Appendix K.

Response to Comment H-71. This comment states that the Draft EIR did not consider whether the project would conflict with a congestion management plan and takes issue with the Draft EIR's threshold of significance for determining intersection impacts. Level of Service (LOS) thresholds are established by the City's General Plan. CMP facilities within the study area include Interstate 15 (I-15) and related facilities (e.g., freeway ramp intersections). Project impacts to these facilities are coincident with analyses of Intersection LOS; Freeway Ramp Progression; Mainline

Freeway Segment performance; and Freeway Merge/Diverge operations disclosed in the DEIR and the Traffic Impact Analysis which is included in the Draft EIR as Appendix K. There is a recognized need to improve both the interchange and widen the I-15 Freeway over time, but with mitigation, the proposed project does not cause a CMP facility to fall from an acceptable LOS to an unacceptable LOS – it represents a small portion of the overall anticipated growth in the region. Therefore, the proposed project is consistent with the CMP.

CEQA allows the lead agency the ability to apply its own significance thresholds where none exist. The City as a standard practice utilizes 5.0 seconds as a reasonable approximation of when an individual development project's traffic contribution during peak hours to an already deficient intersection is cumulatively considerable. Application of a delay based significance criteria for the purposes of determining a project's potential impact to a deficient intersection is a standard practice used by many cities and agencies throughout Southern California.

Response to Comment H-72. This comment again states that the Draft EIR has underestimated the number of trips generated by the project. See Response to Comment H-69 above, incorporated herein by reference. Further, the threshold of 50 outbound AM peak hour trips is the limit to which the project could contribute traffic to Intersection 3: Central Street/Baxter Road without the LOS being degraded to such an extent that additional improvements are required. The threshold of trips is understood to be a subset of the overall project traffic, and estimation of the trip cap would be based on the analysis as presented by a registered traffic engineer at the time of development.

Response to Comment H-73. This comment is concerned with impacts to the Intersection 5: the I-15 Southbound Ramps at Baxter Road. The Draft EIR uses a similar approach to analyze impacts and provide mitigation at this intersection as it does at other intersections analyzed in the Draft EIR. Specifically, with implementation of Mitigation Measure 4.16.6.1B there is a cap in the amount of development that can occur prior to the project mitigation being in place. The threshold of development (i.e., 30 apartments or 22 single family dwelling units or 10,000 square feet of retail) represents a threshold of trips that would keep the project's contribution at Intersection 5 to less than 5.0 seconds, thus not creating a significant impact based on the City's adopted significance threshold of 5.0 seconds in additional delay. The intent of the Mitigation Measure wording is to provide for either/or and not in addition to. For clarification, the clause "whichever occurs first" will be added to the end of Mitigation Measure 4.16.6.1B which is consistent with the intent in Sections 3 and 4 of this FEIR.

As commenter notes the findings contained in the Draft EIR for Intersection 5, because the City cannot guarantee construction of proposed traffic signal due to the intersection location in Caltrans right-of-way, the Draft EIR must assume the impact to this intersection would remain significant for Draft EIR purposes.

Response to Comment H-74. This comment is concerned with cumulative traffic impacts. However, the project mitigates its proportional share of future cumulative traffic impacts through the payment of both City of Wildomar Development Impact Fees (DIF) and Western Riverside County Council of Government (WRCOG) TUMF fees. Consistent with CEQA law, 2013 traffic count data was found to be representative of baseline (existing) traffic conditions at the study area intersections at the time the project's Notice of Preparation (NOP) was established.

Response to Comment H-75. This comment questions project impacts under the project buildout condition, as depicted in Draft EIR Table 4.16.K. The purpose of Table 4.16.K is to summarize the existing intersection controls and LOS for each of the impacted intersections, and to also provide the needed traffic control and associated mitigation measure to bring the cumulatively impacted intersection to an acceptable LOS. The information presented in Table 4.16.K is a summarized version of the more descriptive table presented in the Traffic Impact Analysis (see Table 6-5 of the Baxter Village Traffic Impact Analysis, City of Wildomar, California, Urban Crossroads, revised March 18, 2015.).

The delay values calculated based on Highway Capacity Manual (HCM) methodology grows exponentially once the level of service (LOS) reaches LOS "F" or failure conditions. In an effort not to misrepresent the actual delay that may be experienced in the "real-world", Table 6-5 of the Traffic Impact Analysis shows the delay as >50 seconds and LOS "F" , without improvements. This does not mean the impacts are the same for existing and cumulative conditions, but that the increase in delay greater than 50 seconds cannot be reasonably measured using the current available methodologies after the LOS "F" threshold has been reached.

Response to Comment H-76. This comment questions whether projected water supplies are adequate to meet project demand. This project would demand an amount of water less than the amount of water required by a 500-dwelling unit project. This means the project is not required to conduct a Water Supply Assessment (WSA) under SB 901 which assumes smaller projects such as this will not have significant impacts on regional water supplies, including groundwater recharge.

According to their website,[1] the EVMWD has adopted an Urban Water Management Plan (UWMP) and relies mainly on local groundwater…

> "for a significant source of its water supply. Recognizing the importance of groundwater to communities like those served by EVMWD, the state legislature enacted the *Sustainable Groundwater Management Act of 2014* (SGMA). The

[1] www.evmwd.com

> SGMA provides local water agencies with important new groundwater management tools not previously available for the purpose of achieving sustainable groundwater use.
>
> In order to implement the SGMA, the California Department of Water Resources (DWR) has prioritized all of the Designated Groundwater Basins in California as high, medium, low, or very low. In accordance with the SGMA, DWR requires the formation of Groundwater Sustainability Agencies (GSAs) that cover the entire basin for all medium and high priority Groundwater Basins. A GSA can be a single agency, or a group of agencies coordinating the sustainable planning and management of the basin.
>
> In 2005, the EVMWD adopted a Groundwater Management Plan (GWMP) for portions of the DWR-designated Elsinore Groundwater Basin (Basin No. 8-4), on which EVMWD relies for water supply. DWR has designated the Elsinore Basin as high priority. EVMWD has been actively managing groundwater resources in most of the Elsinore Basin for decades."

The EVMWD website goes on to state it adopted a Water Shortage Contingency Plan (WSCP) in 2015 which addresses EVMWD's plan to compare projected water supplies and demands, as well as assesses the overall reliability of EVMWD's future supplies.

Finally, according to the EVMWD 2010 UWMP the average daily per capita water use in the EVMWD service area is 248 gallons per day. Therefore, the water demand of the project residential portion would be approximately 161,944 gallons per day. EVMWD's assessment of groundwater usage in its UWMP took into account planned growth in its service area. Although the project requires a General Plan Amendment and zone change, the proposed development is of similar or lesser intensity than land uses under the existing General Plan and zoning. For this reason, any increase in groundwater use from the proposed project would have been accounted for in the UWMP. As such, the project would not substantially deplete groundwater supplies. Impacts are less than significant.

Based on its adopted water management plans, the EVMWD has demonstrated it has and will have adequate water supplies.

Imported Water Reliability. Although EVWMD gets a majority of its water from local wells, it also imports surface water from the Metropolitan Water District (MWD) which in turn gets most of its water from imported sources (i.e., the state water system). Based on the Water Allocation analysis released by the California Department of Water Resources (DWR) on March 22, 2010, export restriction could reduce MWD deliveries by 150 to 200 thousand acre-feet (TAF) under mean hydrologic conditions, and operations could remain restricted until a long-term solution is found to improve the stability of the Bay-Delta region.

MWD has developed near and long-term action plans to increase water supply reliability, such as its Regional Urban Water Management Plan (RUWMP). MWD is also working with stakeholders throughout the state to develop and implement long term solutions to the problem in the Bay Delta.

Response to Comment H-77. This comment questions the Draft EIR's reliance on the most recent MWD RUWMP. The previous Response to Comments H-75 and 76, incorporated herein by reference, addresses issues related to the RUWMP. In addition, the water consumption and infrastructure requirements of the project were reviewed by the Elsinore Valley Municipal Water District which concluded that…"the DEIR substantially conforms to EVMWD's Infrastructure Master Plans." (see Response to Comment F-1 in Letter F in this section of the FEIR).

Response to Comment H-78. This comment is concerned with California drought conditions. When the EIR was drafted, the state, including Southern California, was in unprecedented drought conditions. However, this winter and spring have brought "El Nino" conditions to the state, including Southern California, to the point where most state water supply reservoirs are now at or near historical levels (Refer to http://cdec.water.ca.gov/cgi-progs/reservoirs/RES).

Response to Comment H-79. This comment disagrees with the Draft EIR's assumed per capita water consumption, but provides no facts or evidence showing that the assumed water consumption is unreasonable. The EVMWD's website[1] currently indicates the project area is in Stage 4a drought conditions, so various procedures are in effect and required of existing and new development to help reduce area water use.

> *With Governor Brown's declaration of a drought emergency, the State Water Resources Control Board (SWRCB) was charged with mandating water restrictions for California. The SWRCB adopted statewide mandates on May 6, 2015 requiring agencies to increase conservation efforts. The mandate requires EVMWD and its customers reduce water use by 28 percent.*
>
> *In response to California's historic drought, EVMWD is implementing a temporary drought surcharge. This surcharge is designed to encourage additional water conservation, help offset revenue losses due to the Governor's Executive Order and increase compliance with state conservation requirements. The surcharge took effect July 31, 2015 and will continue until further notice. Drought surcharges are applied to all tiers at Stages 3a through Stages 5c.* (EVMWD Website 2016)

The water consumption estimates in the EIR are reasonable, supported by EVMWD, and based on existing regional consumption information. In any event, the proposed

[1] http://www.evmwd.com/about/departments/public/drought.asp

project, and its future residents and employees, would be required to comply with any drought response activities in place at the time.

Response to Comment H-80. This comment questions the numbers presented in Draft EIR Table 4.17.C. However, the issues raised in this comment appear to be overly speculative, especially for a project-level CEQA document in which the water supply analysis is based on information from the serving agency (i.e., EVMWD). As outlined in Responses to Comments H-75 through H-78, incorporated herein by reference, there are many reasons why it is not appropriate to rely too heavily on detailed projections of supply and consumption, especially when there are regulations in effect for residents and businesses to comply with the Governor's drought directives.

Response to Comment H-81. This comment is concerned with the project's consistency with General Plan policy OS 2.1. Onsite detention and infiltration helps recharge local groundwater supplies, which is consistent with water supply goals of the EVMWD which serves the project site and surrounding area. Water consumption was not determined to be a significant impact of the project, in fact the EVMWD concluded that…"the DEIR substantially conforms to EVMWD's Infrastructure Master Plans." (See Response to Comment F-1 in Letter F in this section of the FEIR.) Grey water systems are not in general use in the City, and their installation is tightly restricted by the California Green Building Code. This project has ample area for infiltration and does not need to install dry wells or grey water systems, so it is consistent with the general plan policy even though it does not need to install such systems.

Response to Comment H-82. This comment questions the project's consistency with General Plan policy AQ 5.1. The project will comply with established source reduction and recycling programs for residential and commercial uses. The commenter incorrectly interprets the policy; it does not say "create new programs" but rather utilize established programs. The City can certainly establish additional programs, but the policy is not intended to penalize an individual development project for not creating new programs in this regard.

Response to Comment H-83. This comment states that the project will result in significant irreversible environmental change, yet provides no facts or evidence supporting this conclusion. Table 5.A in Section 5 of the DEIR clearly outlines the significant environmental impacts of the project determined in Section 4 of the EIR. In addition, Section 5.2 identifies a number of irreversible environmental changes that would result from the project. Therefore, the EIR is consistent with State CEQA Guidelines Section 15126(c).

Response to Comment H-84. This comment states that the project will result in growth inducing impacts, yet provides no facts or evidence supporting this conclusion. Section 5.3 of the Draft EIR identifies a number of growth-inducing

impacts that would result from the project. Therefore, the EIR is consistent with State CEQA Guidelines Section 15126(d).

Response to Comment H-85. This comment questions values presented in Table 5.C of the Draft EIR. A calculation error was found in Table 5.C which has been corrected as follows:

Original Table

Table 5.C: Project Operational Fuel Consumption

Land uses	Annual Vehicle Miles Traveled (VMT)[1]	Fuel Consumption (gallons)[2]
Single-Family	638	11,165
Apartments	1,357	23,748
Shopping Center	5,633	98,578
Total	**4,777**	133,491

1. Air Quality Impact Analysis (Appendix D). Average Daily Trip from the project traffic study (DEIR Table 4.16.G) times assumed average trip length of 15 miles per trip.
2. Calculated by dividing the VMT by 17.5 miles/gallon based on U.S Energy Information Administration, Annual Energy Review, Table 2.8 Motor Vehicle Mileage, Fuel Consumption, and Fuel Economy, 1949–2010. http://www.eia.gov/totalenergy/data/annual/showtext.cfm?t=ptb0208, website accessed March 27, 2015.

Revised Table

Table 5.C: Project Operational Fuel Consumption

Land uses	Average Daily Traffic (ADT)[1]	Daily Vehicle Miles Traveled (DVMT)[2]	Daily Fuel Consumption (gallons)[3]
Residential	1,431	21,465	1,227
Commercial	3,346	50,190	2,868
Daily Total	**4,777**	**71,655**	**4,095**

1 Trip data from Table 4-2 from project Traffic Impact Assessment (DEIR Appendix J).
2 Calculated by multiplying the average daily trips (ADT) times 15 miles per trip.
3 Calculated by dividing the daily VMT by 17.5 miles/gallon based on U.S Energy Information Administration, Annual Energy Review, Table 2.8 Motor Vehicle Mileage, Fuel Consumption, and Fuel Economy, 1949–2010. http://www.eia.gov/totalenergy/data/annual/showtext.cfm?t=ptb0208, website accessed March 27, 2015.

The revised table indicates the daily fuel consumption of the project will be approximately 4,095 gallons per day or an annual consumption of 1.5 million gallons. These corrections will be reflected in Section 4 of the Final EIR. This information does not change the conclusions of the EIR because energy use or conservation was not identified as a significant impact of the project under the original calculation, nor is it significant under this additional analysis.

Response to Comment H-86. This comment requests that the applicant be required to work with the City and RTA to obtain bus service via a new mitigation

measure. The Project Applicant did in fact discuss with RTA a potential transit stop as part of the project design. RTA representative indicated there was currently no plans for a transit stop at this location. Although this action does not change a significance determination, Mitigation Measure 4.3.6.3E has been added to the FEIR and MMRP and is described above in Response to Comment H-57, incorporated herein by reference.

Response to Comment H-87. This comment states that the Draft EIR should have identified a significant environmental impact related to Toxic Air Contaminants (TACs), and states that an adequate range of alternatives should assess an alternative site that would reduce this and other unspecified impacts.

As explained in Responses to Comments H-9 through H-19, incorporated herein by reference, the conclusion of the EIR regarding TACs was correct and is fully supported by the results of the site and project-specific Health Risk Assessment that was prepared (DEIR Appendix D-3). Table 5.A therefore correctly reflects the identified significant impacts of the proposed project.

The commenter requested an alternative site analysis. However, Section 6.6 (DEIR page 6-18) of the DEIR clearly explains why an alternative site analysis was not needed:

> *The only significant impact of the project is cumulative traffic impacts on I-15 because it is under the control of Caltrans and the City cannot guarantee that planned or recommended improvements will be made as needed. However, if it was possible to find a vacant site in the City on which the proposed project could be built, the project would still have the same significant impact. Therefore, there is no need to evaluate any specific alternative sites for the proposed project.*

No conditions have changed regarding the analysis of potential environmental impacts of the proposed project, so the determination not to evaluate an alternative site for the project is still appropriate.

Response to Comment H-88. This comment takes issue with the identified project objectives. The project objectives were developed by City staff after discussion with the project applicant. They are similar to objectives developed for other projects within the City. They reflect the desire of the applicant, as stated in the project application materials, to change the General Plan and zoning designations on the site. The City is obligated to objectively review a development application submitted by a property owner for their property, even if it is not consistent with the current land use designations for the site. The City's development review and CEQA processes allow for land use and zoning designations to be changed on a site if the proposed project does not conflict with the intent of the General Plan. Objectives are not required to be consistent with General Plan designations, and the City's Housing

Element does not require applicants to propose affordable housing projects on any specific sites within the City.

Response to Comment H-89. This comment states that the Draft EIR failed to assess an all-commercial alternative. CEQA does not require the evaluation of all possible alternatives but rather a reasonable range of feasible alternatives that could reduce the significant environmental impacts of the proposed project while meeting most of the basic project objectives.

After extensive discussion, City staff concluded that any "all commercial" alternatives were not appropriate in this location. It was considered to not be in the best interests of the City, land owner, or the adjacent residents because it would be out of balance with other planned commercial properties in the area, and the proposed residential uses can act as a buffer between the commercial uses and the existing residences.

As explained in Section 6.2 of the DEIR (page 6-3)… "an all-commercial alternative also would not meet most of the project objectives because it would not provide a balance of housing as encouraged by the mixed use designation, would have generated substantially more traffic, and would not be consistent with the general plan land use and zoning designations on the site, so they (all commercial alternatives) were eliminated from further consideration." For these reasons, an all-commercial alternative was discussed but not analyzed in the Draft EIR.

Response to Comment H-90. This comment questions the assumptions underlying the analysis of the No Project Alternative. The City determined that the most appropriate "No Project" alternative would be if the property was developed under its existing General Plan and zoning designations. The "No Project" condition the commenter is describing is essentially an outline of the baseline conditions of the property when the NOP was issued, and that was provided as the existing setting information in each sub-section of Section 4. Obviously no development on the site at all would have no environmental impacts unless there was an existing adverse condition that was affecting area residents at present. There do not appear to be any of those conditions present. In this case, if the proposed project does not proceed, the City assumed for the purposes of this analysis that the site would be developed according to existing land use designations, and that is what was evaluated in the No Project Alternative. Therefore, the City, and the lead agency under CEQA, determined that the most appropriate alternatives to study in the EIR were those outlined in Section 6 of the DEIR.

Response to Comment H-91. This comment states that the No Project Alternative should have assumed only 30 percent of the project site would be developed with residential, not the 50 percent allowed under the existing General Plan designation. CEQA does not require the evaluation of all possible alternatives but rather a reasonable range of feasible alternatives. If the project as proposed was not built, it would be reasonable to assume another development proposal would try to

maximize residential development of the site, so the EIR evaluated that as a "worst case" condition to make sure potential impacts were identified. The comment does not provide any evidence that a 50 percent residential buildout is unreasonable or unforeseeable.

Response to Comment H-92. The comment questions whether the No Project Alternative would result in greenhouse gas related environmental impacts. It is unclear what information in the alternatives analysis this comment takes issue with. The commenter seems to be indicating the EIR concluded the project and/or the alternatives would have significant GHG impacts. In fact, DEIR Table 6.H shows that the proposed project and all the alternatives studied would have less than significant impacts regarding GHG emissions, although Alternatives 1 and 3 would have slightly more emissions due to having more units. This conclusion would not change even if the alternatives were reduced in size. As outlined in Responses to Comments H-37 through H-44, incorporated herein by reference, the City believes the EIR correctly and accurately assesses potential impacts of the project relative to GHG emissions and climate change.

Response to Comment H-93. This comment questions the assumptions underlying the analysis of Alternative 3. The shape and size of the project site does not lend itself to placing all of the commercial uses adjacent to the freeway as suggested by the commenter. In addition, such a layout would result in an inefficient land use and traffic circulation plan. The project had a detailed Health Risk Assessment (HRA) prepared which concluded there would be no significant health risks to project residents from proximity to the freeway, which is what is recommended in the CARB land use planning handbook. For additional information, please see Response to Comments E-4 and H-9 through H18, incorporated herein by reference.

Additionally, CEQA requires that EIRs analyze a reasonable range of alternatives with the potential to reduce the significant environmental impacts associated with a proposed project. Here, there are no significant air quality impacts with implementation of Mitigation Measure 4.3.6.3A and applicable SCAQMD rules. Therefore CEQA does not require analysis of alternatives that would reduce the project's already less than significant air quality impacts.

Response to Comment H-94. This comment questions the impact determinations for greenhouse gas emissions for the alternatives. However, as discussed above in Response to Comment H-91, incorporated herein by reference, none of the alternatives were found to result in potentially significant environmental impacts relating to greenhouse gas emissions.

Response to Comment H-95. The City will provide notice of availability of the FEIR document to this commenter prior to action on the EIR.

3. REVISIONS TO THE DRAFT EIR

Any corrections to the Draft Environmental Impact Report (EIR) text and figures generated either from responses to comments or independently by the City, are stated in this section of the Final EIR. These EIR errata are provided to clarify, refine, and provide supplemental information for the Baxter Village Mixed Use Project. None of the information contained in these EIR modifications constitutes significant new information or changes to the analysis or conclusions of the Draft EIR.

The information included in this EIR erratum that resulted from a typographical error does not constitute substantial new information that requires recirculation of the Draft EIR. The California Environmental Quality Act (CEQA) Guidelines, Section 15088.5, states in part:

(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:

(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.

(4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

(b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

The changes to the Draft EIR included in these modifications do not constitute "significant" new information because:

- No new significant environmental impact would result from the project or from a new mitigation measure;
- There is no substantial increase in the severity of an environmental impact that would result unless mitigation measures are adopted that reduce the identified significant impacts to a level of insignificance;
- No feasible project alternative or mitigation measure considerably different from others previously analyzed has been proposed or identified that would clearly lessen the significant environmental impacts of the project; and
- The Draft EIR is not fundamentally or basically inadequate or conclusory in nature such that meaningful public review and comment were precluded.

Therefore, recirculation of the Draft EIR is not required because the new information added to the Draft EIR is not significant and the following modifications to the Draft EIR only clarifies information already provided or makes insignificant modifications to the already adequate Draft EIR.

For simplicity, the modifications contained in the following pages are in the same order as the information appears in the Draft EIR. Changes in text are signified by strikeouts (~~strikeouts~~) where text has been removed and by a double underline (underline) where text has been added. The applicable page numbers from the Draft EIR are also provided where necessary for easy reference.

1.0 EXECUTIVE SUMMARY, TABLE 1.B (DEIR page 1-16)

The following editorial correction was made to this table to exchange wrong headings for two of the impacts evaluated in Section 4.4 of the DEIR (i.e., the headings in the actual section were correct):

4.4 BIOLOGICAL RESOURCES		
Less than Significant Impacts		
Adopted ~~Habitat Conservation Plans~~Policies and/or Ordinances: There are no established ~~habitat conservation plan areas~~ local policies or ordinances related to biological resources that ~~include~~ affect the project site or surrounding area. Therefore, impacts are less than significant.	No mitigation is required	Less than Significant
Significant Impacts		
Impact 4.4.6.5 - Adopted ~~Policies~~	Refer to **Mitigation**	Less than Significant

~~**and/or Ordinances**~~ **Habitat Conservation Plans:** The proposed project may affect adopted habitat conservation plans such as the MSHCP due to potential impacts to Burrowing owl. Mitigation is required.	**Measure 4.4.6.1A.**	with Mitigation

4.3 AIR QUALITY (DEIR page 4.3-33)

At the suggestion of the Southern California Environmental Justice Alliance (see Letter H in Section 2), the City has decided to add the following mitigation measures so these project activities can be better monitored:

4.3.6.1C During grading operations, no more than 5 acres of land will be disturbed per day to help reduce particulate air pollution on surrounding residences. Violation of this restriction will be cause for work to be halted for a period of one day for each violation.

4.3.6.3B Prior to issuance of a building permit for each multi-family (apartment) building, the applicant shall demonstrate that the Heating, Ventilating, and Air Conditioning (HVAC) system in each unit is served by an air filtration system with an efficiency equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 14 as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2 (2)1.

4.3.6.3C Prior to issuance of a building permit for each single family unit, the applicant shall demonstrate that the Heating, Ventilating, and Air Conditioning (HVAC) system in each unit has an air filtration system with an efficiency equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 8 as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2 (2)2.

4.3.6.3D Prior to issuance of an occupancy permit for any residential unit, the applicant shall demonstrate that each unit has or is served by an appropriate air filtration system as outlined in Mitigation Measures 4.3.6.3B and 4.3.6.3C. In addition, the applicant shall provide each homeowner or apartment manager with information on filter system operation and maintenance and product warranties.

In addition, the following measure was added based on a suggestion by the Southern California Environmental Justice Alliance to better encourage future transit opportunities:

4.3.6.3E Prior to issuance of the first certificate of occupancy, the Project Applicant shall coordinate with RTA and the City of Wildomar to provide its fair share contribution of a future bus stop improvement within walking distance (approximately a quarter mile or less) to the site.

4.4 BIOLOGICAL RESOURCES (DEIR pages 4.4.-14 and 4.4-21)

Based on comments from the U.S. Fish and Wildlife Service, the following changes were made to the mitigation measures:

4.4.6.1A Within 30 days prior to ground disturbance, a pre-construction survey for burrowing owl shall be conducted to avoid potential direct take of burrowing owls that may occupy the site in the future. In the event no burrowing owls are observed within the limits of ground disturbance, no further mitigation is required.

~~If burrowing owls are determined present following the pre-construction survey, occupied burrows shall be avoided t following the guidelines in the "Staff Report on Burrowing Owl Mitigation" published by California Department of Fish and Wildlife (March 7, 2012) including, but not limited to, avoiding occupied burrows during the nesting and non-breeding seasons, implementing a worker awareness program, biological monitoring, establishing avoidance buffers, and flagging burrows for avoidance with visible markers. If occupied burrows cannot be avoided, acceptable methods may be used to exclude burrowing owl either temporarily or permanently, pursuant to a Burrowing Owl Exclusion Plan that shall be prepared and approved by CDFW. The Burrowing Owl Exclusion Plan shall be prepared in accordance with the guidelines in the Staff Report on Burrowing Owl Mitigation.~~

If burrowing owls are identified during the survey periods, the City or project applicant will develop a burrowing owl relocation and conservation strategy that is acceptable to the California Department of Fish and Wildlife, the Western Riverside County Regional Conservation Authority (RCA), and the U.S. Fish and Wildlife Service. If passive or active relocation of the owls is approved for the site by the CDFW, the relocation plan will include the following elements:

- The locations of the nests and the owls proposed for relocation.
- The locations of the proposed relocation sites.
- The numbers of adult owls and juveniles proposed for relocation.
- The time of year when relocation is proposed to take place.

- The name of the biologist proposed to supervise the relocation, and the details of his/her previous experiences 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 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 food and water provision).
- Description of the monitoring methods and monitoring duration to be employed to verify survival of the relocated owls and their long-term retention on the relocation site.

4.4.6.3A Prior to the issuance of any grading permit for permanent impacts in either on-site or off-site jurisdictional features, the project applicant shall obtain a Clean Water Act Section 404 permit and an Approved Jurisdictional Determination from the USACE, a Clean Water Act Section 404 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.” or “waters of the State” within the Santa Margarita Watershed at a ratio of no less than 1:1 or within an adjacent watershed at a ratio of 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 or within an agency-accepted off-site permittee-responsible mitigation area.
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 or within an agency-accepted off-site permittee-responsible mitigation area.

3. Approval of a project-specific Determination of a Biologically Equivalent or Superior Preservation (DBESP) report by the resource agencies as appropriate and consistent with established MSHCP procedures.

4.4.6.4A Pursuant to the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC), site preparation activities (removal of trees and vegetation) shall be avoided during the nesting season of potentially occurring native and migratory bird species (generally February 1 to ~~August 31~~ September 15). If site preparation activities must occur during the nesting season, a pre-activity field survey shall be conducted by a qualified biologist prior to issuance of grading permits for such development. The survey shall determine if active nests of species protected by the MBTA or CFGC are present in the construction zone. If active nests of these species are found, the developer shall establish an appropriate buffer zone with no grading or heavy equipment activity within of 500 feet from an active listed species or raptor nest, 300 feet from other sensitive or protected bird nests (non-listed), or 100 feet for sensitive or protected songbird nests. In the event no special status avian species are identified within the limits of disturbance, no further mitigation is required. In the event such species are identified within the limits of ground disturbance, Mitigation Measure 4.4.6.4B shall also apply.

4.5 CULTURAL RESOURCES (DEIR pages 4.5-16 through 4.5-18)

Based on comments from the Pechanga Band of Luiseño Indians (see Letter C in Section 2), the text of the mitigation measures relative to cultural resources will be modified or added as follows:

~~**4.5.6.1A** 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, 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. This mitigation measure shall be incorporated in all construction contract documentation.~~

4.5.6.1A At least 30 days prior to seeking a grading permit, the Project Applicant shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

~~**4.5.6.1B** At least 30 days prior to seeking 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.~~

4.5.6.1B Prior to the issuance of a grading permit, the Project Applicant shall retain a Riverside County qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.

~~**4.5.6.1C** If inadvertent discoveries of subsurface archaeological resources are discovered during grading, work shall be halted immediately within 50 feet of the discovery. The developer, the project archeologist, the Pechanga Tribe, and the Soboba Band shall assess the significance of~~

~~such resources and shall meet and confer regarding the mitigation for such resources. If the developer and the Tribe and/or Band cannot agree on the significance of or the mitigation for such resources, 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 Tribe and the Soboba Band. 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.~~

4.5.6.1C Prior to issuance of any grading permit, the Project Archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation which will be determined in consultation with the Pechanga Tribe. Said methodology shall include the requirement for a qualified archaeological monitor and a Pechanga Tribal monitor to be present and to have the authority to temporarily stop and redirect grading activities in order to evaluate the significance of any archaeological and cultural resources discovered on the property. Tribal and archaeological monitors shall be allowed to monitor all grading, excavation and groundbreaking activities.

~~**4.5.6.1D.** 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.~~

4.5.6.1D If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer, the project archaeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. If the Developer, the project archaeologist and the Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Planning Director for decision. The City Planning Director shall make the determination based on the provisions of the

California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the Wildomar City Council.

4.5.6.1E All cultural materials, that are collected during the grading monitoring program and, if applicable, from any previous archaeological studies or excavations on the project site, with the exception of sacred items, burial goods and human remains which will be addressed in the Treatment Agreement required in Mitigation Measure 4.5.6.1A shall be tribally 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 which meets the standards set forth in 36 CRF Part 79 for federal repositories. All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

4.5.6.1F If human remains are encountered, California 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 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 must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement described in Mitigation Measure 4.5.6.1A.

In addition, the following measure was added to help assure there would be no significant impacts related to paleontological resources:

4.5.6.2B A qualified paleontologist shall be retained and conduct a pre-construction meeting prior to ground disturbance to instruct workers on proper fossil identification and subsequent notification of a trained professional.

4.9 HYDROLOGY AND WATER QUALITY

Table 4.9.F (DEIR page 4.9-18)

The table contains a typographical error – a number from the Flow Rate Summary Table of the project's "Preliminary Hydrology and Hydraulics Study" (Study) was copied incorrectly into EIR Table 4.9.F. The quantity used in the Study, and as basis for the analysis and findings, was 7.17-5.66=1.51. This does not change the base calculations of the Study.

4.12 NOISE (DEIR page 4.12-22)

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 project is ~~not~~ located within two miles of an airport or private airstrip. The closest airport is the Skylark Field airport in the City of Lake Elsinore, located approximately ~~2.4~~ 1.9 miles northwest of the project. However, there is no Land Use Compatibility Plan for the Skylark Field Airport, and the project site is not within any influence zones of policy areas of that airport (i.e. no land use or noise constraint zones). Therefore, the project would not have the potential to expose people to excessive noise levels from airport operations. No significant noise impacts would occur regarding these issues from implementation of the project and no mitigation is required.

4.16 TRAFFIC AND CIRCULATION (DEIR page 4.6-33)

The following text was added to MM 4.16.6.1B at the suggestion of Monte Goddard (FEIR Comment Letter G):

4.16.6.1B Prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Southbound Ramps/ Baxter Road intersection. Construction of the signals shall begin prior to construction of more than 22 single-family dwelling units (or 30

apartments), or construction of more than 10,000 square feet of commercial retail uses, whichever occurs first.

4.16.6.1C 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.

5.0 OTHER CEQA TOPICS

A calculation error was found in Table 5.C which has been corrected and the table reformatted as follows:

Original Table

Table 5.C: Project Operational Fuel Consumption

Land uses	Annual Vehicle Miles Traveled (VMT)[1]	Fuel Consumption (gallons)[2]
Single-Family	638	11,165
Apartments	1,357	23,748
Shopping Center	5,633	98,578
Total	**4,777**	133,491

1 Air Quality Impact Analysis (Appendix D). Average Daily Trip from the project traffic study (DEIR Table 4.16.G) times assumed average trip length of 15 miles per trip.

2 Calculated by dividing the VMT by 17.5 miles/gallon based on U.S Energy Information Administration, Annual Energy Review, Table 2.8 Motor Vehicle Mileage, Fuel Consumption, and Fuel Economy, 1949–2010. http://www.eia.gov/totalenergy/data/annual/showtext.cfm?t=ptb0208, website accessed March 27, 2015.

Revised Table

Table 5.C: Project Operational Fuel Consumption

Land uses	Average Daily Traffic (ADT)[1]	Daily Vehicle Miles Traveled (DVMT)[2]	Fuel Consumption (gallons)[3]
Residential	1,431	21,465	1,227
Commercial	3,346	50,190	2,868
Daily Total	**4,777**	**71,655**	**4,095**

1 Trip data from Table 4-2 from project Traffic Impact Assessment (DEIR Appendix J).

2 Calculated by multiplying the average daily trips (ADT) times 15 miles per trip.

3 Calculated by dividing the daily VMT by 17.5 miles/gallon based on U.S Energy Information Administration, Annual Energy Review, Table 2.8 Motor Vehicle Mileage, Fuel Consumption, and Fuel Economy, 1949–2010. http://www.eia.gov/totalenergy/data/annual/showtext.cfm?t=ptb0208, website accessed March 27, 2015.

The revised table indicates the daily fuel consumption of the project will be

approximately 4,095 gallons per day or an annual consumption of 1.5 million gallons. These corrections will be reflected in Section 4 of the Final EIR. This information does not change the conclusions of the EIR.

6.0 ALTERNATIVES

Note: The following alternatives impact analysis for recreation and parks was inadvertently left out of the alternatives discussion. This addition does not change the conclusion of the DEIR and has been provided only as additional information.

6.4.1 Alternative 1: No Project-Existing General Plan (DEIR page 6-8)

This alternative would create an incrementally greater demand for recreation and park facilities compared to the proposed project due to the higher buildout population. However, this increase would not be expected to result in significant impacts to recreation and park facilities and any increased costs would be funded by Development Impact Fees through the City and increased property taxes, subventions, and sales tax revenues from the project land uses. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

Note: Page 6-8 of the DEIR Alternatives section indicates that the Project ADT is 6,386 in the paragraph for Noise and Vibration – this was a typographical error and the correct Project ADT of 4,777 is identified in the paragraph for Transportation and Traffic on the same page, and is consistent with the project's Traffic Impact Analysis.

6.4.2 Alternative 2: Reduce Intensity (DEIR page 6-12)

The alternative would create an incrementally lower demand for recreation and park facilities compared to the proposed project due to the lower buildout population. This decrease would not be expected to result in significant impacts to recreation and park facilities and any increased costs would be funded by Development Impact Fees through the City and increased property taxes, subventions, and sales tax revenues from the project land uses. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

6.4.3 Alternative 3: Modified Mixed Use (DEIR page 6-16)

The alternative would create an incrementally greater demand for recreation and park facilities compared to the proposed project due to the higher buildout population. However, this increase would not be expected to result in significant impacts to recreation and park facilities and any increased costs would be funded by Development Impact Fees through the City and increased property taxes, subventions, and sales tax revenues from the project land uses. Cumulative impacts would be similar to the proposed project (i.e., less than significant).

6.5 COMPARISON OF PROJECT ALTERNATIVES (DEIR page 6-18)

Table 6.H: Impacts of the Alternatives Compared to the Proposed Project

Environmental Issue	Proposed Project	Alternative 1 Existing General Plan	Alternative 2 Reduced Intensity	Alternative 3 Modified Mixed Use
Aesthetics	LTS	→	=	→
Agricultural and Forest Resources	LTS	=	=	=
Air Quality	LTS	+	←	+
Biological Resources	LTS	=	=	=
Cultural Resources	LTS	=	=	=
Geology and Soils	LTS	=	=	=
Greenhouse Gas Emissions	LTS	+	←	+
Hazards and Hazardous Materials	LTS	=	=	=
Hydrology and Water Quality	LTS	=	=	=
Land Use and Planning	LTS	←	=	=
Mineral Resources	LTS	=	=	=
Noise and Vibration	LTS	=	=	=
Population and Housing	LTS	→	←	→
Public Services	LTS	→	←	→
Recreation and Parks	LTS	→	←	→
Transportation and Traffic	SIG	→SIG	← SIG	→SIG
Utilities and Service Systems	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.
\+ Compared with the proposed project, a new impact has been identified.
\- Compared with the proposed project, an impact has been eliminated.
←SIG Compared with the proposed project, the extent of the impact is reduced, yet still significant.
→SIG Compared with the proposed project, the extent of the impact is increased, yet still significant.

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4. MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

This Mitigation Monitoring and Reporting Program has been prepared for use in implementing mitigation for the:

Baxter Village Mixed Use Project (PA No. 14-0002)

The program has been prepared in compliance with State law for the Baxter Village Mixed Use Project Environmental Impact Report (EIR) (State Clearinghouse No. 2014121047) prepared for the project for the City.

The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid adverse effects on the environment (Public Resource Code Section 21081.6). The law states that the reporting or monitoring program shall be designed to ensure compliance during project implementation.

The monitoring program contains the following elements:

1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This Mitigation Monitoring and Reporting Program includes changes to measures outlined in the Draft EIR and any additional mitigation identified in the Final EIR.

4.2 MITIGATION MONITORING AND RESPONSIBILITIES

As the Lead Agency, the City is responsible for ensuring full compliance with the mitigation measures adopted for the proposed project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the project area. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If during the course of project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible

agencies. The City, in conjunction with any affected responsible agencies, will then determine if modification to the project is required and/or whether alternative mitigation is appropriate.

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
4.3 Air Quality						
4.3.6.1A. All rubber-tired dozers and scrapers used during grading operations shall be California Air Resources Board (CARB) Tier 3 certified or better. The project contractor will provide specific equipment information to the City Public Works Department which shall be verified by inspection during construction.	City Planning Department	As needed	During grading or construction operations	City inspectors verify use of specified equipment		Issue a Stop Work Order for one day per day of violation
4.3.6.1B. Prior to the issuance of grading permits, the project applicant shall provide evidence to the City that grading plans include a requirement for the posting of an on-site sign instructing construction workers to shut off engines at or before five minutes of idling.	City Planning Department	Once	Prior to issuance of grading permit	Verify written notice included on grading plans		Withhold Grading Permit
4.3.6.1C. During grading operations, no more than 5 acres of land will be disturbed per day to help reduce particulate air pollution on surrounding residences. Violation of this restriction will be cause for work to be halted for a period of one day for each violation.	City Planning Department	Ongoing	During grading activities	City inspectors observe more than 5 acres graded per day		Issue a Stop Work Order for one day per day of violation
4.3.6.3A. Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the City (Planning and Building Departments) demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 15% increase in energy efficiencies beyond current California Building Code Title 24 performance standards.	City Planning and Building Departments	Once	Prior to issuance of building permit	Verification of calculations showing energy efficiencies		Withhold Building Permit

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Representative energy efficiency/energy conservation measures to be incorporated in the project would include, but would not be not limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would demonstrably reduce energy consumption and promote energy conservation would also be acceptable): • Increase in insulation such that heat transfer and thermal bridging is minimized; • Limit air leakage through the structure and/or within the heating and cooling distribution system; • Use of energy-efficient space heating and cooling equipment; • Installation of electrical hook-ups at loading dock areas; • Installation of dual-paned or other energy efficient windows; • Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards;						

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
• Installation of automatic devices to turn off lights where they are not needed; • Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; • Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors; • Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; and Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.						
4.3.6.3B. Prior to issuance of a building permit for each multi-family (apartment) building, the applicant shall demonstrate that the Heating, Ventilating, and Air Conditioning (HVAC) system in each unit is served by an air filtration system with an efficiency equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 14 as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers	City Planning and Building Departments	Once	Prior to issuance of building permit	Verification that units will contain filtration systems		Withhold Building Permit

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
(ASHRAE) Standard 52.2 (2)1.						
4.3.6.3C. Prior to issuance of a building permit for each single family unit, the applicant shall demonstrate that the Heating, Ventilating, and Air Conditioning (HVAC) system in each unit has an air filtration system with an efficiency equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 8 as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2 (2)2.	City Planning and Building Departments	Once	Prior to issuance of building permit	Verification that units will contain filtration systems		Withhold Building Permit
4.3.6.3D. Prior to issuance of an occupancy permit for any residential unit, the applicant shall demonstrate that each unit has or is served by an appropriate air filtration system as outlined in Mitigation Measures 4.3.6.3B and 4.3.6.3C. In addition, the applicant shall provide each homeowner or apartment manager with information on filter system operation and maintenance and product warranties.	City Building Department	Once	Prior to issuance of each occupancy permit	Verification that unit filtration systems will be maintained for at least 10 years		Withhold Occupancy Permit
4.3.6.3E. Prior to issuance of the first certificate of occupancy, the Project Applicant shall coordinate with RTA and the City of Wildomar to provide its fair share contribution of a future bus stop improvement within walking distance (approximately a quarter mile or less) to the site.	City Planning and Building Departments	Once	Prior to issuance of first certificate of occupancy	Verification that the applicant has communicated with RTA regarding transit stops		Withhold Building Permit

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
4.4 Biological Resources						
4.4.6.1A. Within 30 days prior to ground disturbance, a pre-construction survey for burrowing owl shall be conducted to avoid potential direct take of burrowing owls that may occupy the site in the future. In the event no burrowing owls are observed within the limits of ground disturbance, no further mitigation is required. If burrowing owls are identified during the survey periods, the City or project applicant will develop a burrowing owl relocation and conservation strategy that is acceptable to the California Department of Fish and Wildlife, the Western Riverside County Regional Conservation Authority (RCA), and the U.S. Fish and Wildlife Service. If passive or active relocation of the owls is approved for the site by the CDFW, the relocation plan will include the following elements: • The locations of the nests and the owls proposed for relocation. • The locations of the proposed relocation sites. • The numbers of adult owls and juveniles proposed for relocation. • The time of year when relocation is proposed to take place.	City Planning Department	Once	Prior to the start of ground disturbing activities	Review of pre-construction survey for burrowing owls		Withhold Grading Permit

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
• The name of the biologist proposed to supervise the relocation, and the details of his/her previous experiences 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 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 food and water provision). • Description of the monitoring methods and monitoring duration to be employed to verify survival of the relocated owls and their long-term retention on the relocation site.						
4.4.6.2A. Prior to ground disturbance or issuance of a grading permit, impacts to 0.36 acre of southern willow scrub/eucalyptus woodland (including 0.33 acre on site and 0.03 acre off site) and 0.10 acre of southern riparian scrub (off site) shall be compensated for by the developer providing no less than a 1:1 ratio of	City Planning Department	Once	Prior to ground disturbance or issuance of grading permit	Evidence of purchase of mitigation credits		Withhold Grading Permit

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
off-site land within the Santa Margarita Watershed or an adjacent watershed to be acquired for the purpose of in-perpetuity preservation, or through the purchase of mitigation credits at an established off-site mitigation bank or in-lieu fee program. Purchase of mitigation credits shall occur prior to any impacts to the southern willow scrub/eucalyptus woodland or southern riparian scrub habitats. 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 within the Santa Margarita Watershed or an adjacent watershed pursuant to a Habitat Mitigation and Monitoring Plan (HMMP). The HMMP shall be prepared prior to any impacts to the southern willow scrub/eucalyptus woodland and southern riparian scrub habitats, 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 affected habitat.						
4.4.6.3A. Prior to the issuance of any grading permit for permanent impacts in either on-site or off-site jurisdictional features, the project	City Planning Department	Once	Prior to issuance of grading permit	Written verification of the USACE		Withhold Grading Permit

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
applicant shall obtain a Clean Water Act Section 404 permit and an Approved Jurisdictional Determination from the USACE, a Clean Water Act Section 404 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." or "waters of the State" within the Santa Margarita Watershed at a ratio of no less than 1:1 or within an adjacent watershed at a ratio of 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 or within an agency-accepted off-site permittee-responsible mitigation area. 2. Off-site replacement and/or restoration of CDFW jurisdictional streambed and associated riparian habitat within the Santa Margarita Watershed at a ratio no				approval of jurisdictional determination and Clean Water Act Section 404 permit		

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
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 or within an agency-accepted off-site permittee-responsible mitigation area. 3. Approval of a project-specific Determination of a Biologically Equivalent or Superior Preservation (DBESP) report by the resource agencies as appropriate and consistent with established MSHCP procedures.						
4.4.6.4A. Pursuant to the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC), site preparation activities (removal of trees and vegetation) shall be avoided during the nesting season of potentially occurring native and migratory bird species (generally February 1 to September 15). If site preparation activities must occur during the nesting season, a pre-activity field survey shall be conducted by a qualified biologist prior to issuance of grading permits for such	City Planning Department	Once	Prior to issuance of grading permits	Written evidence a qualified biologist has been retained by the applicant to conduct an onsite nesting survey prior to grading		Withhold Grading Permit

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
development. The survey shall determine if active nests of species protected by the MBTA or CFGC are present in the construction zone. If active nests of these species are found, the developer shall establish an appropriate buffer zone with no grading or heavy equipment activity within of 500 feet from an active listed species or raptor nest, 300 feet from other sensitive or protected bird nests (non-listed), or 100 feet for sensitive or protected songbird nests. In the event no special status avian species are identified within the limits of disturbance, no further mitigation is required. In the event such species are identified within the limits of ground disturbance, Mitigation Measure 4.4.6.4B shall also apply.						
4.4.6.4B. If it is determined that project-related grading or construction will affect nesting special status avian species, no grading or heavy equipment activity shall take place within the limits established in Mitigation Measure 4.4.6.4A until it has been determined by a qualified biologist that the nest/burrow is no longer active, and all juveniles have fledged the nest/burrow.	City Planning Department	Once	Prior to construction	Evidence from qualified biologist that nesting birds will not be effected		Withhold grading permit
4.5 Cultural Resources						
4.5.6.1A. At least 30 days prior to seeking a grading permit, the Project Applicant shall contact the Pechanga Tribe to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the Tribe to develop a Cultural	City Planning Department	Once	Prior to issuance of grading permit	Proof of Cultural Resources Treatment and Monitoring		Withhold Grading Permit

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.				Agreement		
4.5.6.1B. Prior to the issuance of a grading permit, the Project Applicant shall retain a Riverside County qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.	City Planning Director and Building Official	Once	Prior to issuance of grading permit	Proof of retaining an approved cultural resource monitor		Withhold Grading Permit
4.5.6.1C. Prior to issuance of any grading permit, the Project Archaeologist shall file a pre-grading report with the City to document the proposed methodology for grading activity observation which will be determined in consultation with the Pechanga Tribe. Said methodology shall include the requirement for a qualified archaeological monitor and a Pechanga Tribal monitor to be present and to have the authority to temporarily stop and redirect grading activities in order to evaluate	City Planning Department	As needed	Prior to issuance of a grading permit	File a Pre-Grading Report for cultural resources		Withhold Grading Permit

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
the significance of any archaeological and cultural resources discovered on the property. Tribal and archaeological monitors shall be allowed to monitor all grading, excavation and groundbreaking activities.						
4.5.6.1D. If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer, the project archaeologist, and the Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. If the Developer, the project archaeologist and the Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Planning Director for decision. The City Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the Wildomar City Council.	City Planning Department	During grading and construction	Prior to issuance of grading permit	Consult with project archaeologist and involved tribal representatives as appropriate		Issue a Stop Work Order
4.5.6.1E. All cultural materials, that are collected during the grading monitoring program and, if	City Planning Department	During grading and	Prior to issuance of grading permit	Consult with project		Issue a Stop Work Order

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
applicable, from any previous archaeological studies or excavations on the project site, with the exception of sacred items, burial goods and human remains which will be addressed in the Treatment Agreement required in Mitigation Measure 4.5.6.1A shall be tribally 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 which meets the standards set forth in 36 CRF Part 79 for federal repositories. All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.		construction		archaeologist and involved tribal representatives as appropriate		
4.5.6.1F. If human remains are encountered, California 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 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 must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the	City Planning Department	Ongoing	During grading activities	Consult with project archaeologist and involved tribal representatives as appropriate		Issue a Stop Work Order

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement described in Mitigation Measure 4.5.6.1A.						
4.5.6.2A. If paleontological resources (fossils) are discovered during project grading, work will be halted in that area until a qualified paleontologist can be retained to assess the significance of the find. The project paleontologist shall monitor remaining earthmoving activities at the project site and shall be equipped to record and salvage fossil resources that may be unearthed during grading activities. The paleontologist shall be empowered to temporarily halt or divert grading equipment to allow recording and removal of the unearthed resources. Any fossils found shall be evaluated in accordance with the CEQA Guidelines and offered for curation at an accredited facility approved by the City of Wildomar. Once grading activities have ceased or the paleontologist determines that monitoring is no longer necessary, monitoring activities shall be discontinued.	City Planning Department	During grading and construction	Prior to issuance of grading permit	Verification to the City that a qualified archeologist has been retained by the contractor prior to grading activities		Withhold Grading Permit
4.5.6.2B. A qualified paleontologist shall be retained and conduct a pre-construction meeting prior to ground disturbance to instruct workers	City Planning Department	Once	Prior to issuance of a grading permit	Provide proof a training session was conducted		Withhold Grading Permit

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
on proper fossil identification and subsequent notification of a trained professional.				with workers		
4.6 Geology and Soils						
4.6.6.1A. The developer shall implement the seismic design recommendations of the project geotechnical assessment conducted by Geocon West, Inc. dated March 26, 2015 (revised). These site-specific recommendations shall be incorporated as appropriate into project building plans, project grading, etc.	City Engineer or Designee	Prior to grading and construction	Prior to issuance of grading permit	Review and approval of construction documents		Withhold Grading Permit
4.12 Noise						
4.12.6.1A. A construction 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 activity, proximity to identified noise receptors, and demonstrate either a minimum 10 dBA reduction in noise levels off-site, or that noise levels would not exceed 85 dBA at any time when measured at the nearest property line of noise receptors. Methods to mitigate construction noise may include (but shall not be limited to): • Install temporary noise control barriers, or equally effective noise protection measures. The noise barriers shall be maintained and any damage promptly repaired. Noise control barriers and associated elements shall be completely removed and the site	City Engineer or Designee	Once	Prior to issuance of grading permit	Applicant shall submit for City review and approval a noise mitigation plan		Withhold Grading Permit

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DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
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.						
4.12.6.2A. To satisfy the City of Wildomar 45 dBA CNEL interior noise level criteria, lots facing the I-15 Freeway will require a Noise Level Reduction (NLR) of up to 27.7 dBA and a windows closed condition requiring a means of mechanical ventilation (e.g., air conditioning). Specific window recommendations will be made once final architectural plans are available and detailed interior noise reduction calculations can be calculated based on actual building assembly details. The preliminary interior noise analysis indicates that in order to meet the City of	City Building Official	Once	Prior to issuance of building permits	Review and approval of building plans		Withhold Building Permit

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Wildomar 45 dBA CNEL interior noise standards, the project shall provide the following noise mitigation measures: • **Windows:** All windows and sliding glass doors shall be well fitted, well weather-stripped assemblies and shall have a minimum STC of 32. • **Exterior Walls:** Provide exterior walls with a minimum Sound Transmission Class (STC) rating of 46. Typical walls with this rating will have 2 × 4 studs or greater, 16" o.c. with R-13 insulation, a minimum ⅞" exterior surface of cement plaster and a minimum interior surface of ½" gypsum board. • **Doors:** All exterior doors shall be well weather-stripped solid core assemblies at least 1¾" thick. • **Roof:** Roof sheathing of wood construction shall be well fitted or caulked plywood of at least one-half inch thick. Ceilings shall be well fitted, well-sealed gypsum board of at least ½" 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						

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Mechanical Code. • **Landscaping:** A screen of planting containing predominantly evergreen tree and shrub species between the property and the freeway will help to reduce noise and visual impacts associated with freeway vehicle movement.						
4.16 Traffic						
4.16.6.1A Central Street/Baxter Road intersection: The following intersection improvements shall be completed prior to the issuance of a certificate of occupancy for development on the project site that would, combined with any previous development on the site, generate 50 or more AM peak-hour outbound trips at this intersection: • Traffic signal with protected left-turn phasing on the eastbound approach of Baxter Road • Northbound approach: N/A • Southbound approach: one left-turn lane, one right-turn lane. • Eastbound approach: one left-turn lane, one through lane. • Westbound approach: one through lane, one right-turn lane. Any application for development prior to	City Engineer or Designee	Once	Prior to issuance of a certificate of occupancy for development on the project site that would, combined with any pervious development on the site, generate 50 or more AM peak-hour outbound trips	Application for development will include estimate of trips associated with that portion of the project		Withhold Certificate of Occupancy

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
installation of the intersection improvements shall provide to the City an estimate of trips associated with the proposal prepared by a traffic engineer, demonstrating that the number of trips at this intersection are below the threshold of 50 AM peak hour outbound trips, or the intersection improvements shall be required prior to occupancy.						
4.16.6.1B Prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Southbound Ramps/ Baxter Road intersection. Construction of the signals shall begin prior to construction of more than 22 single-family dwelling units (or 30 apartments), or construction of more than 10,000 square feet of commercial retail uses whichever occurs first.	City Engineer or Designee	Once	Prior to issuance of first building permit	Application to Caltrans and the City for construction of a traffic signal and associated improvements at the I-15 Southbound Ramps/Baxter Road intersection		Withhold Building Permit
4.16.6.1C 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	City Engineer or Designee	Once	Prior to issuance of grading permit	Submit Construction Traffic Management Plan for review and approval.		Withhold Grading Permit

DEIR Section/Mitigation Measure/ Implementing Actions	Responsible for Monitoring	Monitoring Frequency	Timing of Verification	Method of Verification	Verified Date/ Initials	Sanctions for Non-Compliance
Plan.						
4.16.6.2A Prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Northbound Ramps/Baxter Road intersection. Construction of the signals shall begin prior to construction of more than 22 single-family dwelling units (or 30 apartments), or construction of more than 10,000 square feet of commercial retail uses whichever occurs first.	City Engineer or Designee	Once	Prior to issuance of first building permit	Application to Caltrans and the City for construction of a traffic signal and associated improvements at the I-15 Northbound Ramps/Baxter Road intersection		Withhold Building Permit

APPENDIX A

CalEEMod 2035 Emission Data

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Baxter Village (2035 Operation)

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	892.00	Space	8.03	356,800.00	0
Apartments Low Rise	204.00	Dwelling Unit	12.75	204,000.00	0
Single Family Housing	67.00	Dwelling Unit	21.75	120,600.00	0
Regional Shopping Center	75.00	1000sqft	1.72	75,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	427.08	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor based on compliance with SB 350- 50% renewable energy in portfolio by 2030

Land Use - based on information from the applicant

Construction Phase - no construction emissions modeled

Off-road Equipment - no construction emissions modeled

Vehicle Trips - TR based on the Baxter Village Traffic Impact Analysis. TR was adjusted to account for internal capture.

Woodstoves - No woodstoves. All natural gas fireplaces

Energy Use - T-24 Electricity & Nat Gas were adjusted to reflect 2013 Title 24 requirements.Impact Analysis California's 2013 Building Energy Efficiency Standards (CEC 2013)

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Area Mitigation - 150 g/L low VOC paint

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Vechicle Emission Factors -

Vechicle Emission Factors -

Vechicle Emission Factors -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	150
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	150
tblConstructionPhase	NumDays	50.00	1.00
tblEnergyUse	T24E	636.58	488.26
tblEnergyUse	T24E	5.60	4.38
tblEnergyUse	T24E	980.99	623.91
tblEnergyUse	T24NG	11,224.20	10,797.68

tblEnergyUse	T24NG	2.02	1.68
tblEnergyUse	T24NG	27,816.78	26,008.69
tblFireplaces	NumberGas	173.40	204.00
tblFireplaces	NumberGas	56.95	67.00
tblFireplaces	NumberNoFireplace	20.40	0.00
tblFireplaces	NumberNoFireplace	6.70	0.00
tblFireplaces	NumberWood	10.20	0.00
tblFireplaces	NumberWood	3.35	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	630.89	427.08
tblProjectCharacteristics	OperationalYear	2014	2035
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	11.00	34.00
tblVehicleTrips	PR_TP	54.00	66.00
tblVehicleTrips	ST_TR	7.16	4.59
tblVehicleTrips	ST_TR	49.97	44.97
tblVehicleTrips	ST_TR	10.08	7.11
tblVehicleTrips	SU_TR	6.07	4.21
tblVehicleTrips	SU_TR	25.24	22.72
tblVehicleTrips	SU_TR	8.77	6.19
tblVehicleTrips	WD_TR	6.59	4.77
tblVehicleTrips	WD_TR	42.94	67.59
tblVehicleTrips	WD_TR	9.57	6.83
tblWoodstoves	NumberCatalytic	10.20	0.00
tblWoodstoves	NumberCatalytic	3.35	0.00
tblWoodstoves	NumberNoncatalytic	10.20	0.00

tblWoodstoves	NumberNoncatalytic	3.35	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.0505	0.0322	2.7975	1.5000e-004		0.0201	0.0201		0.0200	0.0200	0.0000	69.6663	69.6663	5.6500e-003	1.1900e-003	70.1549
Energy	0.0270	0.2309	0.1013	1.4700e-003		0.0186	0.0186		0.0186	0.0186	0.0000	787.8841	787.8841	0.0405	0.0122	792.5202
Mobile	1.8078	4.3370	19.7586	0.0814	5.5863	0.1265	5.7128	1.4925	0.1167	1.6091	0.0000	5,289.4492	5,289.4492	0.1195	0.0000	5,291.9589
Waste						0.0000	0.0000		0.0000	0.0000	51.0137	0.0000	51.0137	3.0148	0.0000	114.3249
Water						0.0000	0.0000		0.0000	0.0000	7.3642	89.8368	97.2009	0.7625	0.0191	119.1405
Total	**4.8853**	**4.6002**	**22.6574**	**0.0830**	**5.5863**	**0.1652**	**5.7515**	**1.4925**	**0.1554**	**1.6478**	**58.3778**	**6,236.8364**	**6,295.2142**	**3.9429**	**0.0325**	**6,388.0994**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.1885	0.0322	2.7975	1.5000e-004		0.0201	0.0201		0.0200	0.0200	0.0000	69.6663	69.6663	5.6500e-003	1.1900e-003	70.1549
Energy	0.0237	0.2027	0.0889	1.2900e-003		0.0164	0.0164		0.0164	0.0164	0.0000	741.6404	741.6404	0.0389	0.0114	745.9993
Mobile	1.7605	4.0091	18.6164	0.0735	5.0277	0.1150	5.1427	1.3432	0.1061	1.4493	0.0000	4,779.7140	4,779.7140	0.1086	0.0000	4,781.9953
Waste						0.0000	0.0000		0.0000	0.0000	51.0137	0.0000	51.0137	3.0148	0.0000	114.3249
Water						0.0000	0.0000		0.0000	0.0000	7.3642	89.8368	97.2009	0.7623	0.0191	119.1287
Total	**4.9726**	**4.2440**	**21.5028**	**0.0750**	**5.0277**	**0.1515**	**5.1792**	**1.3432**	**0.1425**	**1.4857**	**58.3778**	**5,680.8575**	**5,739.2353**	**3.9304**	**0.0317**	**5,831.6032**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**-1.79**	**7.74**	**5.10**	**9.66**	**10.00**	**8.32**	**9.95**	**10.00**	**8.27**	**9.84**	**0.00**	**8.91**	**8.83**	**0.32**	**2.52**	**8.71**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2014	1/1/2014	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	162	0.38
Demolition	Rubber Tired Dozers	0	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.7605	4.0091	18.6164	0.0735	5.0277	0.1150	5.1427	1.3432	0.1061	1.4493	0.0000	4,779.7140	4,779.7140	0.1086	0.0000	4,781.9953
Unmitigated	1.8078	4.3370	19.7586	0.0814	5.5863	0.1265	5.7128	1.4925	0.1167	1.6091	0.0000	5,289.4492	5,289.4492	0.1195	0.0000	5,291.9589

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	973.08	936.36	858.84	3,251,469	2,926,322
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	5,069.25	3,372.75	1704.00	9,922,368	8,930,131
Single Family Housing	457.61	476.37	414.73	1,551,948	1,396,754
Total	6,499.94	4,785.48	2,977.57	14,725,785	13,253,206

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	66	0	34
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.438660	0.072081	0.188459	0.180479	0.040352	0.006464	0.011426	0.050289	0.000798	0.001105	0.004136	0.000696	0.005056

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	507.3005	507.3005	0.0345	7.1300e-003	510.2333
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	520.9551	520.9551	0.0354	7.3200e-003	523.9668
NaturalGas Mitigated	0.0237	0.2027	0.0889	1.2900e-003		0.0164	0.0164		0.0164	0.0164	0.0000	234.3399	234.3399	4.4900e-003	4.3000e-003	235.7661
NaturalGas Unmitigated	0.0270	0.2309	0.1013	1.4700e-003		0.0186	0.0186		0.0186	0.0186	0.0000	266.9290	266.9290	5.1200e-003	4.8900e-003	268.5535

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Regional Shopping Center	148500	8.0000e-004	7.2800e-003	6.1100e-003	4.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	7.9245	7.9245	1.5000e-004	1.5000e-004	7.9728
Single Family Housing	2.14124e+006	0.0116	0.0987	0.0420	6.3000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003	0.0000	114.2648	114.2648	2.1900e-003	2.0900e-003	114.9602
Apartments Low Rise	2.71232e+006	0.0146	0.1250	0.0532	8.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	144.7397	144.7397	2.7700e-003	2.6500e-003	145.6205
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0270**	**0.2309**	**0.1013**	**1.4700e-003**		**0.0186**	**0.0186**		**0.0186**	**0.0186**	**0.0000**	**266.9290**	**266.9290**	**5.1100e-003**	**4.8900e-003**	**268.5535**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Regional Shopping Center	129600	7.0000e-004	6.3500e-003	5.3400e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.9160	6.9160	1.3000e-004	1.3000e-004	6.9580
Single Family Housing	1.87985e+006	0.0101	0.0866	0.0369	5.5000e-004		7.0000e-003	7.0000e-003		7.0000e-003	7.0000e-003	0.0000	100.3162	100.3162	1.9200e-003	1.8400e-003	100.9267
Apartments Low Rise	2.38191e+006	0.0128	0.1098	0.0467	7.0000e-004		8.8700e-003	8.8700e-003		8.8700e-003	8.8700e-003	0.0000	127.1078	127.1078	2.4400e-003	2.3300e-003	127.8813
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0237**	**0.2027**	**0.0889**	**1.2900e-003**		**0.0164**	**0.0164**		**0.0164**	**0.0164**	**0.0000**	**234.3399**	**234.3399**	**4.4900e-003**	**4.3000e-003**	**235.7661**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	801618	155.2896	0.0105	2.1800e-003	156.1874
Parking Lot	313984	60.8251	4.1300e-003	8.5000e-004	61.1767
Regional Shopping Center	1.083e+006	209.7990	0.0143	2.9500e-003	211.0119
Single Family Housing	490612	95.0414	6.4500e-003	1.3400e-003	95.5908
Total		**520.9551**	**0.0354**	**7.3200e-003**	**523.9668**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	786677	152.3953	0.0104	2.1400e-003	153.2763
Parking Lot	313984	60.8251	4.1300e-003	8.5000e-004	61.1767
Regional Shopping Center	1.03373e+006	200.2534	0.0136	2.8100e-003	201.4111
Single Family Housing	484341	93.8267	6.3700e-003	1.3200e-003	94.3691
Total		**507.3005**	**0.0345**	**7.1200e-003**	**510.2333**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.1885	0.0322	2.7975	1.5000e-004		0.0201	0.0201		0.0200	0.0200	0.0000	69.6663	69.6663	5.6500e-003	1.1900e-003	70.1549
Unmitigated	3.0505	0.0322	2.7975	1.5000e-004		0.0201	0.0201		0.0200	0.0200	0.0000	69.6663	69.6663	5.6500e-003	1.1900e-003	70.1549

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2263					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.7333					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	6.5800e-003	0.0000	3.6000e-004	0.0000		4.5400e-003	4.5400e-003		4.5000e-003	4.5000e-003	0.0000	65.0772	65.0772	1.2500e-003	1.1900e-003	65.4732
Landscaping	0.0844	0.0322	2.7972	1.5000e-004		0.0155	0.0155		0.0155	0.0155	0.0000	4.5891	4.5891	4.4100e-003	0.0000	4.6817
Total	**3.0505**	**0.0322**	**2.7975**	**1.5000e-004**		**0.0201**	**0.0201**		**0.0200**	**0.0200**	**0.0000**	**69.6663**	**69.6663**	**5.6600e-003**	**1.1900e-003**	**70.1549**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3643					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.7333					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	6.5800e-003	0.0000	3.6000e-004	0.0000		4.5400e-003	4.5400e-003		4.5000e-003	4.5000e-003	0.0000	65.0772	65.0772	1.2500e-003	1.1900e-003	65.4732
Landscaping	0.0844	0.0322	2.7972	1.5000e-004		0.0155	0.0155		0.0155	0.0155	0.0000	4.5891	4.5891	4.4100e-003	0.0000	4.6817
Total	**3.1885**	**0.0322**	**2.7975**	**1.5000e-004**		**0.0201**	**0.0201**		**0.0200**	**0.0200**	**0.0000**	**69.6663**	**69.6663**	**5.6600e-003**	**1.1900e-003**	**70.1549**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	97.2009	0.7623	0.0191	119.1287
Unmitigated	97.2009	0.7625	0.0191	119.1405

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	13.2914 / 8.37937	55.7778	0.4366	0.0110	68.3412
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5.55544 / 3.40495	23.1039	0.1825	4.5700e-003	28.3539
Single Family Housing	4.36532 / 2.75205	18.3192	0.1434	3.6000e-003	22.4454
Total		**97.2009**	**0.7625**	**0.0191**	**119.1405**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	13.2914 / 8.37937	55.7778	0.4365	0.0109	68.3345
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5.55544 / 3.40495	23.1039	0.1824	4.5700e-003	28.3511
Single Family Housing	4.36532 / 2.75205	18.3192	0.1434	3.5900e-003	22.4432
Total		**97.2009**	**0.7623**	**0.0191**	**119.1287**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	51.0137	3.0148	0.0000	114.3249
Mitigated	51.0137	3.0148	0.0000	114.3249

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	93.84	19.0487	1.1257	0.0000	42.6893
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	78.75	15.9855	0.9447	0.0000	35.8246
Single Family Housing	78.72	15.9795	0.9444	0.0000	35.8110
Total		**51.0137**	**3.0148**	**0.0000**	**114.3249**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	93.84	19.0487	1.1257	0.0000	42.6893
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	78.75	15.9855	0.9447	0.0000	35.8246
Single Family Housing	78.72	15.9795	0.9444	0.0000	35.8110
Total		**51.0137**	**3.0148**	**0.0000**	**114.3249**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

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ATTACHMENT C

Multi-Family Development Plans

BAXTER VILLAGE

CONCEPTUAL GRADING PLAN

FOR

LOT 67 OF TENTATIVE TRACT MAP 36674 & PA13–0040

CITY OF WILDOMAR, COUNTY OF RIVERSIDE
STATE OF CALIFORNIA



INDEX MAP

SCALE: 1" = 120'

GENERAL DESCRIPTION

1. EXISTING LAND USE: VACANT
2. GENERAL PLAN: MUPA – MIXED USE PLANNING AREA
3. PROPOSED GENERAL PLAN – VHDR
4. EXISTING ZONING: SCENIC HIGHWAY COMMERCIAL
5. PROPOSED ZONING: R-3 (GENERAL RESIDENTIAL)
6. PROPOSED LAND USE: MULTI-FAMILY APARTMENTS
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
9. SCHOOL DISTRICT: LAKE ELSINORE UNIFIED SCHOOL DISTRICT
10. THIS TENTATIVE MAP IS EXCLUSIVELY UNDER THE OWNERSHIP OF THE SUBDIVIDER AND INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE SUBDIVIDER.
11. THOMAS BROTHER'S GUIDE – PAGE 897, COORDINATES C & D, AND 5 & 6
12. SITE INFORMATION:

AREA	11.3 AC(GROSS)
UNITS	204 UNITS
DENSITY	18 DU/AC

TYPE	AREA	UNITS	PARKING REQ'D	PARKING PROVIDED
1 BED	735 SF	42	1.25 SPACES/UNIT	52.5
2 BED	1064 SF	102	2.25 SPACES/UNIT	229.5
3 BED	1281 SF	60	2.75 SPACES/UNIT	165.0
			TOTAL	448 SPACES

NOTE: WITH THE EXCEPTION OF EMERGENCY VEHICLE ACCESS POINTS, THERE ARE NO GATES PROPSOED FOR THIS COMMUNITY.

LEGAL DESCRIPTION FOR APN # 367-180-015

PARCEL 1
THE WEST ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SECTION 26, TOWNSHIP 6 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF.

LEGAL DESCRIPTION FOR APN # 367-180-043

PARCEL 2
THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER AND THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 6 SOUTH, RANGE 4 WEST, SAN BERNARDING BASE AND MERIDIAN, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF.

EXCEPT THEREFROM THE SOUTH 30 FEET THEREOF; ALSO EXCEPT THEREFROM THAT PORTION LYING NORTHEASTERLY, EASTERLY AND SOUTHERLY OF THE SOUTHWESTERLY, WESTERLY AND NORTHERLY LINES OF PARCEL 2 AS DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED ON AUGUST 8, 1977 AS INSTRUMENT NO. 151810 OF OFFICIAL RECORDS.

PROPOSED EASEMENT NOTES

(1) INDICATES AN EASEMENT FOR ACCESS AND PUBLIC UTILITIES TO BE RESERVED ON THE FINAL MAP.

(2) INDICATES AN EASEMENT FOR STORM DRAIN PURPOSES TO BE RESERVED ON FINAL MAP.

EXISTING EASEMENT NOTES

(A) AN EASEMENT FOR PUBLIC HIGHWAY AND UTILITY PURPOSES TO THE COUNTY OF RIVERSIDE, RECORDED FEBRUARY 5, 1935 IN BOOK 217, PAGE 84 OF OFFICIAL RECORDS.

(B) AN EASEMENT FOR UTILITY PURPOSES TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED JUNE 21, 1950 AS INSTRUMENT NO. 2876 OF OFFICIAL RECORDS.

(C) AN EASEMENT FOR PUBLIC HIGHWAY AND UTILITY PURPOSES TO THE COUNTY OF RIVERSIDE, RECORDED OCTOBER 3, 1968 AS INSTRUMENT NO. 95449 OF OFFICIAL RECORDS.

(D) AN EASEMENT FOR UNDERGROUND ELECTRICAL FACILITY PURPOSES TO SOUTHERN CALIFORNIA EDISON COMPANY AND GENERAL TELEPHONE COMPANY OF CALIFORNIA, RECORDED JUNE 1, 1970 AS INSTRUMENT NO. 51276 OF OFFICIAL RECORDS.

(E) AN EASEMENT FOR PUBLIC UTILITY AND INGRESS AND EGRESS PURPOSES TO SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED SEPTEMBER 18, 1974 AS INSTRUMENT NO. 120768 OF OFFICIAL RECORDS.

(F) AN EASEMENT FOR INGRESS, EGRESS, ROAD AND PUBLIC UTILITY PURPOSES TO SOUTHWEST PROPERTIES, A SOLE PROPRIETORSHIP, COMPILED OF VINCENT P KOWSKY, A SINGLE MAN, RECORDED JUNE 17, 1987 AS INSTRUMENT NO. 87-172476 OF OFFICIAL RECORDS.

LIGHTING REQUIREMENTS

AT A MINIMUM, THE LIGHTING IMPROVEMENTS WITHIN THIS SITE ARE TO ADHERE TO THE FOLLOWING CRITERIA:

1. 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.
2. FOOT CANDLE LEVELS FOR EACH AREA (TRAILS, SIDEWALKS, STREETS, ETC.) SHALL BE BASED ON IES STANDARDS.
3. LIGHTING CONTROL PER CA. TITLE 24 REQUIREMENTS.

ADJUSTED EARTHWORK QUANTITIES

RAW:	CUT :	31,515 C.Y.	FILL:	39,003 C.Y.
REMEDIAL:	CUT :	38,444 C.Y.	FILL:	38,444 C.Y.
SHRINKAGE:			FILL:	1,886 C.Y.
BULKING:	CUT :	157 C.Y.		
TOTAL:	CUT :	70,116 C.Y.	FILL:	79,333 C.Y.
NET:		9,217 C.Y. (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 BAXTER ROAD TO THE SOUTH, WHITE ROAD TO THE WEST AND THE 15 FWY. TO THE EAST/ NORTHEAST AND APN NO 367-210-042 TO THE NORTH.

OWNER / APPLICANT

STRATA BAXTER, LLC
4370 LA JOLLA VILLAGE DRIVE #960
SAN DIEGO, CA 92122
(858)546-0900 (p)
(858)546-8725 (f)

BENCHMARK

RIV. CO. BM. # E-6-70
ELEVATION=1304.204
DATUM=NGVD29

ABBREVIATIONS

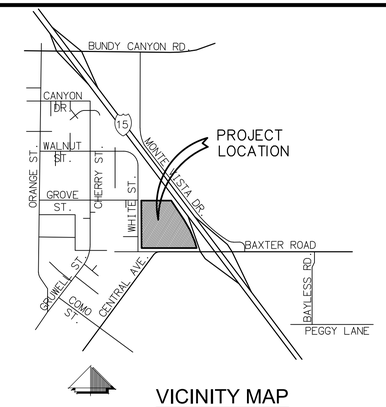
ASPHALT CONCRETE	AC
CENTERLINE	℄
RIDGELINE	RL
TOP OF SLOPE	TS
TOP OF CURB	TC
FLOW LINE	FL/℄
HIGH POINT	HP
LOW POINT	LP
EXISTING GRADE	EG
FINISHED GRADE	FG
FINISHED SURFACE	FS
GRADE BREAK	GB
FIRE HYDRANT	FH
STREET LIGHT	ST. LT.
CURB & GUTTER	C&G
RIGHT OF WAY	R/W
SIDEWALK	S/W
STORM DRAIN	SD
EXISTING	EX
PROPOSED	PROP
PROPERTY LINE	ℙ
FINISH FLOOR	FF
WATER	WTR.
SEWER	SWR.

CONDITIONALLY APPROVED

- ☐ BY THE PLANNING DEPARTMENT
- ☐ BY THE PLANNING DIRECTOR
- ☐ BY THE PLANNING COMMISSION
- ☒ BY THE CITY COUNCIL

FOR THE CITY OF WILDOMAR ON 07/13/2016
APPLICATION NOS. PLOT PLAN #14-0002
PLANNER Matthew Bassi
SIGNATURE Matthew Bassi

PLANNING APPLICATION NO. 14-0002



VICINITY MAP

NOT TO SCALE

TOWNSHIP 6 SOUTH, RANGE 4 WEST, SECTION 26
THOMAS GUIDE RIV CO 2008
897 C5, C6, D5, D6

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

367-180-015, 043

LEGEND

FINISHED CONTOUR ——— 1190 ———
EXISTING CONTOUR ——— (1190) ———
TOP
TOE
DAYLIGHT
LOT NUMBERS 25
PAD ELEVATION PE = 18.5
PROPOSED FINISHED GRADE 17.0
PROPOSED RATE OF GRADE 1.0%
BOUNDARRY LINE
RIGHT OF WAY
CENTERLINE
PROPOSED LOT LINE
PROPOSED EASEMENT
RESTRICTED ACCESS
PROPOSED STORM DRAIN SD
PROP CATCH BASIN
PROPOSED SEWER LINE S
PROPOSED WATER LINE W
SIDEWALK
FIRE HYDRANT
FIRE TURN TEMPLATE R=37'
DIRECTION OF FLOW
BROW DITCH
POROUS PAVERS
TRASH ENCLOSURES
ADA PARKING STALLS
BIKE RACKS
ELECTRIC VEHICLE PARKING (E)

RBF CONSULTING
A Baker Company

BAXTER VILLAGE
CONCEPTUAL GRADING PLAN
(MULTI-FAMILY RESIDENTIAL)
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

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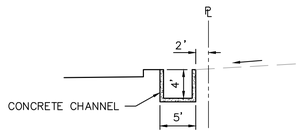

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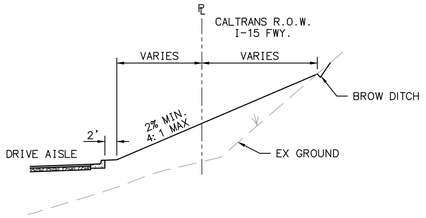

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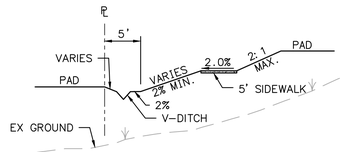

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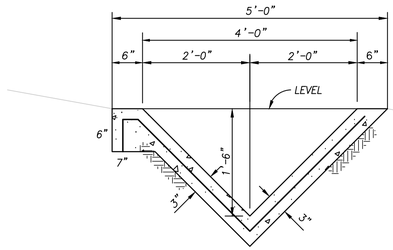
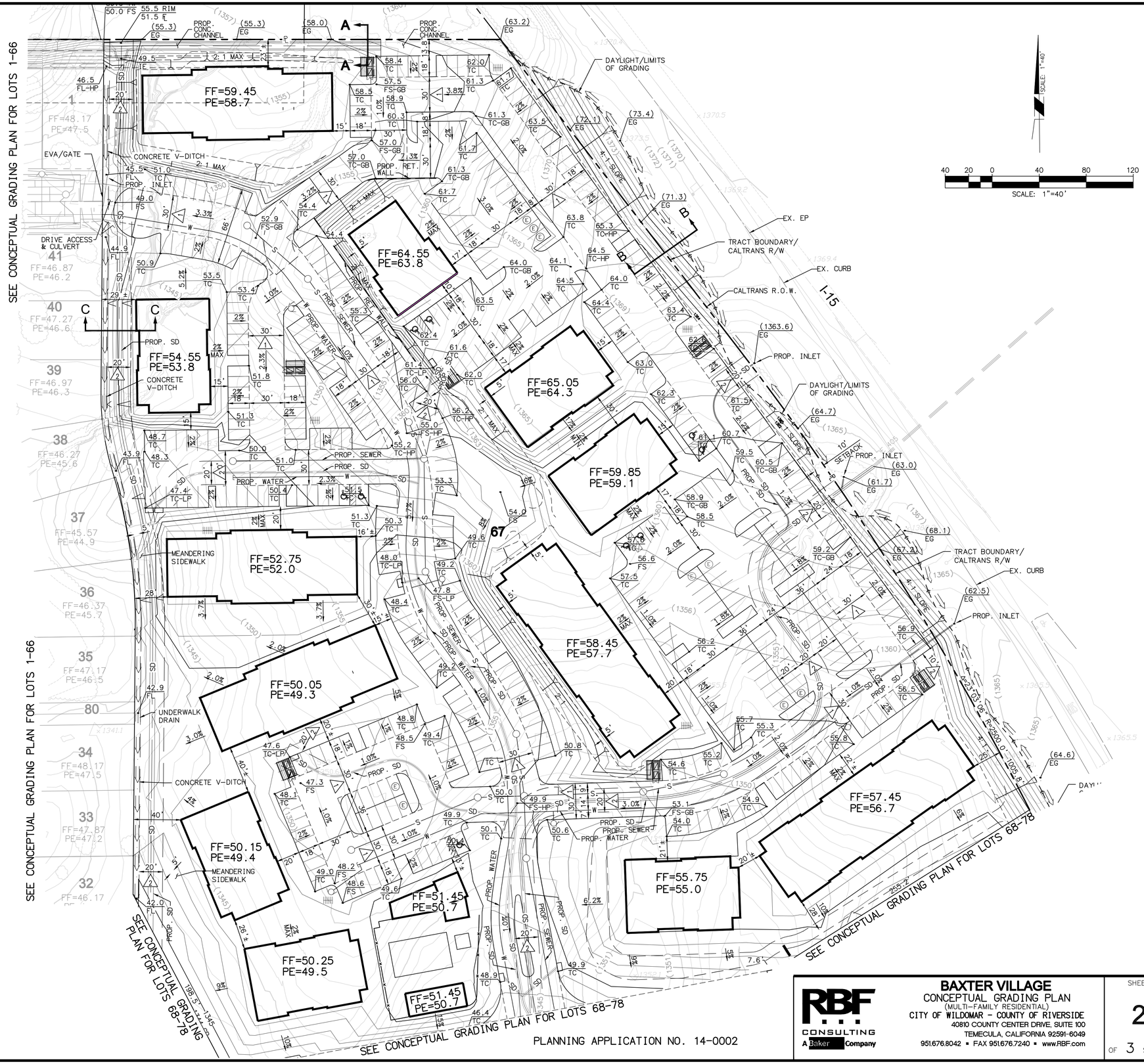


CONCRETE V-DITCH
NOT TO SCALE



PLANNING APPLICATION NO. 14-0002

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BAXTER VILLAGE
CONCEPTUAL GRADING PLAN
(MULTI-FAMILY RESIDENTIAL)
CITY OF WILDOMAR - COUNTY OF RIVERSIDE

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SHEET 2 OF 3 SHEETS

GROVE STREET

APN 367-210-042

APN 367-220-044

APN 367-220-043

APN 367-220-042

APN 367-180-017

APN 367-220-024

WHITE ROAD

LOT 'A'

STREET "A"

STREET "B"

STREET "C"

STREET "D"

STREET "E"

STREET "F"

STREET "G"

SIDEWALK (TYP.)

BAXTER ROAD

BAXTER ROAD

SCALE: 1"=80'

80 40 0 80 160 240

SCALE: 1"=80'

LEGEND

SIDEWALK / CROSSWALK

PLANNING APPLICATION NO. 14-0002

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BAXTER VILLAGE
PEDESTRIAN CIRCULATION EXHIBIT
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SHEET 3 OF 3 SHEETS

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PROJECT SUMMARY:

SITE AREA INFORMATION

GROSS SITE AREA	35.98 AC
BASINS	2.9 AC
STREET ROW	1.24 AC
OPEN SPACE	5.41 AC

COMMERCIAL

GROSS AREA	12.2 AC.
TOTAL FLOOR AREA	75,000 SF
PARKING REQUIRED	413 SPACES (5.5/1000 SF)
PARKING PROVIDED	423 SPACES

APARTMENTS

GROSS AREA	11.3 AC
DENSITY	18 DU/AC
TOTAL	204 UNITS
- 1 BED (735 SF)	42 UNITS
- 2 BED (1064 SF)	102 UNITS
- 3 BED (1281 SF)	60 UNITS

PARKING REQUIRED

1BR	1.25 SPACES/UNIT
2BR	2.25 SPACES/UNIT
3BR	2.75 SPACES/UNIT
TOTAL	448 SPACES

PARKING PROVIDED (INCLUDES GUEST / VISITOR PARKING)

CARPORT	204 SPACES
OPEN	244 SPACES
TOTAL	448 SPACES

SINGLE FAMILY

GROSS AREA	12.5 AC.
DENSITY	5.3 DU/AC
TOTAL	66 LOTS

OPEN SPACE

*ASSUMES 3.29 PEOPLE/DU
*3.0 AC/1000 PEOPLE REQUIRED

OPEN SPACE REQUIRED	2.7 AC
270 DU X 3.29 PEOPLE/DU = 888 PEOPLE	
888 PEOPLE X 3.0 AC/1000 PEOPLE	

OPEN SPACE PROVIDED

APARTMENT OS	4.8 AC
SINGLE FAMILY OS	0.61 AC
TOTAL	5.41 AC

0 100 200 300

BAXTER VILLAGE

STRATA EQUITY GROUP, INC.

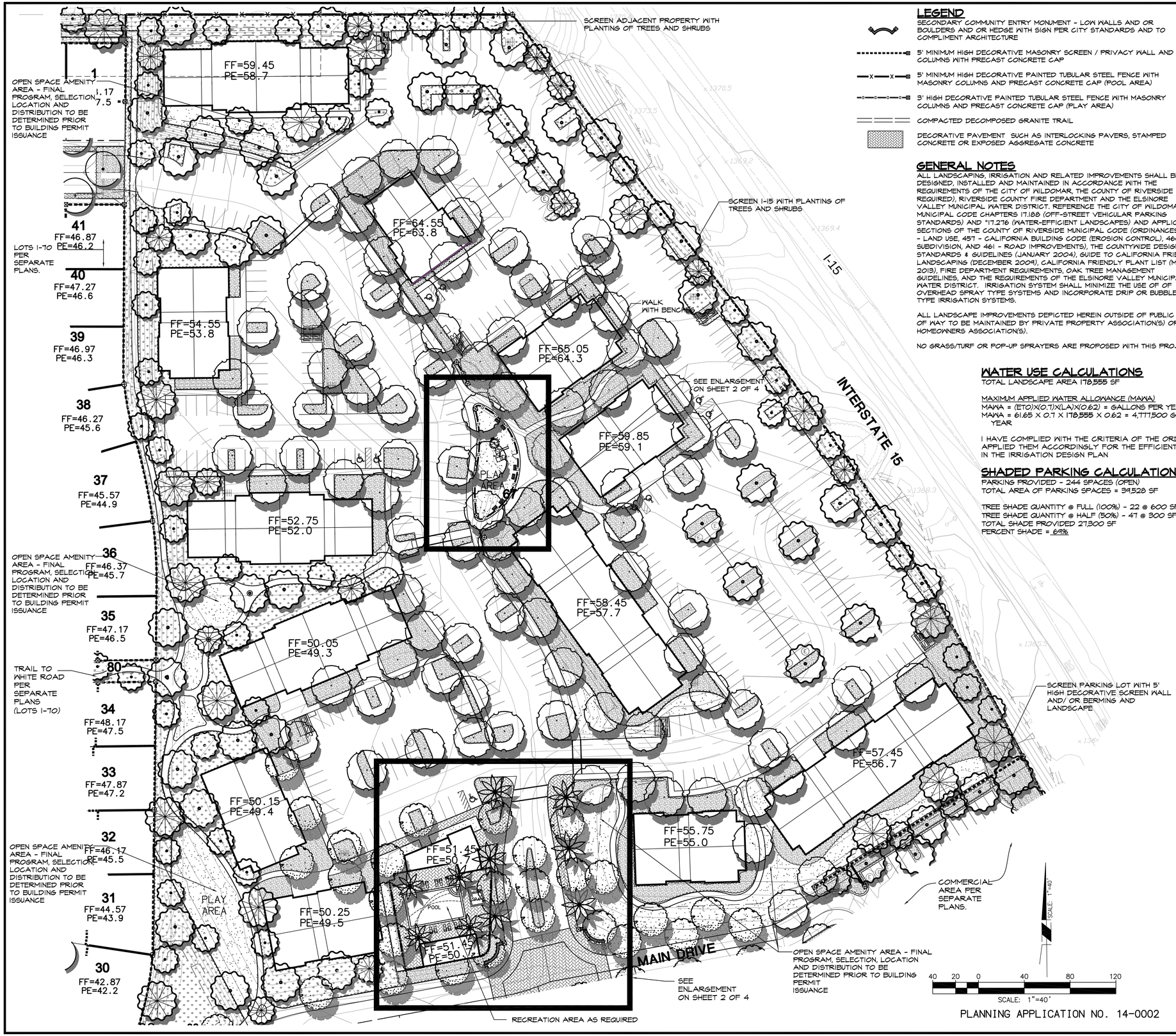
ILLUSTRATIVE SITE PLAN

A1.1

WILDOMAR, CALIFORNIA

KTGY # 2013-0121 JULY 2015

Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com



LEGEND

SECONDARY COMMUNITY ENTRY MONUMENT - LOW WALLS AND OR BOULDERS AND OR HEDGE WITH SIGN PER CITY STANDARDS AND TO COMPLIMENT ARCHITECTURE

5' MINIMUM HIGH DECORATIVE MASONRY SCREEN / PRIVACY WALL AND COLUMNS WITH PRECAST CONCRETE CAP

5' MINIMUM HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE WITH MASONRY COLUMNS AND PRECAST CONCRETE CAP (POOL AREA)

5' HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE WITH MASONRY COLUMNS AND PRECAST CONCRETE CAP (PLAY AREA)

COMPACTED DECOMPOSED GRANITE TRAIL

DECORATIVE PAVEMENT SUCH AS INTERLOCKING PAVERS, STAMPED CONCRETE OR EXPOSED AGGREGATE CONCRETE

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 (JANUARY 2004), GUIDE TO CALIFORNIA FRIENDLY LANDSCAPING (DECEMBER 2009), CALIFORNIA FRIENDLY PLANT LIST (MARCH 2013), FIRE DEPARTMENT REQUIREMENTS, OAK TREE MANAGEMENT GUIDELINES, 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 OUTSIDE OF PUBLIC RIGHT OF WAY TO BE MAINTAINED BY PRIVATE PROPERTY ASSOCIATION(S) OR HOMEOWNERS ASSOCIATION(S).

NO GRASS/TURF OR POP-UP SPRAYERS ARE PROPOSED WITH THIS PROJECT.

WATER USE CALCULATIONS

TOTAL LANDSCAPE AREA 178,555 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 178,555 X 0.62 = 4,777,500 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 - 244 SPACES (OPEN)
TOTAL AREA OF PARKING SPACES = 39,528 SF

TREE SHADE QUANTITY @ FULL (100%) - 22 @ 600 SF
TREE SHADE QUANTITY @ HALF (50%) - 47 @ 300 SF
TOTAL SHADE PROVIDED 27,300 SF
PERCENT SHADE = 69%

NO GRASS/TURF OR POP-UP SPRAYERS ARE PROPOSED WITH THIS PROJECT.

LANDSCAPE ZONES AND PLANT PALETTE

BAXTER VILLAGE MULTI-FAMILY RESIDENTIAL NEIGHBORHOOD CENTER

SYMBOL

BOTANICAL NAME	COMMON NAME	WUCOLS
ACCENT TREES, SUCH AS;		
BRAHEA ARMATA	MEXICAN BLUE PALM	M
LAGERSTROEMIA INDICA	CRAPE MYRTLE	M
OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	L
PHOENIX DACTYLIFERA	DATE PALM	L
WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	L

NOTES: MINIMUM 15 GALLON AND 24" BOX SIZES; MINIMUM 36" AND 48" BOX SIZES AT ENTRY; PALMS MAY ONLY BE USED IN LOCATIONS SHOWN ON THIS PLAN AND/ OR A MAXIMUM OF 15% OF TREE PALETTE.

CANOPY TREES, SUCH AS;		
ARBUTUS UNEDO	STRAWBERRY TREE	L
LAURUS NOBILIS 'SARATOGA'	SWEET BAY	L
PARKINSONIA SPECIES	PALO VERDE	L
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	M
PLATANUS WRIGHTII	ARIZONA SYCAMORE	M
PROSOPIS SPECIES	MESQUITE	L
QUERCUS AGRIFOLIA	LIVE OAK	L

NOTE: MINIMUM 15 GALLON AND 24" BOX SIZES; MINIMUM 36" AND 48" BOX SIZES AT ENTRY

SHRUBS, SUCH AS;		
AGAVE SPECIES	AGAVE	L
CALLISTEMON VIMINALIS 'LITTLE JOHN'	WEEPING 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 AND 15 GALLON SIZES

GROUND COVERS, SUCH AS;		
BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
COTONEASTER SPECIES	COTONEATER	M
HEMEROCALLIS HYBRIDS	DAY LILY	M
LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	M
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

DROUGHT TOLERANT VARIETIES OF TURF
NATIVE HYDROSEED

ORGANIC GROUND COVERS, SUCH AS;
COBBLE STONE
CRUSHED ROCK
DECOMPOSED GRANITE
COURSE ORGANIC BARK MULCH

WALL CLINGING VINES, SUCH AS;
PARTHENOCISSUS TRICUSPIDATA
FICUS PUMILA - CREEPING FIG
MINIMUM 1 GALLON SIZES

NATIVE AND CALIFORNIA FRIENDLY LANDSCAPED OPEN SPACE, BUFFER AND SCREEN

SYMBOL

BOTANICAL NAME	COMMON NAME	WUCOLS
CANOPY TREES, SUCH AS;		
CEDRUS DEODARA	DEODAR CEDAR	M
CUPRESSUS ARIZONICA	ARIZONA CYPRESS	L
EUCALYPTUS SPECIES	EUCALYPTUS	L
PINUS ELDARICA	AFGHAN PINE	L
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	M
POPULUS FREMONTII	FREEMONT COTTONWOOD	M
QUERCUS AGRIFOLIA	LIVE OAK	L
QUERCUS ENGELMANII	ENGELMAN OAK	L
SCHINUS MOLLE	CALIFORNIA PEPPER	L

NOTE:MINIMUM 15 GALLON SIZES

SHRUBS, SUCH AS;		
ENCELIA FARINOSA	BRITTLEBUSH	L
HETEROMELES ARBUTIFOLIA	TOYON	L
LIGUSTRUM JAPONICUM 'TEXANUM'	TEXAS PRIVET	M
PHOTINIA X FRASERI	FRASERS PHOTINIA	M
PITTOSPORUM TOBIRA	TOBIRA	M
PRUNUS CAROLINIANA 'COMPACTA'	CAROLINA CHERRY	L
RHAMNUS CALIFORNICA	COFFEE BERRY	L
RHAPHIOLEPIS INDICA	INDIA HAWTHORN	M
RHUS OVATA	SUGAR BUSH	L
XYLOSMA CONGESTUM 'COMPACTA'	COMPACT SHINY XYLOSMA	M

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

ORGANIC GROUND COVERS, SUCH AS;
COBBLE STONE
CRUSHED ROCK
DECOMPOSED GRANITE
COURSE ORGANIC BARK MULCH
NATIVE HYDROSEED

PLANNING APPLICATION NO. 14-0002

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A Baker Company

BAXTER VILLAGE
CONCEPTUAL LANDSCAPE PLAN
(MULTI-FAMILY RESIDENTIAL)
CITY OF WILDOMAR - COUNTY OF RIVERSIDE
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SHEET 1 OF 4 SHEETS

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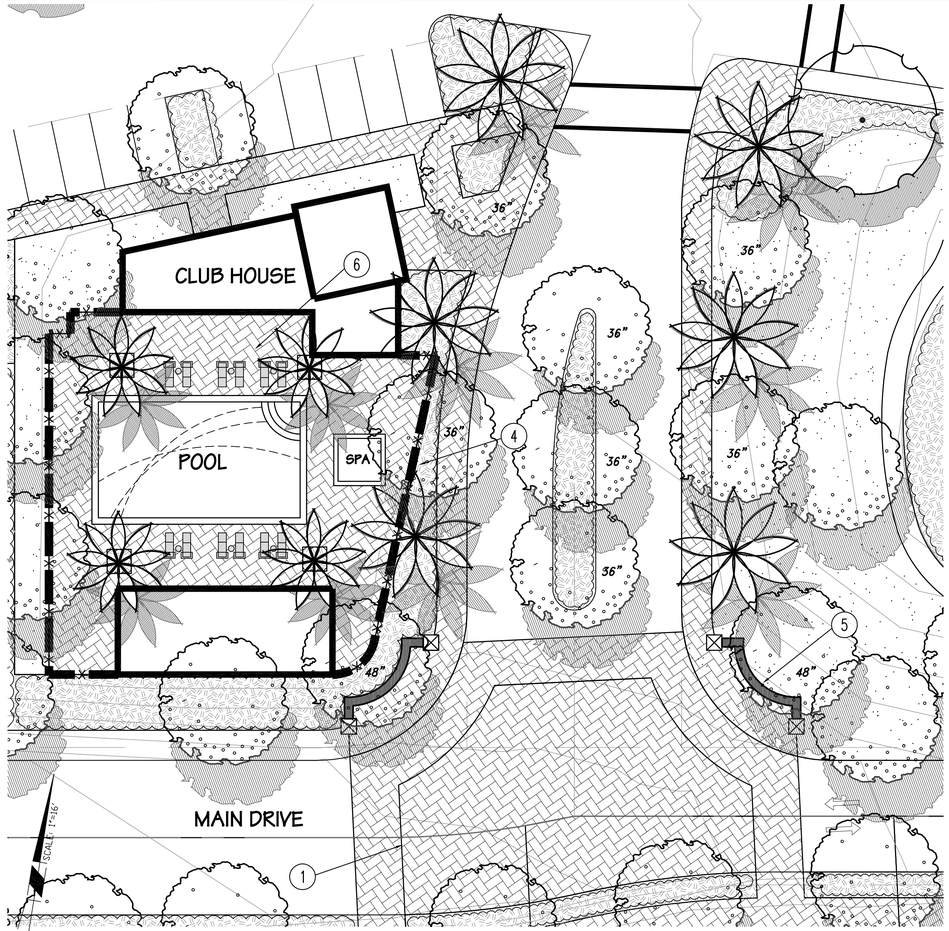
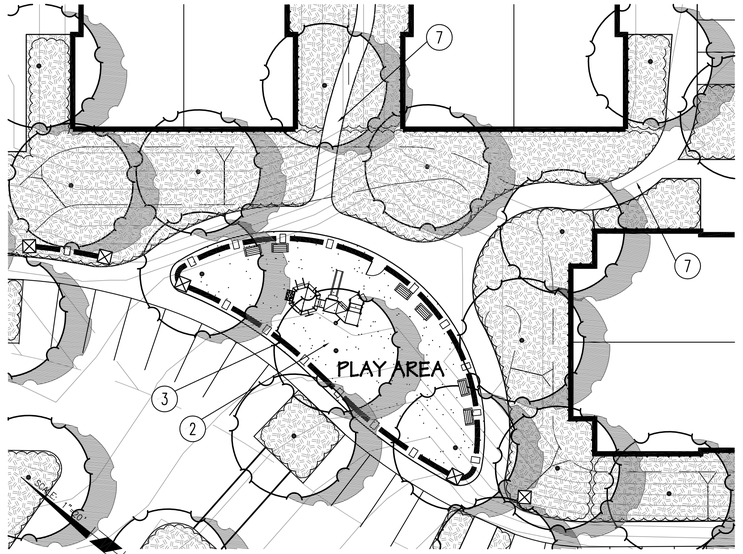


B ENHANCED ENTRY LANDSCAPE AND MOUNMENT AND POOL AREA
SCALE: 1" = 16'



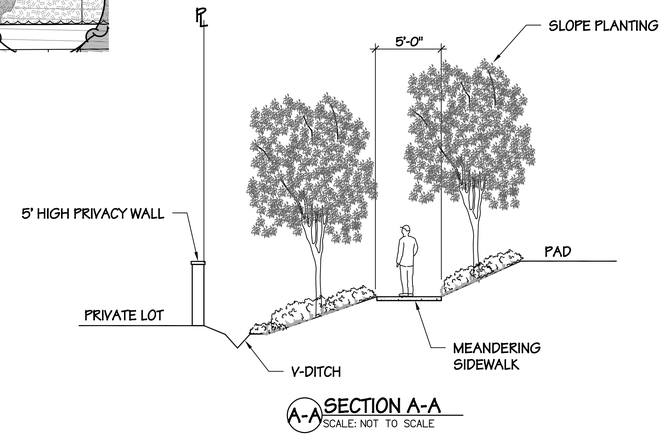
A PLAY AREA
SCALE: 1" = 20'

MATERIAL LEGEND

1. CULTURED STONE VENEER PILASTER
2. CULTURED STONE VENEER MONUMENT WALL
3. PRECAST CONCRETE CAP
4. STUCCO OR TILE BACKGROUND

LANDSCAPE CONSTRUCTION NOTES

1. ENRICHED PAVEMENT, SUCH AS INTERLOCKING PAVERS OR STAMPED CONCRETE
2. PLAY AREA - PLAY EQUIPMENT, FURNISHINGS AND OPEN TURF
3. 3' HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE - SEE DETAIL 'C' ON SHEET 3
4. 5' HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE - SEE DETAIL 'B' ON SHEET 3
5. SECONDARY COMMUNITY ENTRY MONUMENT SEE ELEVATION BELOW
6. POOL AREA INCLUDING BBQ, FIRE PIT, SEAT WALLS AND TRELLIS SHADE, ETC.
7. WALK WITH BENCHES



A-A SECTION A-A
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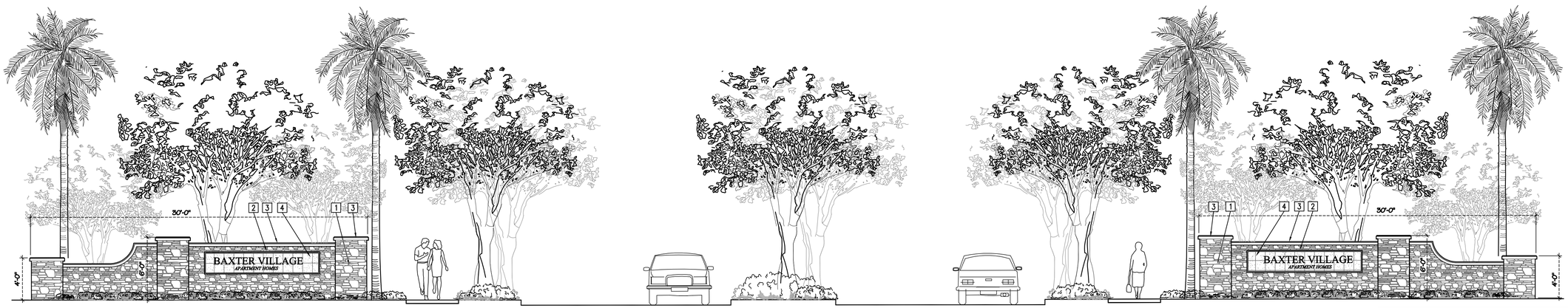
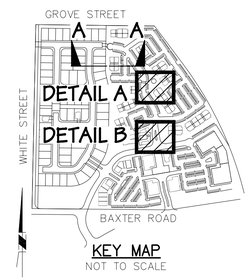


ELEVATION - ENHANCED ENTRY LANDSCAPE AND MONUMENT WALL AT MAIN DRIVE
SCALE: NOT TO SCALE



KEY MAP
NOT TO SCALE

PLANNING APPLICATION NO. 14-0002

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BAXTER VILLAGE
CONCEPTUAL LANDSCAPE PLAN
(MULTI-FAMILY RESIDENTIAL)
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SHEET 2 OF 4 SHEETS

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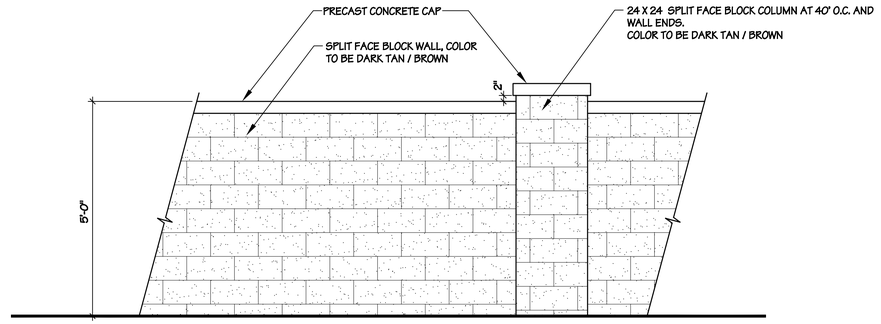
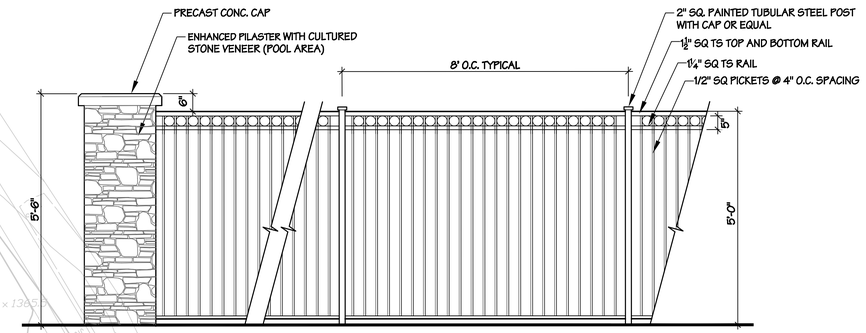
WALL AND FENCE LEGEND

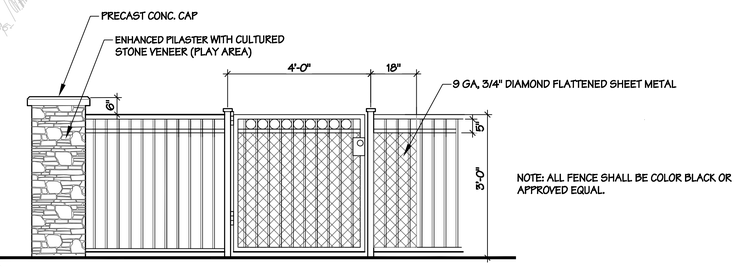
- 5' MINIMUM HIGH DECORATIVE MASONRY SCREEN / PRIVACY WALL WITH PRECAST CONCRETE CAP
- 5' MINIMUM HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE WITH MASONRY COLUMNS AND PRECAST CONCRETE CAP (POOL AREA)
- 5' HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE WITH MASONRY COLUMNS AND PRECAST CONCRETE CAP (PLAY AREA)
- RETAINING WALL PER CIVIL PLANS



A 5' HT. MASONRY BLOCK WALL
SCALE: NOT TO SCALE



B 5' HT. PAINTED TUBULAR STEEL FENCE
SCALE: NOT TO SCALE



NOTE: ALL FENCE SHALL BE COLOR BLACK OR APPROVED EQUAL.

B 3' HT. PAINTED TUBULAR STEEL FENCE
SCALE: NOT TO SCALE

LOTS 1-70 PER SEPARATE PLANS.

COMMERCIAL AREA PER SEPARATE PLANS.

PLAY AREA

PLAY AREA

MAIN DRIVE

I-15

INTERSTATE 15

SCALE: 1"=40'

40 20 0 40 80 120

SCALE: 1"=40'

PLANNING APPLICATION NO. 14-0002

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A Baker Company

BAXTER VILLAGE
WALL AND FENCE PLAN
(MULTI-FAMILY RESIDENTIAL)
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SHEET 3 OF 4 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. 14-0002

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A Baker Company

BAXTER VILLAGE
SITE FURNISHINGS AND ENRICHED PAVEMENT EXAMPLES
(MULTI-FAMILY RESIDENTIAL)
CITY OF WILDOMAR - COUNTY OF RIVERSIDE
40810 COUNTY CENTER DRIVE, SUITE 100
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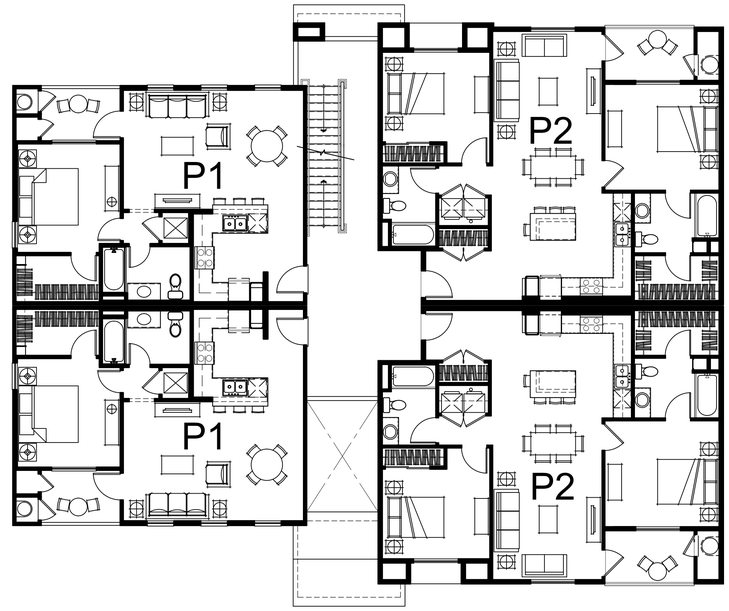
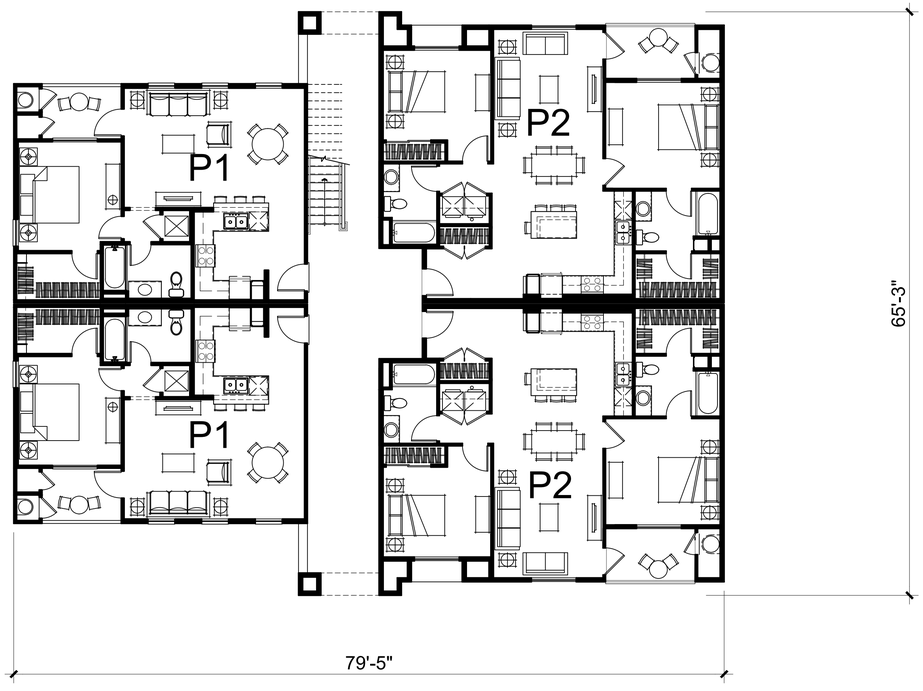
SHEET 4 OF 4 SHEETS

H:\PDATA\133555\CADD\LARCH\EXHIBITS\CONCEPT\MULTIFAMILY\133555-FUR-MF-04.DWG JENHUA.HAN 5/20/15 12:54 pm

2ND & 3RD
FLOOR .
4,293 Gross S.F



1ST FLOOR .
4,500 Gross S.F



Total: 13,148 Gross S.F.

BAXTER VILLAGE

TYPICAL BUILDING PLAN (BUILDING A)

0 4 8 16

A3.0

Strata Equity Group
4370 La Jolla Village Dr. Suite 960
San Diego, CA 92122
(858) 546-0900

WILDOMAR, CALIFORNIA

KTGY # 2013-0121 07.23.2015

KTGY Group, Inc.
Architecture+Planning
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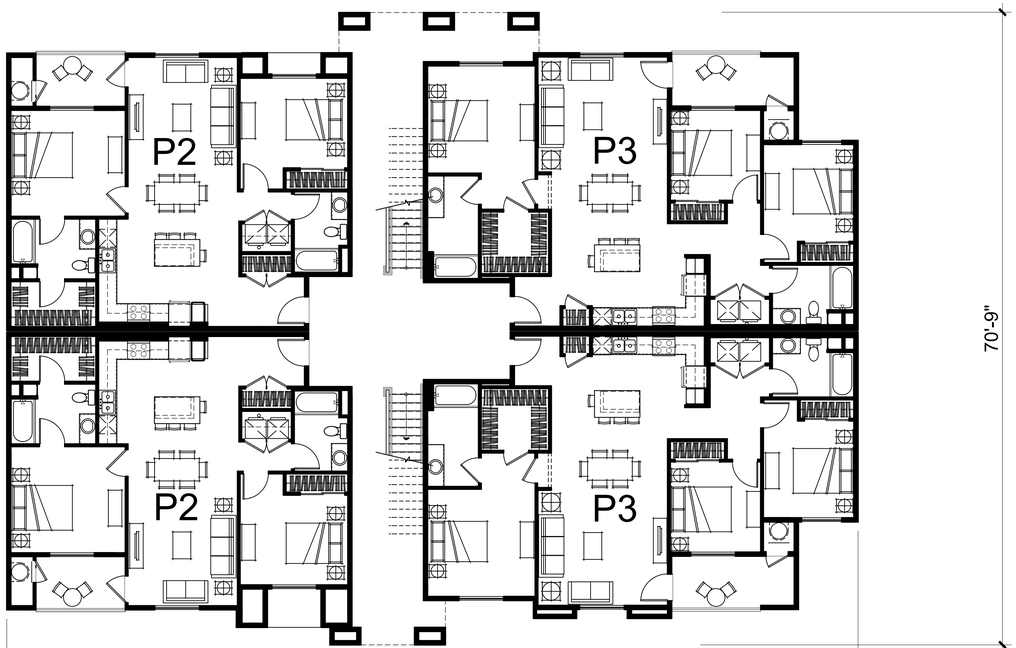
Irvine, CA 92614
949.851.2133
ktgy.com

2ND & 3RD
FLOOR .
5,550 Gross SQ. FT.



1ST FLOOR .
5,956 Gross SQ. FT.



Total: 17,056 Gross S.F.

BAXTER VILLAGE

TYPICAL BUILDING PLAN (BUILDING B)

0 4 8 16

A3.1

WILDOMAR, CALIFORNIA

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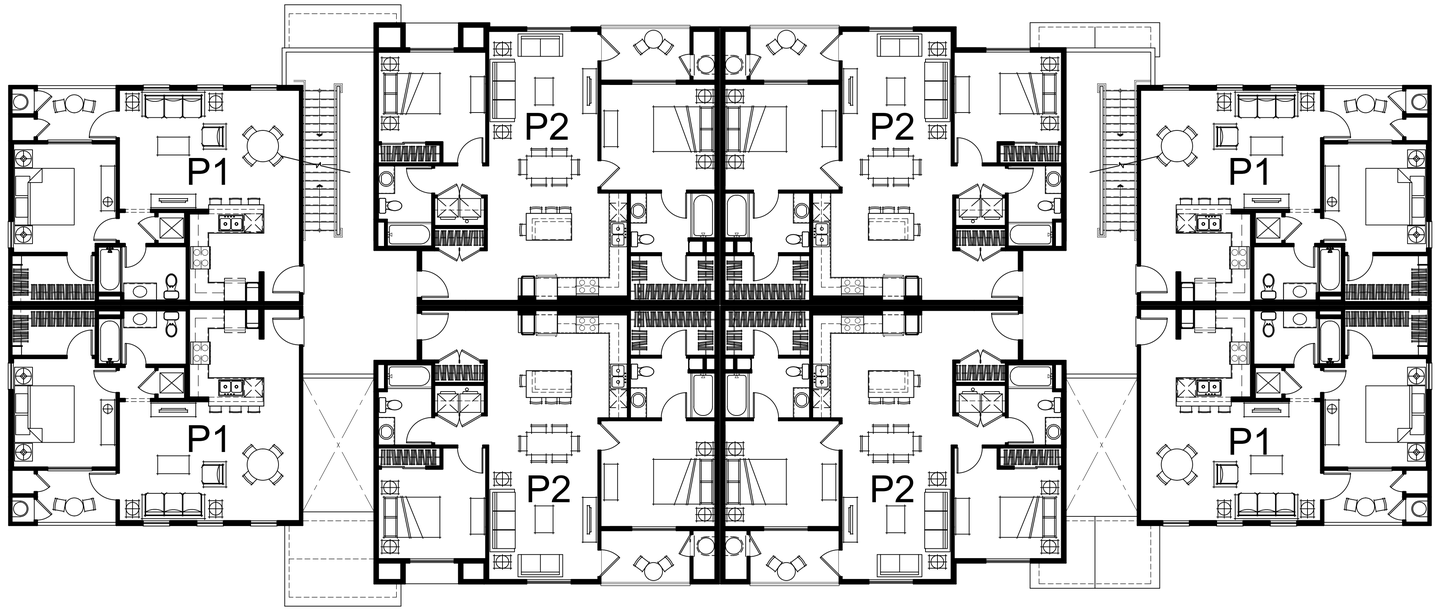
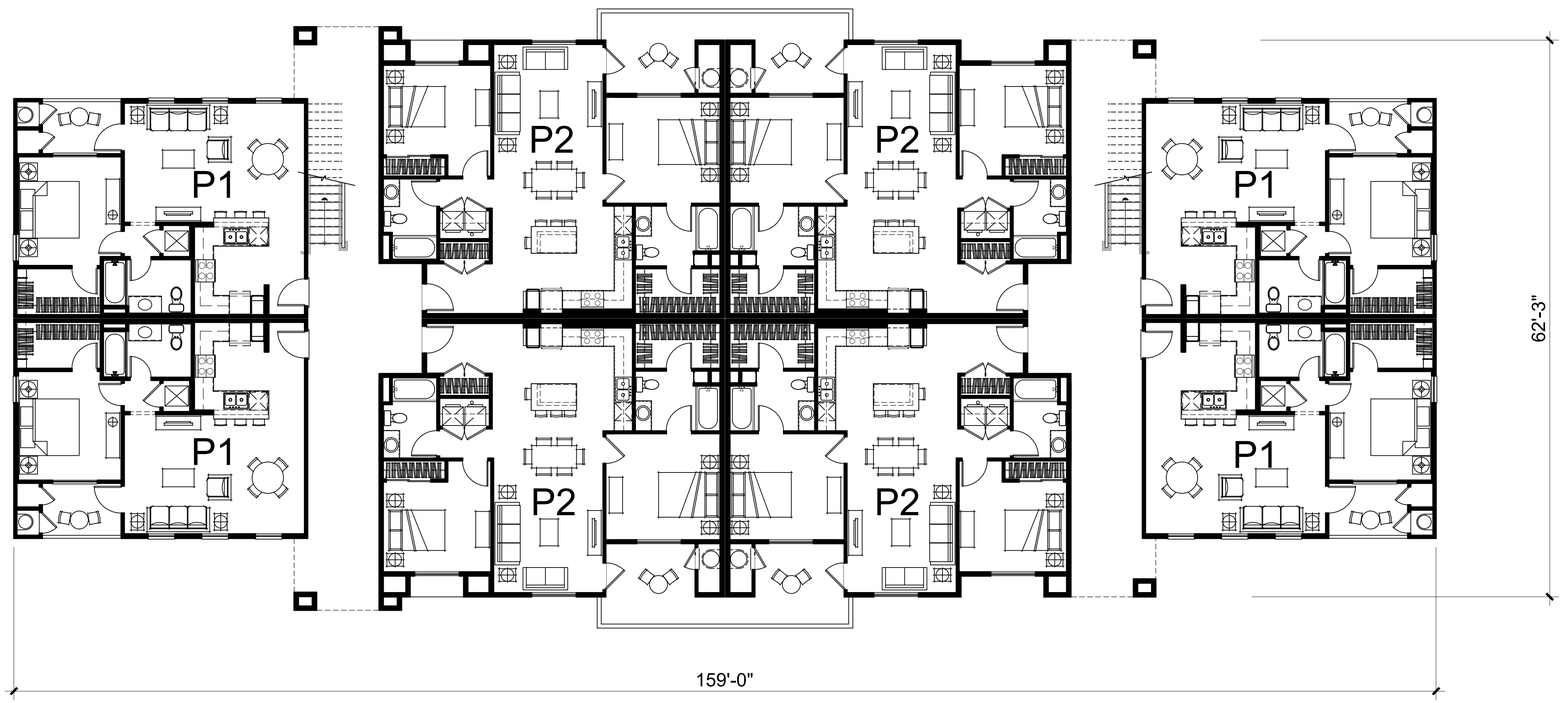
Irvine, CA 92614
949.851.2133
ktgy.com

2ND & 3RD
FLOOR .
8,536 Gross SQ. FT.



1ST FLOOR .
9,271 Gross SQ. FT.



Total: 26,343 Gross S.F.

BAXTER VILLAGE

TYPICAL BUILDING PLAN (BUILDING C)

0 4 8 16

A3.2

WILDOMAR, CALIFORNIA

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Irvine, CA 92614
949.851.2133
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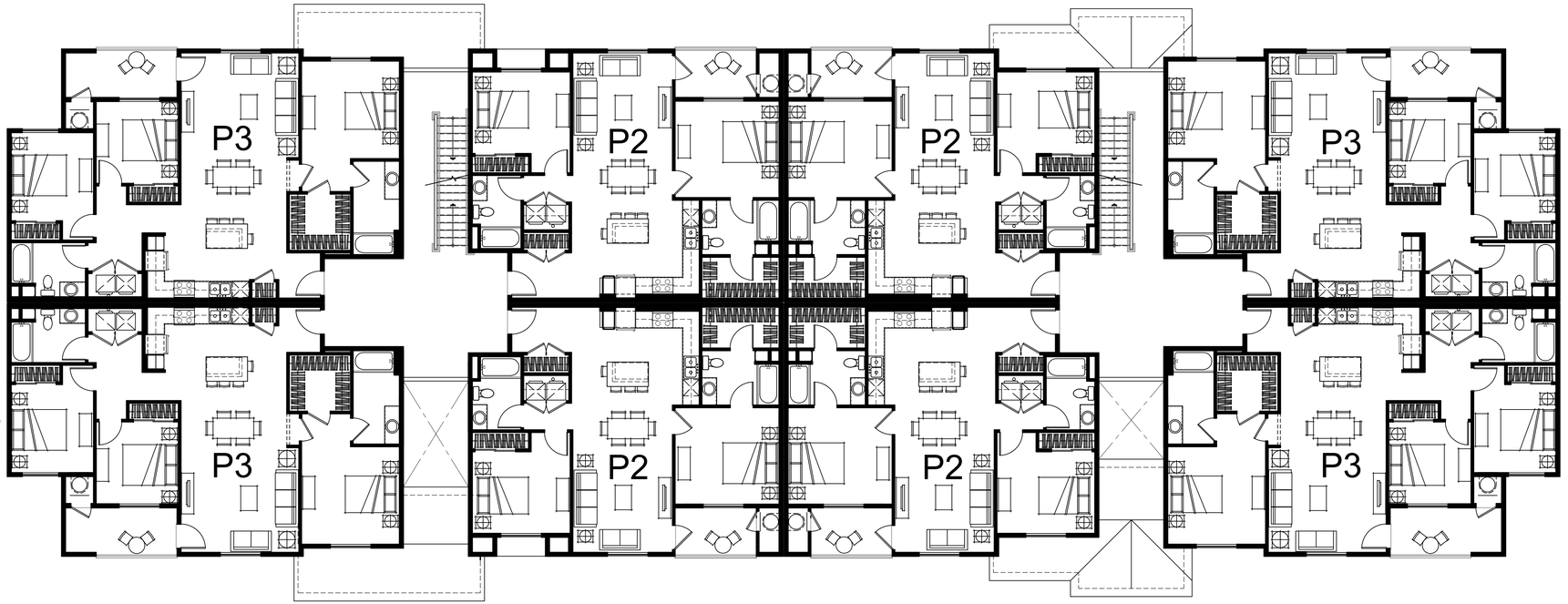
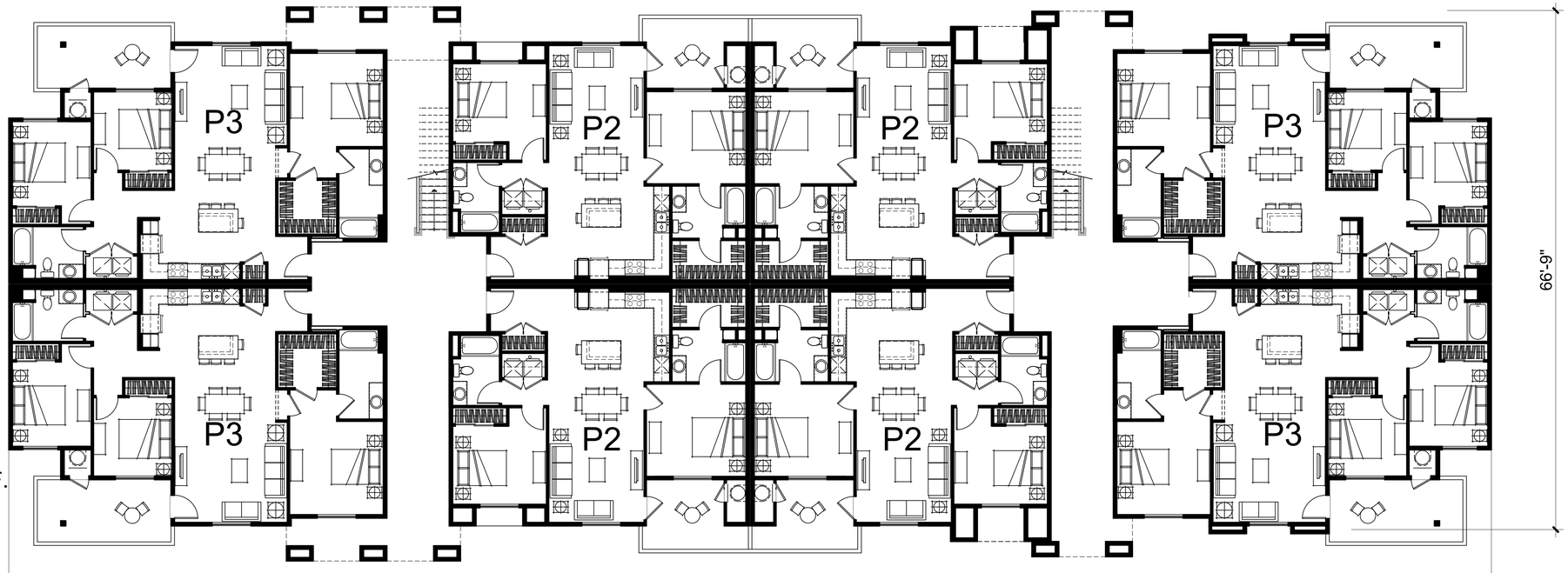
2ND & 3RD
FLOOR .
11,049 Gross SQ. FT.



1ST FLOOR .
12,303 Gross SQ. FT.

Total: 34,401 Gross S.F.



BAXTER VILLAGE

TYPICAL BUILDING PLAN (BUILDING D)

0 4 8 16

A3.3

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San Diego, CA 92122
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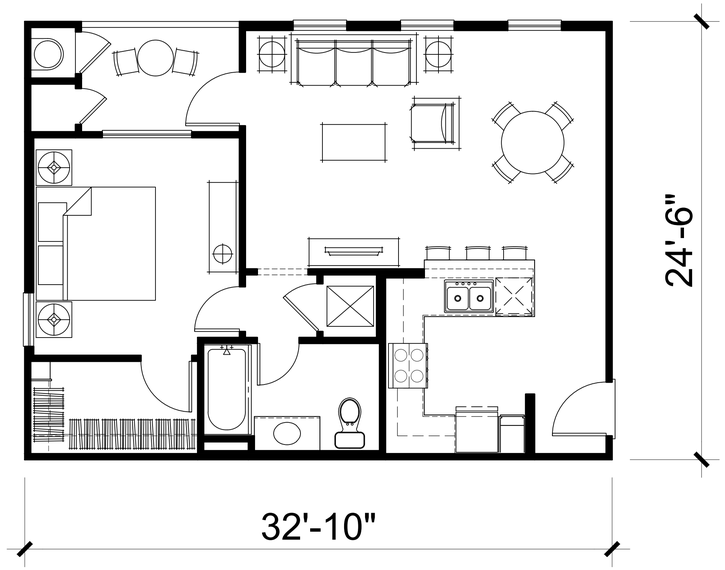
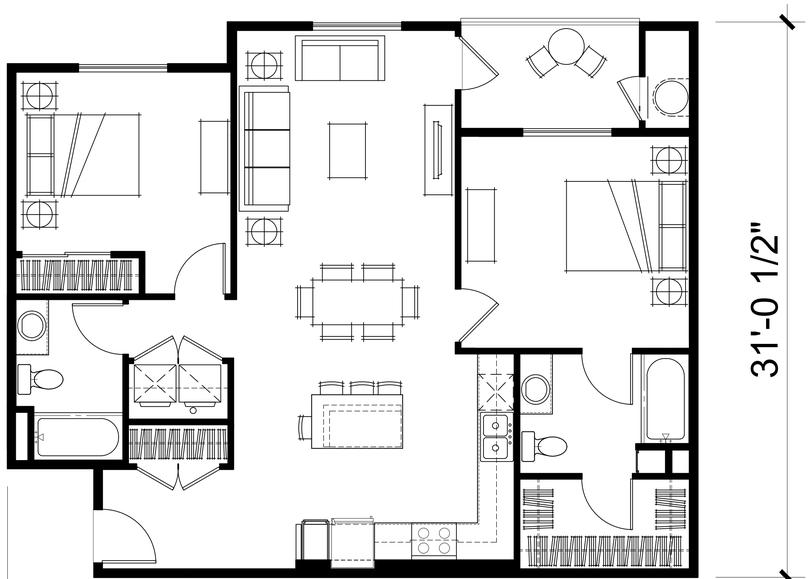
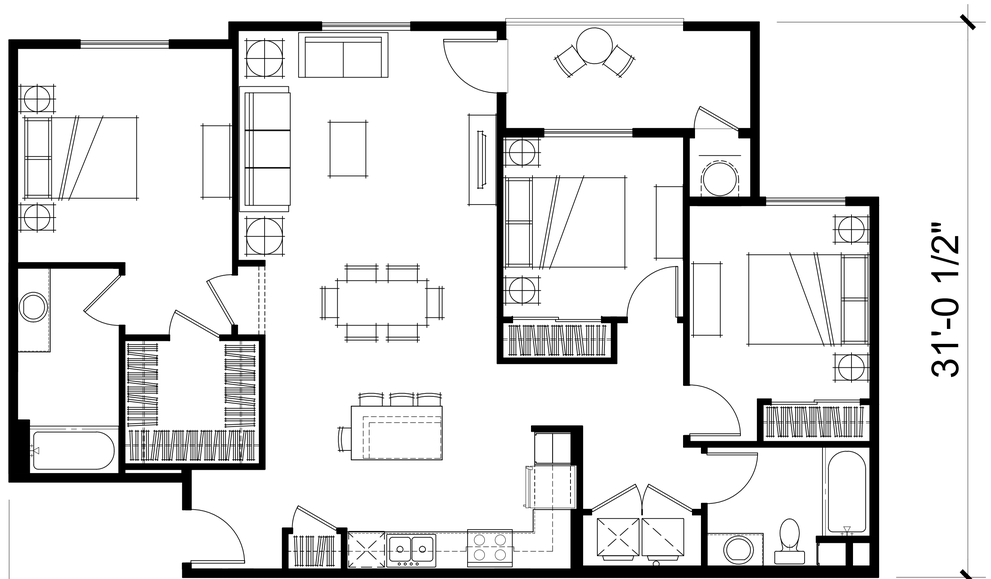


PLAN1
1Bed, 1Bath
735 SQ.FT.



PLAN 2
2Bed, 2Bath
1,064 SQ.FT.



PLAN 3
3Bed, 2Bath
1,281 SQ.FT.

BAXTER VILLAGE

TYPICAL UNIT PLANS (APARTMENTS BLDG.)

0 2 4 8

A3.4

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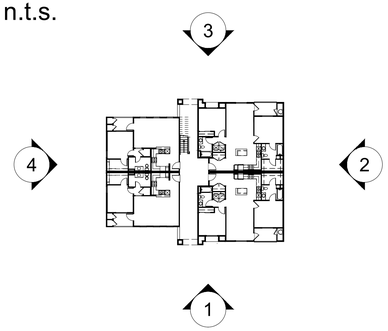
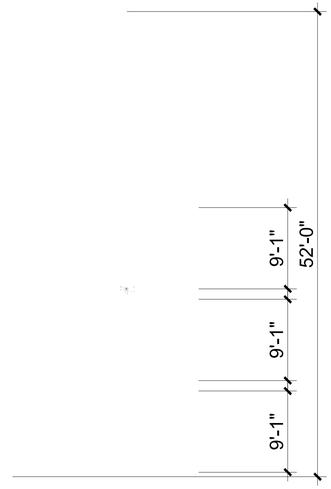
Key Map n.t.s.



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

BAXTER VILLAGE

CHARACTER ELEVATION (BLDG.-A)

A3.5

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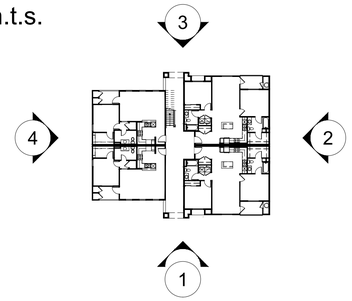
Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com

Key Map n.t.s.





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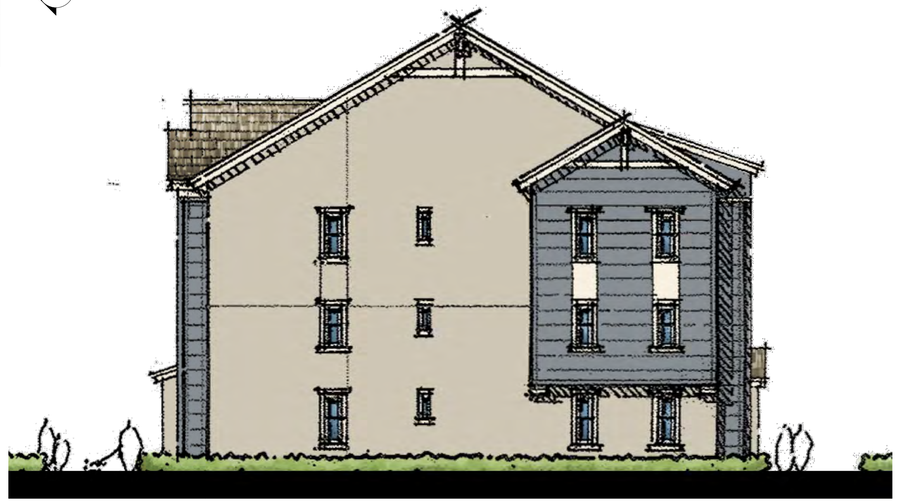

2. RIGHT



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

BAXTER VILLAGE

CHARACTER ELEVATION (BLDG.-A)

0 4 8 16

A3.6

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WILDOMAR, CALIFORNIA

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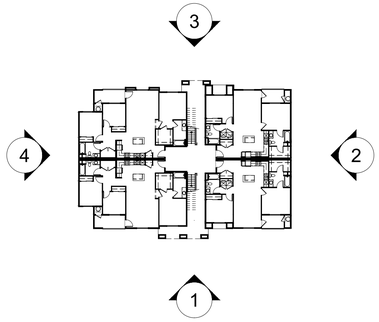
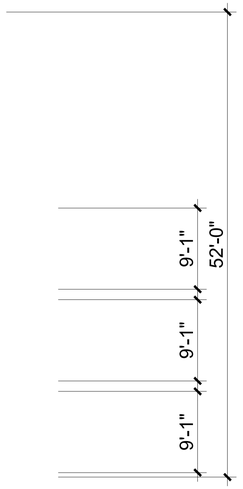
Key Map n.t.s.



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

BAXTER VILLAGE

CHARACTER ELEVATION (BLDG.-B)

A3.7

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WILDOMAR, CALIFORNIA

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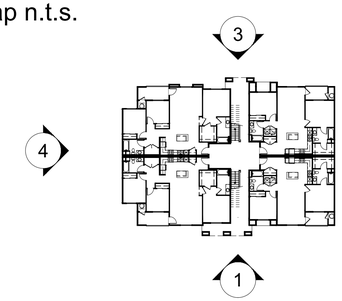
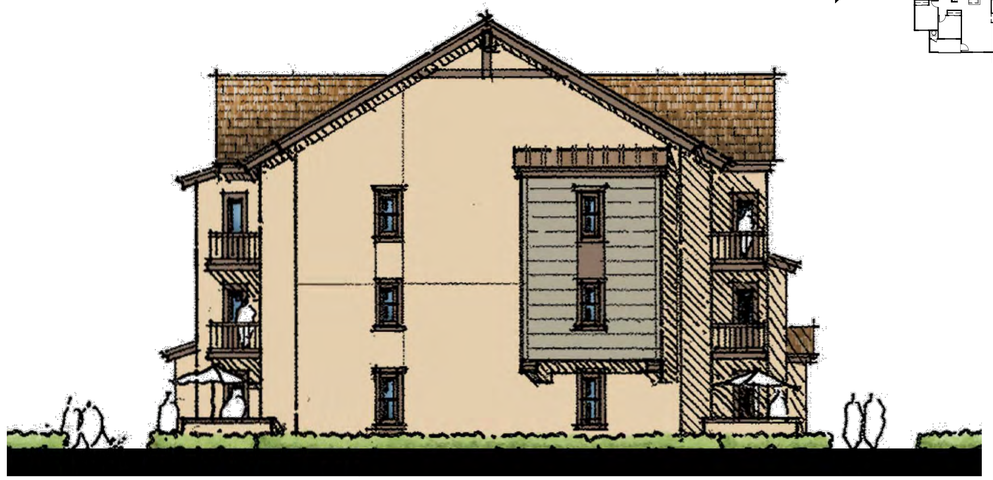
Key Map n.t.s.





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

BAXTER VILLAGE

CHARACTER ELEVATION (BLDG.-B)

0 4 8 16

A3.8

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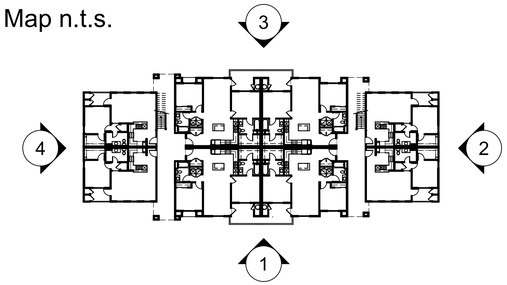
ktgy.com

852

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

BAXTER VILLAGE

CHARACTER ELEVATION (BLDG.-C)

A3.9

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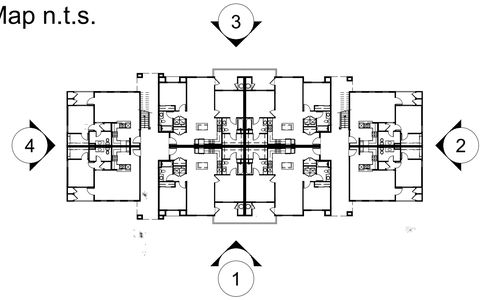
Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com

Key Map n.t.s.





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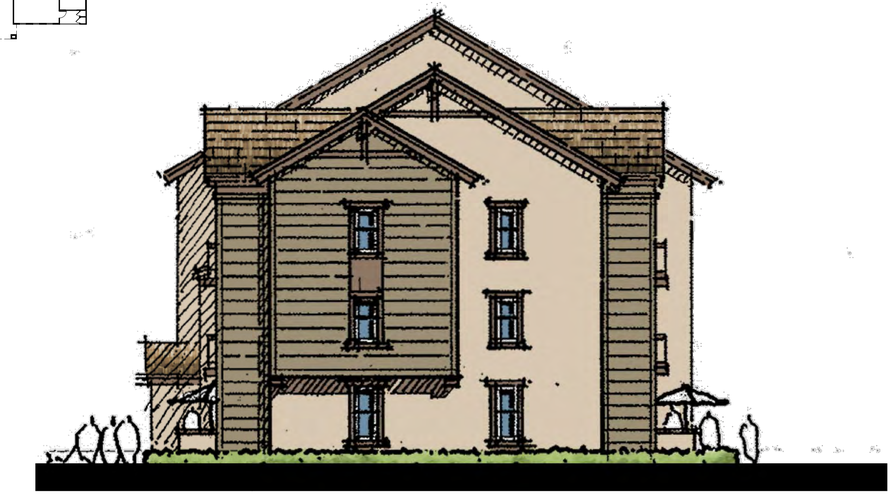

2. RIGHT

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

BAXTER VILLAGE

CHARACTER ELEVATION (BLDG.-C)

0 4 8 16

A3.10

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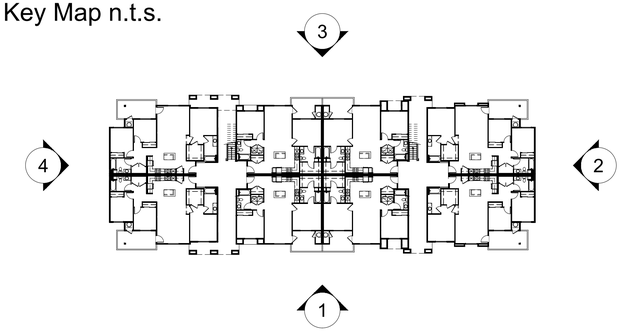
Key Map n.t.s.



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

BAXTER VILLAGE

CHARACTER ELEVATION (BLDG.-D)

A3.11

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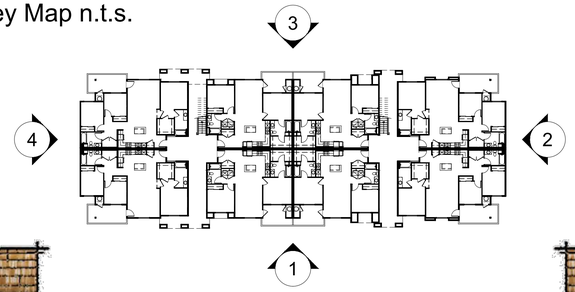
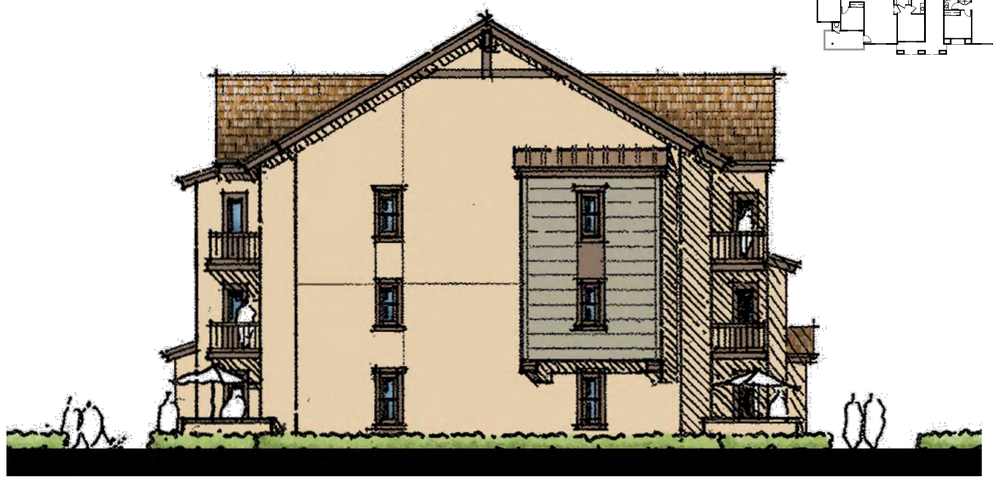
Irvine, CA 92614
949.851.2133
ktgy.com

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
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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



3. REAR

0 4 8 16

BAXTER VILLAGE

CHARACTER ELEVATION (BLDG.-D)

A3.12

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Irvine, CA 92614
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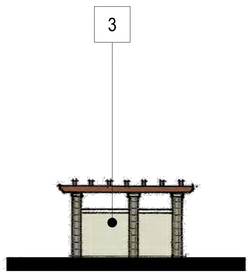
ktgy.com



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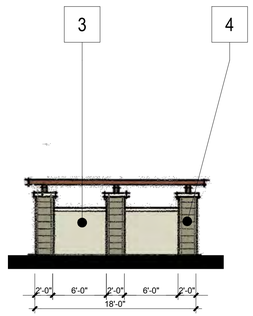
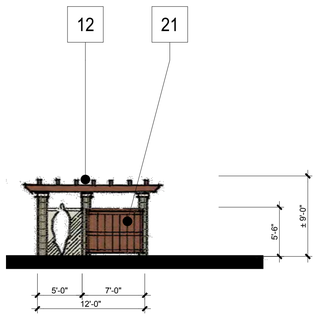
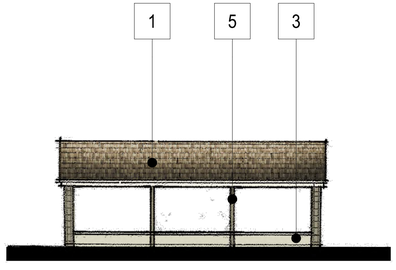


SIDE



FRONT

TRASH ENCLOSURE ELEVATION



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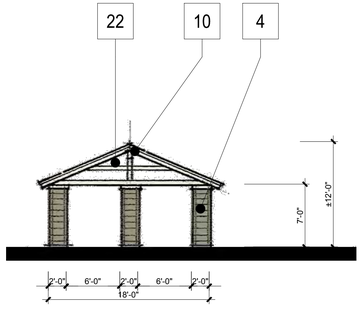
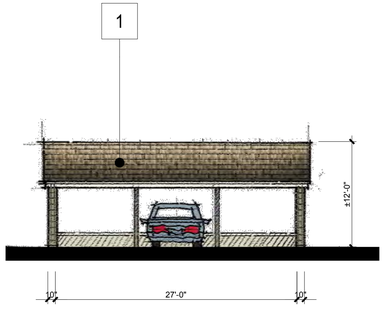


SIDE



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

CHARACTER ELEVATION (TRASH ENCLOSURE & CARPORT) A3.13

BAXTER VILLAGE

WILDOMAR, CALIFORNIA

KTGY # 2013-0121 07.23.2015

Strata Equity Group
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San Diego, CA 92122
(858) 546-0900

KTGY Group, Inc.
Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com

ATTACHMENT D

Single Family Development Plans

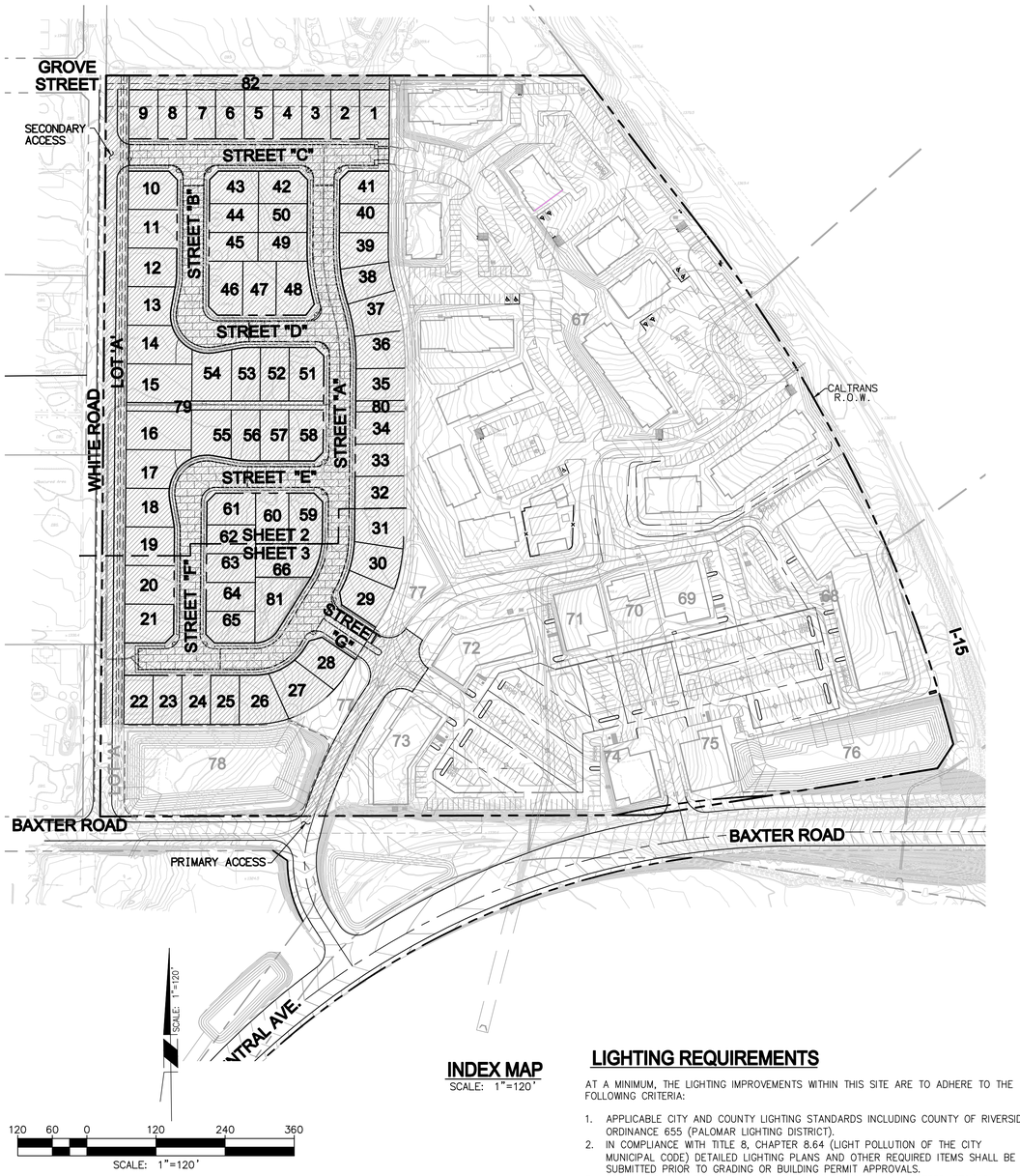
BAXTER VILLAGE

CONCEPTUAL GRADING PLAN

FOR

LOTS 1–66, 79–82, OF TENTATIVE TRACT MAP 36674 & PA13–0040

CITY OF WILDOMAR, COUNTY OF RIVERSIDE
STATE OF CALIFORNIA



INDEX MAP

SCALE: 1"=120'

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.

GENERAL DESCRIPTION

1. EXISTING LAND USE: VACANT
2. GENERAL PLAN: MUPA – MIXED USE PLANNING AREA
3. PROPOSED GENERAL PLAN – MHDR
4. EXISTING ZONING: SCENIC HIGHWAY COMMERCIAL
5. PROPOSED ZONING: R–4 PLANNED RESIDENTIAL
6. PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL
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
9. SCHOOL DISTRICT: LAKE ELSINORE UNIFIED SCHOOL DISTRICT
10. PROPOSED NUMBER OF LOTS: 66 SINGLE FAMILY, 4 OPEN SPACE
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 897, COORDINATES C & D, AND 5 & 6
13. SITE INFORMATION

GROSS AREA	12.5 ACRES
UNITS	66 UNITS
DENSITY	5.3 DU/AC

LEGAL DESCRIPTION FOR APN # 367-180-015

PARCEL 1
THE WEST ONE–HALF OF THE SOUTHWEST ONE–QUARTER OF THE SOUTHEAST ONE–QUARTER OF SECTION 26, TOWNSHIP 6 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF.

LEGAL DESCRIPTION FOR APN # 367-180-043

PARCEL 2
THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER AND THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 6 SOUTH, RANGE 4 WEST, SAN BERNARDING BASE AND MERIDIAN, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF.

EXCEPT THEREFROM THE SOUTH 30 FEET THEREOF; ALSO EXCEPT THEREFROM THAT PORTION LYING NORTHEASTERLY, EASTERLY AND SOUTHERLY OF THE SOUTHWESTERLY, WESTERLY AND NORTHERLY LINES OF PARCEL 2 AS DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED ON AUGUST 8, 1977 AS INSTRUMENT NO. 151810 OF OFFICIAL RECORDS.

PROPOSED EASEMENT NOTES

1 INDICATES AN EASEMENT FOR ACCESS AND PUBLIC UTILITIES TO BE RESERVED ON THE FINAL MAP.

2 INDICATES AN EASEMENT FOR STORM DRAIN PURPOSES TO BE RESERVED ON FINAL MAP.

EXISTING EASEMENT NOTES

(A) AN EASEMENT FOR PUBLIC HIGHWAY AND UTILITY PURPOSES TO THE COUNTY OF RIVERSIDE, RECORDED FEBRUARY 5, 1935 IN BOOK 217, PAGE 84 OF OFFICIAL RECORDS.

(B) AN EASEMENT FOR UTILITY PURPOSES TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED JUNE 21, 1950 AS INSTRUMENT NO. 2876 OF OFFICIAL RECORDS.

(C) AN EASEMENT FOR PUBLIC HIGHWAY AND UTILITY PURPOSES TO THE COUNTY OF RIVERSIDE, RECORDED OCTOBER 3, 1968 AS INSTRUMENT NO. 95449 OF OFFICIAL RECORDS.

(D) AN EASEMENT FOR UNDERGROUND ELECTRICAL FACILITY PURPOSES TO SOUTHERN CALIFORNIA EDISON COMPANY AND GENERAL TELEPHONE COMPANY OF CALIFORNIA, RECORDED JUNE 1, 1970 AS INSTRUMENT NO. 51276 OF OFFICIAL RECORDS.

(E) AN EASEMENT FOR PUBLIC UTILITY AND INGRESS AND EGRESS PURPOSES TO SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED SEPTEMBER 18, 1974 AS INSTRUMENT NO. 120768 OF OFFICIAL RECORDS.

(F) AN EASEMENT FOR INGRESS, EGRESS, ROAD AND PUBLIC UTILITY PURPOSES TO SOUTHWEST PROPERTIES, A SOLE PROPRIETORSHIP, COMPILED OF VINCENT P KOWSKY, A SINGLE MAN, RECORDED JUNE 17, 1987 AS INSTRUMENT NO. 87–172476 OF OFFICIAL RECORDS.

ADJUSTED EARTHWORK QUANTITIES

RAW:	CUT :	26,237 C.Y.	FILL:	74,902 C.Y.
REMEDIAL:	CUT :	43,867 C.Y.	FILL:	43,867 C.Y.
SHRINKAGE:			FILL:	3,070 C.Y.
TOTAL:	CUT :	70,104 C.Y.	FILL:	121,839 C.Y.
NET:		51,735 C.Y. (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 BAXTER ROAD TO THE SOUTH, WHITE ROAD TO THE WEST AND THE 15 FWY. TO THE EAST/ NORTHEAST AND APN 367–210–042 TO THE NORTH.

OWNER / APPLICANT

STRATA BAXTER, LLC
4370 LA JOLLA VILLAGE DRIVE #960
SAN DIEGO, CA 92122
(858)546–0900 (p)
(858)546–8725 (f)

BENCHMARK

RIV. CO. BM. # E–6–70
ELEVATION=1304.204
DATUM=NGVD29

ABBREVIATIONS

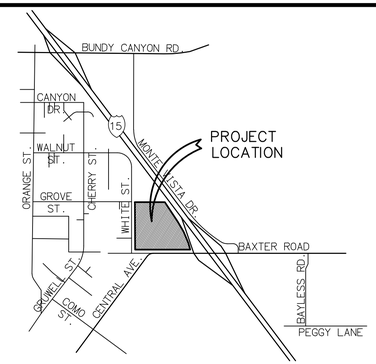
ASPHALT CONCRETE	AC
CENTERLINE	℄
RIDGELINE	RL
TOP OF SLOPE	TS
TOP OF CURB	TC
FLOW LINE	FL/℄
HIGH POINT	HP
LOW POINT	LP
EXISTING GRADE	EG
FINISHED GRADE	FG
FINISHED SURFACE	FS
GRADE BREAK	GB
FIRE HYDRANT	FH
STREET LIGHT	ST. LT.
CURB & GUTTER	C&G
RIGHT OF WAY	R/W
SIDEWALK	S/W
STORM DRAIN	SD
EXISTING	EX
PROPOSED	PROP
PROPERTY LINE	ℙ
FINISH FLOOR	FF

CONDITIONALLY APPROVED

- ☐ BY THE PLANNING DEPARTMENT
- ☐ BY THE PLANNING DIRECTOR
- ☐ BY THE PLANNING COMMISSION
- ☒ BY THE CITY COUNCIL

FOR THE CITY OF WILDOMAR ON 07 / 13 / 2016
APPLICATION NOS. PLOT PLAN #14-0002
PLANNER Matthew Bassi
SIGNATURE Matthew Bassi

PLANNING APPLICATION NO. 14-0002



VICINITY MAP

NOT TO SCALE

TOWNSHIP 6 SOUTH, RANGE 4 WEST, SECTION 26
THOMAS GUIDE RIV CO 2008
897 C5, C6, D5, D6

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

367–180–015, 043

LEGEND

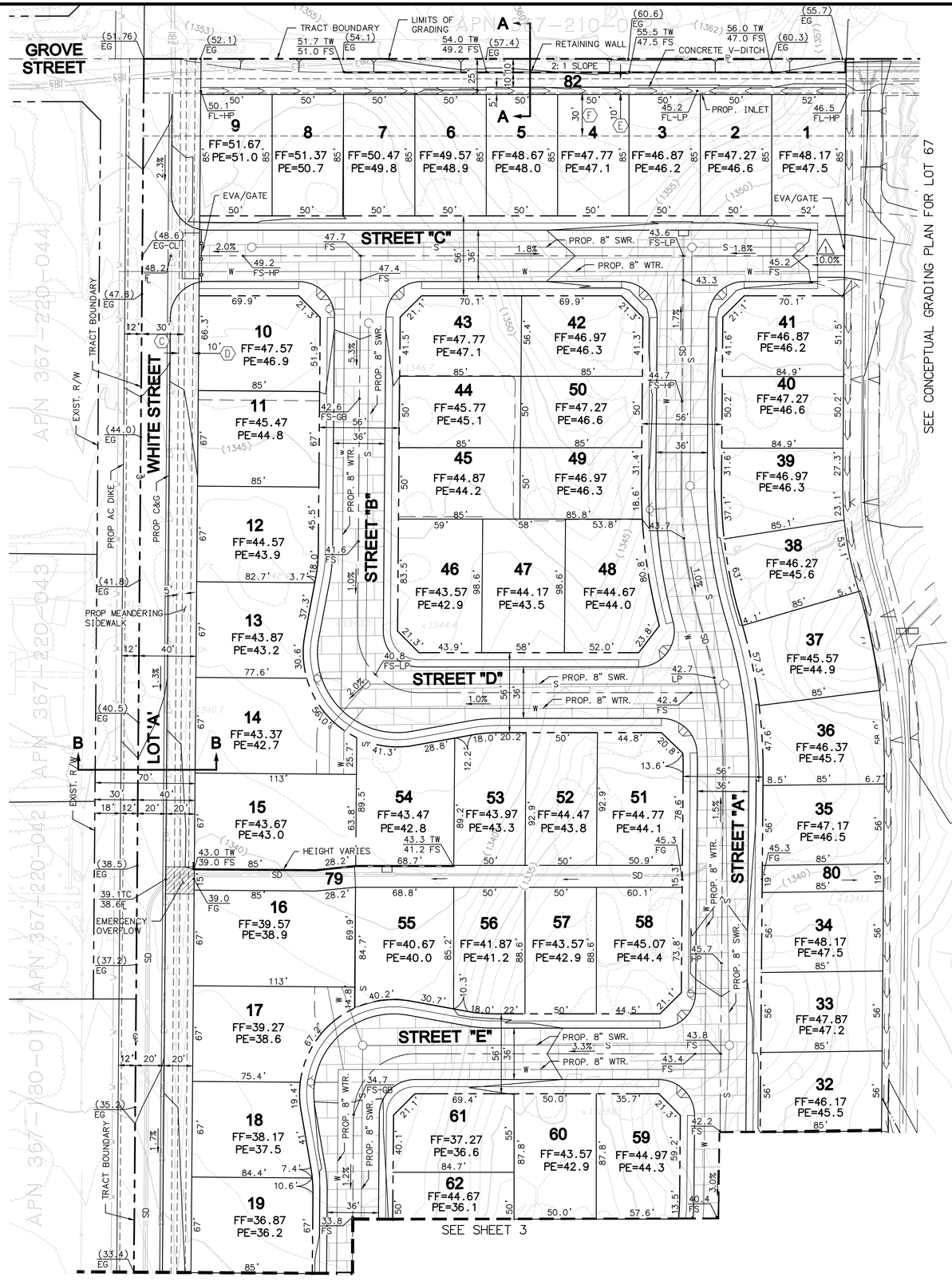
- FINISHED CONTOUR ——— 1190 ———
- EXISTING CONTOUR ——— (1190) ———
- TOP
- TOE
- DAYLIGHT
- LOT NUMBERS 25
- PAD ELEVATION PE = 18.5
- PROPOSED FINISHED GRADE 17.0
- PROPOSED RATE OF GRADE 1.0%
- BOUNDARRY LINE
- RIGHT OF WAY
- CENTERLINE
- PROPOSED LOT LINE
- PROPOSED EASEMENT
- RESTRICTED ACCESS
- PROPOSED STORM DRAIN — SD — (PROP CATCH BASIN)
- PROPOSED SEWER LINE — S —
- PROPOSED WATER LINE — W —
- SIDEWALK
- FIRE HYDRANT
- FIRE TURN TEMPLATE R=37'
- DIRECTION OF FLOW
- BROW DITCH
- POROUS PAVERS

RBF CONSULTING
A Baker Company

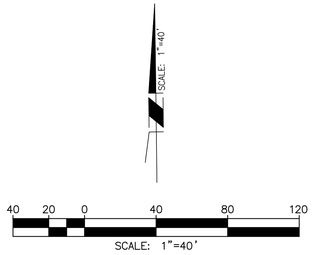
BAXTER VILLAGE
CONCEPTUAL GRADING PLAN
(SINGLE FAMILY RESIDENTIAL)
CITY OF WILDOMAR – COUNTY OF RIVERSIDE
40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591–6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

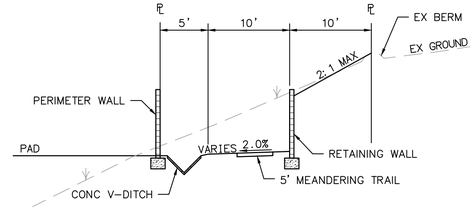
SHEET 1 OF 4 SHEETS

H:\PDATA\133555\CADD\LAND\DLV\GRADING\CONCEPTUAL\SINGLE FAMILY\133555-CG-SF-001.DWG TBURNSIDE 8/3/15 3:13 PM



SEE CONCEPTUAL GRADING PLAN FOR LOT 67





SECTION A-A
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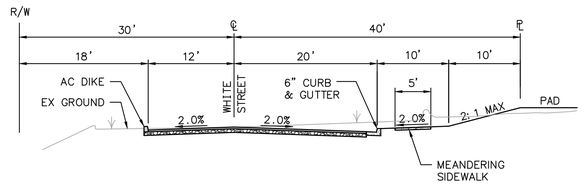

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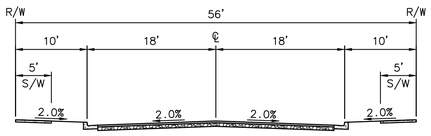
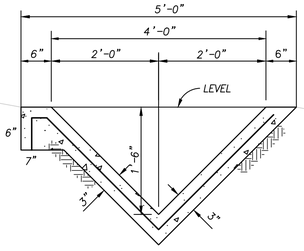
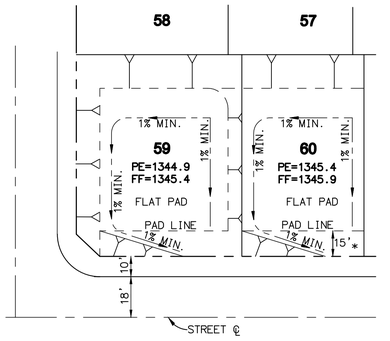


STREETS "A" THROUGH "F"
NOT TO SCALE



CONCRETE V-DITCH
NOT TO SCALE



TYPICAL LOT GRADING DETAIL
NOT TO SCALE

PLANNING APPLICATION NO. 14-0002

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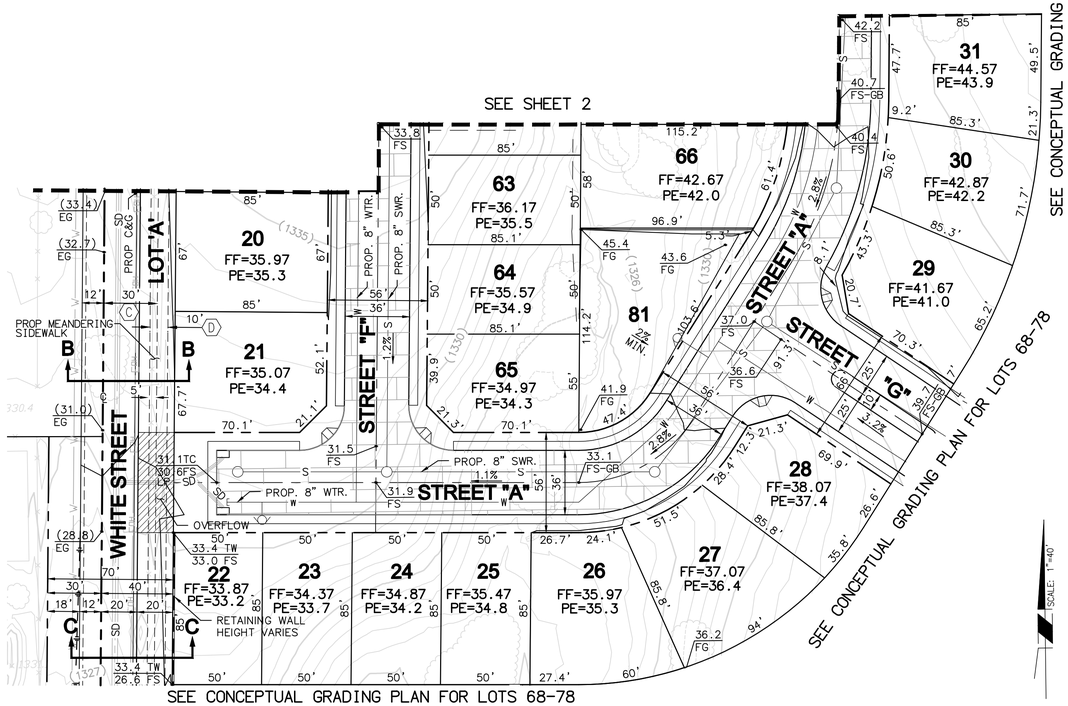
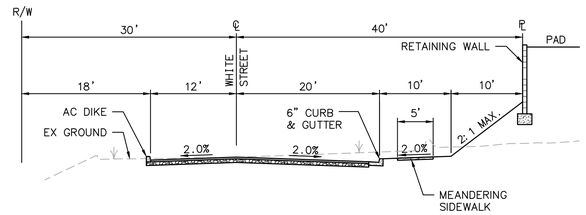
BAXTER VILLAGE
CONCEPTUAL GRADING PLAN
(SINGLE FAMILY RESIDENTIAL)
CITY OF WILDOMAR - COUNTY OF RIVERSIDE
40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

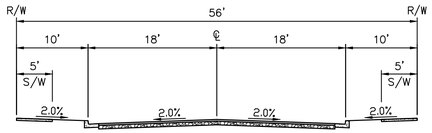
SHEET 2 OF 4 SHEETS

H:\PDATA\135555\CADD\LAND\DLV\GRADING\CONCEPTUAL\SINGLE FAMILY\135555-CG-SF-002.DWG TBURNSIDE 8/4/15 12:07 PM

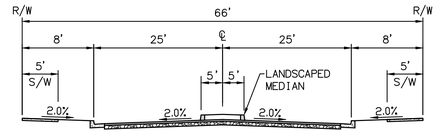




SECTION C-C
NOT TO SCALE



STREETS "A" AND "F"
NOT TO SCALE



STREET "G"
NOT TO SCALE

PLANNING APPLICATION NO. 14-0002

RBF CONSULTING
A Baker Company

BAXTER VILLAGE
CONCEPTUAL GRADING PLAN
(SINGLE FAMILY RESIDENTIAL)
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

H:\PDATA\133555\CADD\LAND\DLV\GRADING\CONCEPTUAL\SINGLE FAMILY\133555-CG-SF-003.DWG TBURNSIDE 8/4/15 12:12 PM

APN 367-210-042

GROVE STREET

APN 367-220-044

APN 367-220-043

APN 367-220-042

APN 367-180-017

APN 367-220-024

WHITE ROAD

LOT 'A'

STREET "A"

STREET "B"

STREET "C"

STREET "D"

STREET "E"

STREET "F"

STREET "G"

SIDEWALK (TYP.)

BAXTER ROAD

BAXTER ROAD

SCALE: 1"=80'

80 40 0 80 160 240

SCALE: 1"=80'

LEGEND

SIDEWALK / CROSSWALK

PLANNING APPLICATION NO. 14-0002

RBF CONSULTING
A Baker Company

BAXTER VILLAGE
PEDESTRIAN CIRCULATION EXHIBIT
(SINGLE FAMILY RESIDENTIAL)
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 4 OF 4 SHEETS

H:\PDATA\133555\CADD\LAND\DLV\GRADING\CONCEPTUAL\SINGLE FAMILY\133555-CG-SF-004.DWG TBURNSIDE 8/4/15 10:48 AM

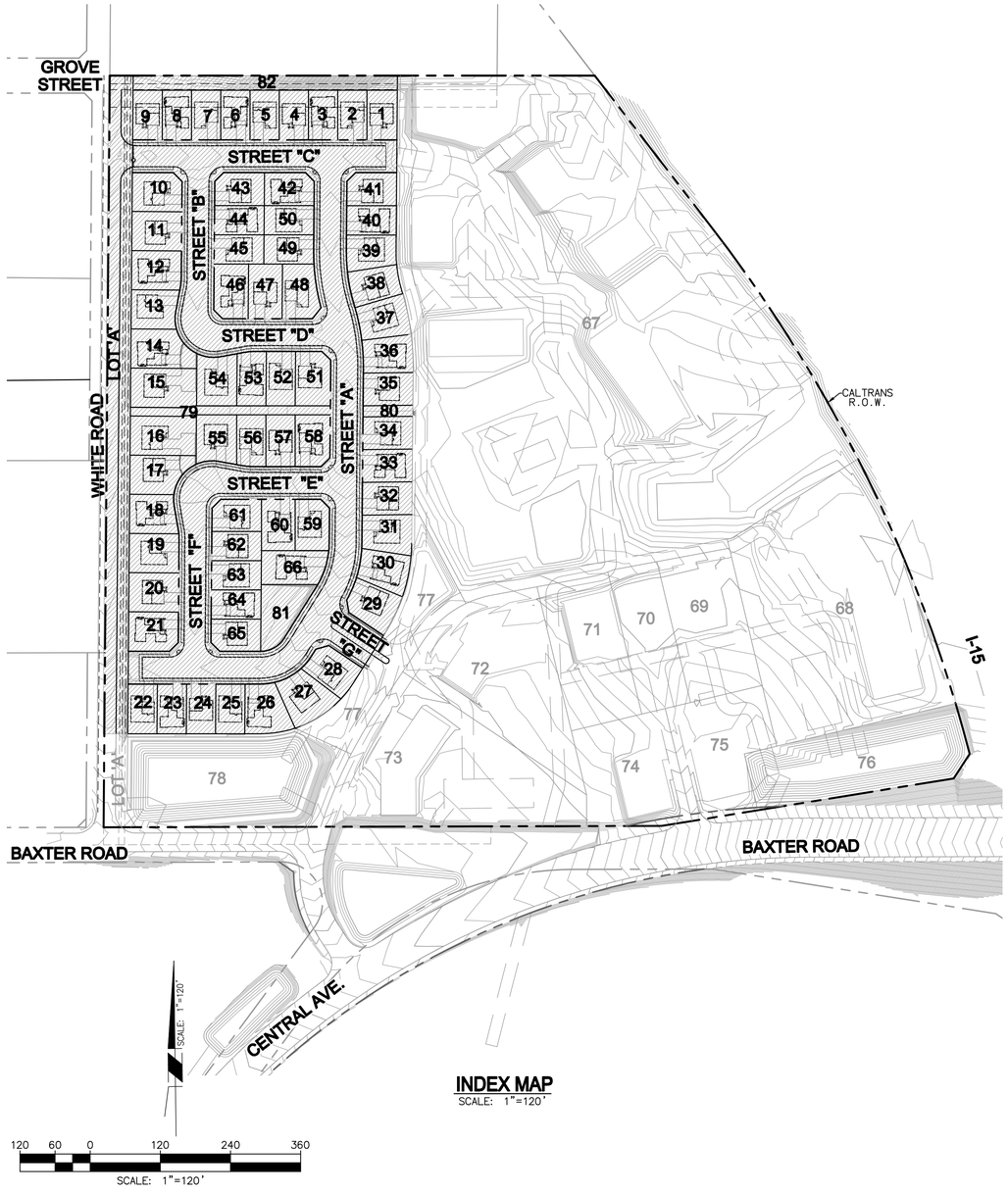
BAXTER VILLAGE

FINAL SITE PLAN OF DEVELOPMENT

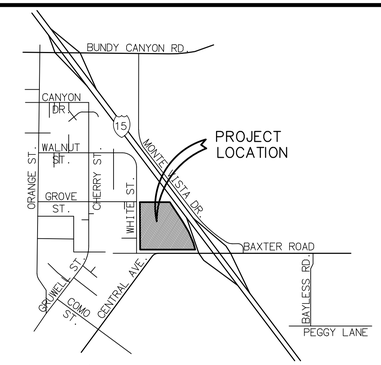
FOR

LOTS 1–66, 79–82, OF TENTATIVE TRACT MAP 36674 & PA13–0040

CITY OF WILDOMAR, COUNTY OF RIVERSIDE
STATE OF CALIFORNIA



INDEX MAP
SCALE: 1"=120'



VICINITY MAP
NOT TO SCALE

TOWNSHIP 6 SOUTH, RANGE 4 WEST, SECTION 26
THOMAS GUIDE RIV CO 2008
897 C5, C6, D5, D6

GENERAL DESCRIPTION

1. EXISTING LAND USE: VACANT
2. GENERAL PLAN: MUPA – MIXED USE POLICY AREA
3. EXISTING ZONING: SCENIC HIGHWAY COMMERCIAL
4. PROPOSED ZONING: SCENIC HIGHWAY COMMERCIAL AND R–4 PLANNED RESIDENTIAL
5. PROPOSED LAND USE: MIXED USE
6. PROPOSED WATER AND SEWER SERVICE WILL BE PROVIDED BY: ELSINORE VALLEY MUNICIPAL WATER DISTRICT
7. ALL UTILITIES WILL BE UNDERGROUND
   GAS ---------- SOUTHERN CALIFORNIA GAS COMPANY
   ELECTRIC ---------- SOUTHERN CALIFORNIA EDISON
   TELEPHONE ---------- VERIZON
8. SCHOOL DISTRICT: LAKE ELSINORE UNIFIED SCHOOL DISTRICT
9. PROPOSED NUMBER OF LOTS: 66 SINGLE FAMILY, 4 OPEN SPACE
10. THIS TENTATIVE MAP IS EXCLUSIVELY UNDER THE OWNERSHIP OF THE SUBDIVIDER AND INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE SUBDIVIDER.
11. THOMAS BROTHER'S GUIDE – PAGE 897, COORDINATES C & D, AND 5 & 6
12. SITE INFORMATION

GROSS AREA	12.5 ACRES
NET AREA	11.1 ACRES
UNITS	66 UNITS
DENSITY	5.9 DU/AC

LEGAL DESCRIPTION FOR APN # 367-180-015

PARCEL 1
THE WEST ONE–HALF OF THE SOUTHWEST ONE–QUARTER OF THE SOUTHEAST ONE–QUARTER OF SECTION 26, TOWNSHIP 6 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF.

LEGAL DESCRIPTION FOR APN # 367-180-043

PARCEL 2
THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER AND THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 6 SOUTH, RANGE 4 WEST, SAN BERNARDING BASE AND MERIDIAN, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF.

EXCEPT THEREFROM THE SOUTH 30 FEET THEREOF; ALSO EXCEPT THEREFROM THAT PORTION LYING NORTHEASTERLY, EASTERLY AND SOUTHERLY OF THE SOUTHWESTERLY, WESTERLY AND NORTHERLY LINES OF PARCEL 2 AS DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED ON AUGUST 8, 1977 AS INSTRUMENT NO. 151810 OF OFFICIAL RECORDS.

JOB ADDRESS

THE SITE IS BORDERED BY BAXTER ROAD TO THE SOUTH, WHITE ROAD TO THE WEST AND THE 15 FWY. TO THE EAST/ NORTHEAST AND APN 367–210–042 TO THE NORTH.

OWNER / APPLICANT

STRATA BAXTER, LLC
4370 LA JOLLA VILLAGE DRIVE #960
SAN DIEGO, CA 92122
(858)546–0900 (p)
(858)546–8725 (f)

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

367–180–015, 043

LEGEND

BOUNDARY LINE
RIGHT OF WAY
CENTERLINE
PROPOSED LOT LINE
LOT NUMBERS 25
TOP
TOE



PLAN 1
22 UNITS
ELEVATION "A"
ELEVATION "B"
ELEVATION "C"



PLAN 2
23 UNITS
ELEVATION "A"
ELEVATION "B"
ELEVATION "C"



PLAN 3
21 UNITS
ELEVATION "A"
ELEVATION "B"
ELEVATION "C"

PLANNING APPLICATION NO. 14–0002

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

BAXTER VILLAGE
FINAL SITE PLAN OF DEVELOPMENT
CITY OF WILDOMAR – COUNTY OF RIVERSIDE

SHEET 1 OF 2 SHEETS

H:\PDATA\133555\CADD\LAND\EXHIBITS\FSPOD\133555-FSPOD-SF-001.DWG TBURNSIDE 2/10/15 10:45 AM

GROVE STREET

WHITE STREET

LOT 'A'

STREET "A"

STREET "B"

STREET "C"

STREET "D"

STREET "E"

SEE BELOW LEFT

SEE ABOVE RIGHT

PLOTTING LEGEND

PLAN 1
22 UNITS
- ELEVATION "A"
- ELEVATION "B"
- ELEVATION "C"

PLAN 2
23 UNITS
- ELEVATION "A"
- ELEVATION "B"
- ELEVATION "C"

PLAN 3
21 UNITS
- ELEVATION "A"
- ELEVATION "B"
- ELEVATION "C"

SCALE: 1"=40'

40 20 0 40 80 120

SCALE: 1"=40'

PLANNING APPLICATION NO. 14-0002

RBF CONSULTING
A Baker Company

BAXTER VILLAGE
FINAL SITE PLAN OF DEVELOPMENT
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 2 SHEETS

H:\PDATA\133555\CADD\LAND\EXHIBITS\FSPOD\133555-FSPOD-SF-002.DWG TBURNSIDE 2/9/15 4:32 PM



Project Summary

Site Area Information

Gross Site Area:	35.98 AC
Basins:	2.9 AC
Street ROW:	1.24 AC
Open Space	5.41 AC

Commercial

Gross Area:	12.2 AC
Total FLA:	75,000 SF
Parking Required:	413 SPACES (5.5/1000 SF)
Parking Provided:	423 SPACES

Apartments

Gross Area:	11.3 AC
Density:	18 DU/AC
TOTAL	204 UNITS
- 1 Bed (735 SF)	42 UNITS
- 2 Bed (1064 SF)	102 UNITS
- 3 Bed (1281 SF)	60 UNITS

Parking Required:

- 1BR	1.25 SPACES/UNIT
- 2BR	2.25 SPACES/UNIT
- 3BR	2.75 SPACES/UNIT
TOTAL	448 SPACES

Parking Provided (Includes Guest/Visitor Parking):

- Carport	204 SPACES
- Open	244 SPACES
TOTAL	448 SPACES

Single Family

Gross Area:	12.5 AC
Density:	5.3 DU/AC
TOTAL	66 LOTS

Open Space

*Assumes 3.29 people/du
*3.0 ac/1,000 people req'd

Open Space Required: 2.7 AC
270 du x 3.29 people/du = 888 people
888 people x 3.0 ac/1,000 people

Open Space Provided:

- Apartment O.S.	4.8 AC
- Single Family O.S	0.61 AC
TOTAL	5.41 AC

0 40 80 160

BAXTER VILLAGE

SITE PLAN of Development

WILDOMAR, CALIFORNIA

KTGY # 2013-0121 07.23.2015

A1.0

Strata Equity Group
4370 La Jolla Village Dr. Suite 960
San Diego, CA 92122
(858) 546-0900

KTGY Group, Inc.
Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com



PROJECT SUMMARY:

SITE AREA INFORMATION

GROSS SITE AREA	35.98 AC
BASINS	2.9 AC
STREET ROW	1.24 AC
OPEN SPACE	5.41 AC

COMMERCIAL

GROSS AREA	12.2 AC.
TOTAL FLOOR AREA	75,000 SF
PARKING REQUIRED	413 SPACES (5.5/1000 SF)
PARKING PROVIDED	423 SPACES

APARTMENTS

GROSS AREA	11.3 AC
DENSITY	18 DU/AC
TOTAL	204 UNITS
- 1 BED (735 SF)	42 UNITS
- 2 BED (1064 SF)	102 UNITS
- 3 BED (1281 SF)	60 UNITS

PARKING REQUIRED

1BR	1.25 SPACES/UNIT
2BR	2.25 SPACES/UNIT
3BR	2.75 SPACES/UNIT
TOTAL	448 SPACES

PARKING PROVIDED (INCLUDES GUEST / VISITOR PARKING)

CARPORT	204 SPACES
OPEN	244 SPACES
TOTAL	448 SPACES

SINGLE FAMILY

GROSS AREA	12.5 AC.
DENSITY	5.3 DU/AC
TOTAL	66 LOTS

OPEN SPACE

*ASSUMES 3.29 PEOPLE/DU
*3.0 AC/1000 PEOPLE REQUIRED

OPEN SPACE REQUIRED	2.7 AC
270 DU X 3.29 PEOPLE/DU = 888 PEOPLE	
888 PEOPLE X 3.0 AC/1000 PEOPLE	

OPEN SPACE PROVIDED

APARTMENT OS	4.8 AC
SINGLE FAMILY OS	0.61 AC
TOTAL	5.41 AC

0 100 200 300

BAXTER VILLAGE

STRATA EQUITY GROUP, INC.

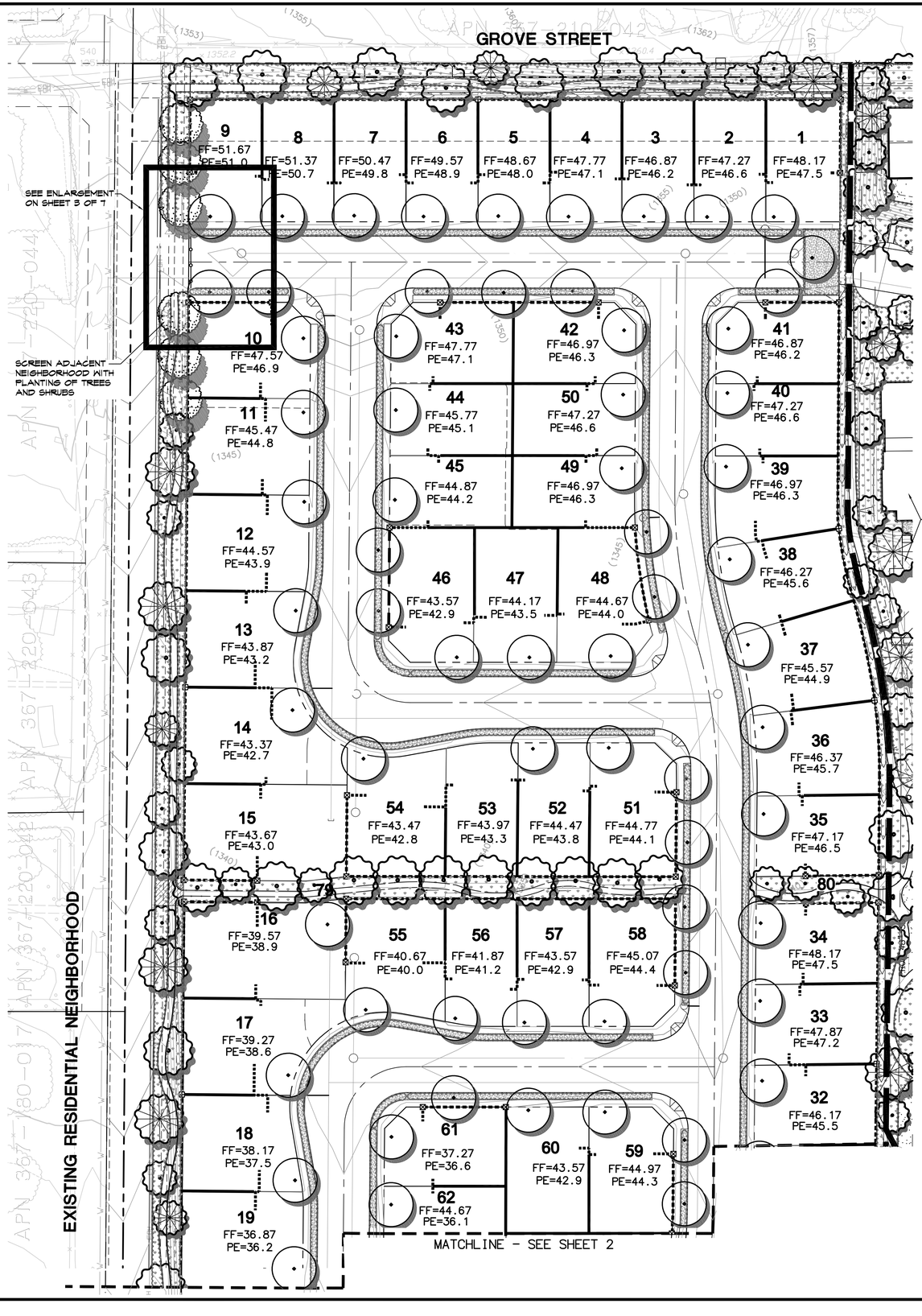
ILLUSTRATIVE SITE PLAN

A1.1

WILDOMAR, CALIFORNIA

KTGY # 2013-0121 JULY 2015

Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com



LEGEND

COMMUNITY ENTRY MONUMENT - TREES, LOW WALLS, BOULDERS, HEDGE, AND UP-LIGHTS WITH SIGN PER CITY STANDARDS AND TO COMPLIMENT ARCHITECTURE

5' MINIMUM HIGH DECORATIVE MASONRY SCREEN / PRIVACY WALL AND COLUMNS WITH PRECAST CONCRETE CAP

5' MINIMUM HIGH INTERNAL WOOD FENCE

4' MINIMUM HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE (PLAY AREA)

COMPACTED DECOMPOSED GRANITE TRAIL

DECORATIVE PAVEMENT SUCH AS INTERLOCKING PAVERS, STAMPED CONCRETE OR EXPOSED AGGREGATE CONCRETE

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 (JANUARY 2004), GUIDE TO CALIFORNIA FRIENDLY LANDSCAPING (DECEMBER 2009), CALIFORNIA FRIENDLY PLANT LIST (MARCH 2013), FIRE DEPARTMENT REQUIREMENTS, OAK TREE MANAGEMENT GUIDELINES, 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 PRIVATE PROPERTY OWNERS OR HOME OWNERS ASSOCIATION(S).

NO GRASS/TURF OR POP-UP SPRAYERS ARE PROPOSED WITH THIS PROJECT.

WATER USE CALCULATIONS

TOTAL LANDSCAPE AREA 75,550 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 75,550 X 0.62 = 2,887,000 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

LANDSCAPE ZONES AND PLANT PALETTE

BAXTER VILLAGE SINGLE FAMILY RESIDENTIAL NEIGHBORHOOD

SYMBOL

BOTANICAL NAME	COMMON NAME	WUCOLS
ACCENT TREES, SUCH AS;		
JACARANDA MIMOSIFOLIA	JACARANDA	M
LAGERSTROEMIA INDICA	CRAPE MYRTLE	M
PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT PEAR	M

NOTES: MINIMUM 15 GALLON AND 24" BOX SIZES; MINIMUM 36" AND 48" BOX BOX SIZES AT ENTRY, 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

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 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

WALL CLINGING VINES, SUCH AS;		
PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	M
FICUS PUMILA	CREEPING FIG	M

NOTE: MINIMUM 1 GALLON SIZES

DROUGHT TOLERANT VARIETIES OF TURF

NATIVE AND CALIFORNIA FRIENDLY LANDSCAPED OPEN SPACE, BUFFER AND SCREEN

SYMBOL

BOTANICAL NAME	COMMON NAME	WUCOLS
CANOPY TREES, SUCH AS;		
CEDRUS DEODARA	DEODAR CEDAR	M
CUPRESSUS ARIZONICA	ARIZONA CYPRESS	L
EUCALYPTUS SPECIES	EUCALYPTUS	L
PINUS ELDARICA	AFGHAN PINE	L
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	M
POPULUS FREMONTII	FREEMONT COTTONWOOD	M
QUERCUS AGRIFOLIA	LIVE OAK	L
QUERCUS ENGELMANII	ENGELMAN OAK	L
SCHINUS MOLLE	CALIFORNIA PEPPER	L

NOTE: MINIMUM 15 GALLON AND 24" BOX SIZES

SHRUBS, SUCH AS;		
ENCELIA FARINOSA	BRITTLEBUSH	L
HETEROMELES ARBUTIFOLIA	TOYON	L
LIGUSTRUM JAPONICUM 'TEXANUM'	TEXAS PRIVET	M
PHOTINIA X FRASERI	FRASERS PHOTINIA	M
PITTOSPORUM TOBIRA	TOBIRA	M
PRUNUS CAROLINIANA 'COMPACTA'	CAROLINA CHERRY	M
RHAMNUS CALIFORNICA	COFFEE BERRY	L
RHAPHIOLEPIS INDICA	INDIA HAWTHORN	L M
RHUS OVATA	SUGAR BUSH	L
XYLOSMA CONGESTUM 'COMPACTA'	COMPACT SHINY XYLOSMA	M

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	L M
MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
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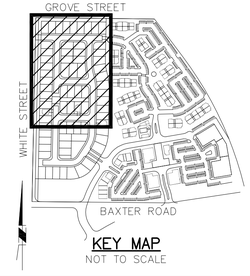
NATIVE HYDROSEED



KEY MAP
NOT TO SCALE

SCALE: 1"=40'

40 20 0 40 80 120
SCALE: 1"=40'

PLANNING APPLICATION NO. 14-0002

RBF CONSULTING
A Baker Company

BAXTER VILLAGE
CONCEPTUAL LANDSCAPE PLAN
(SINGLE FAMILY RESIDENTIAL)
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 7 SHEETS

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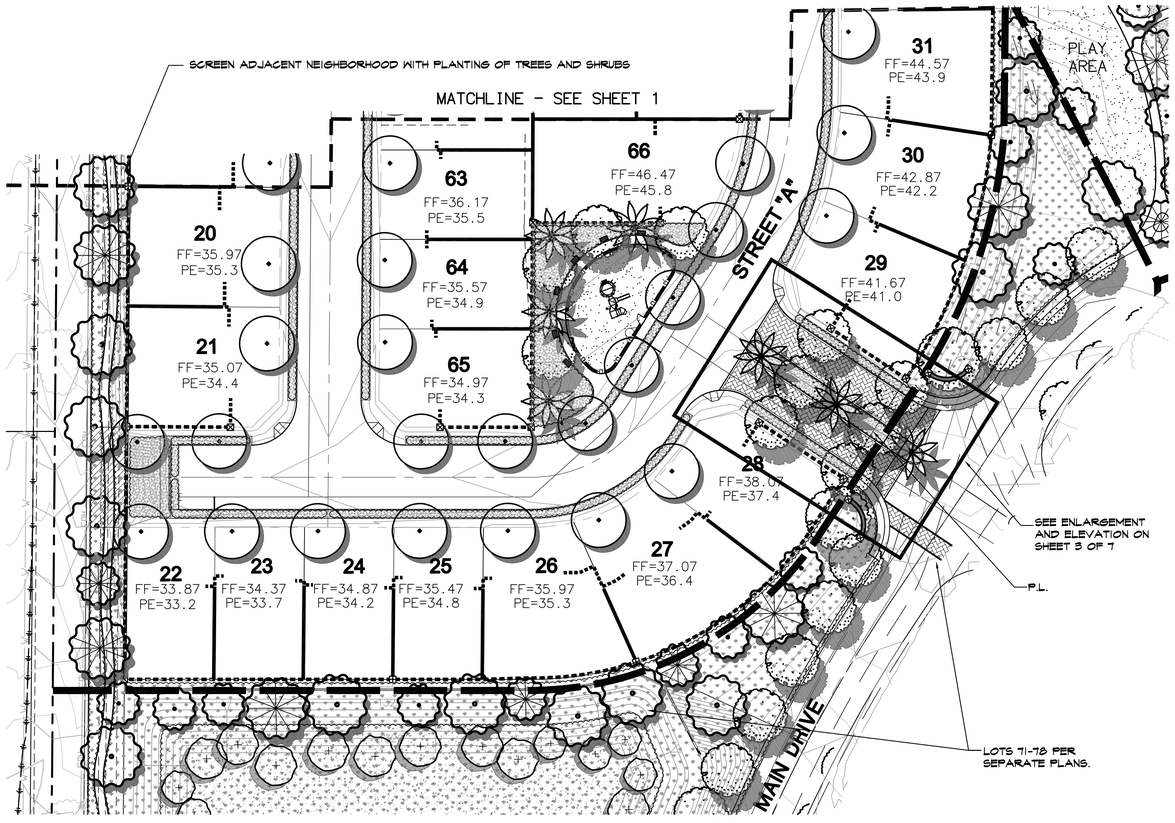

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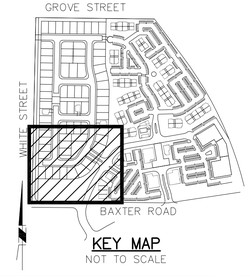

KEY MAP
NOT TO SCALE

PLANNING APPLICATION NO. 14-0002

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SHEET 2 OF 7 SHEETS

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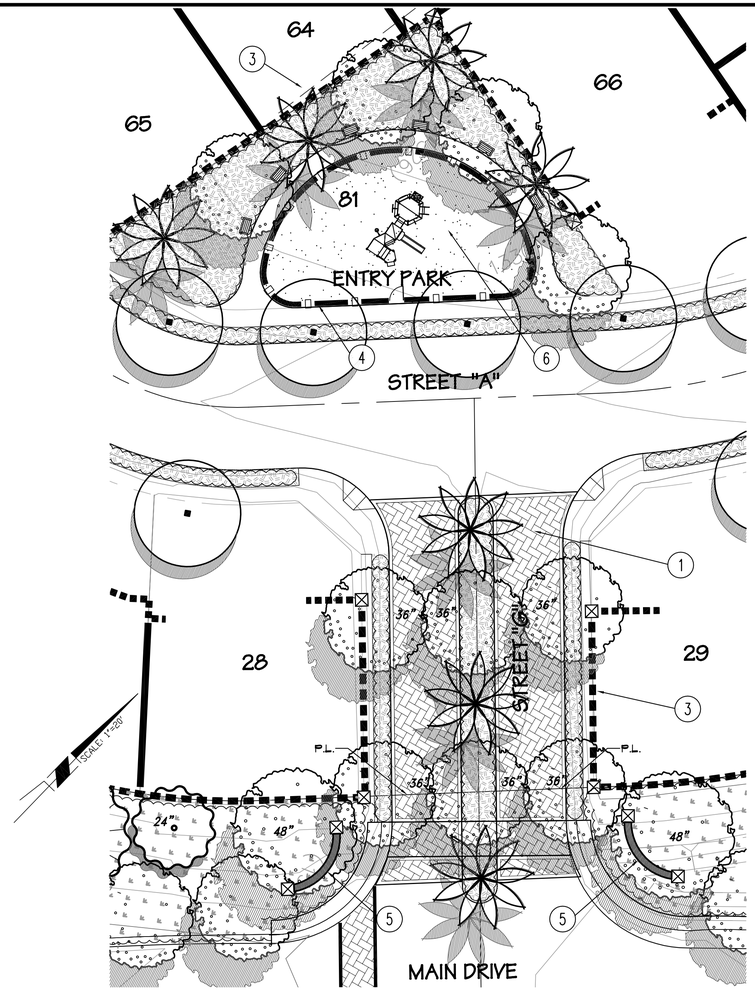
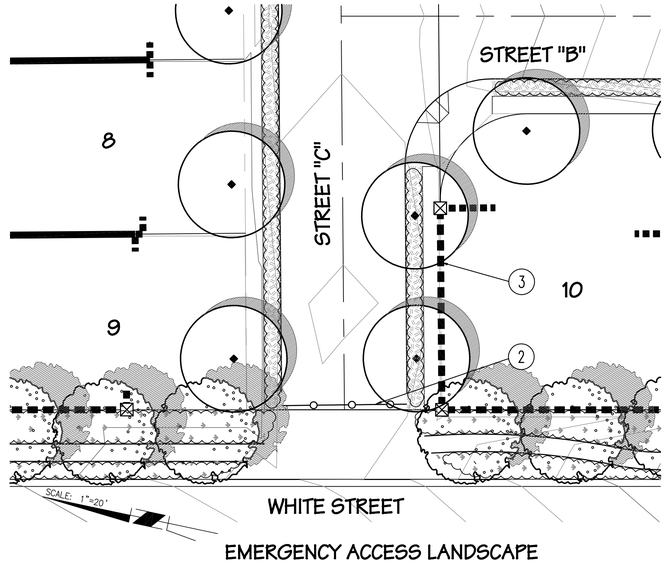


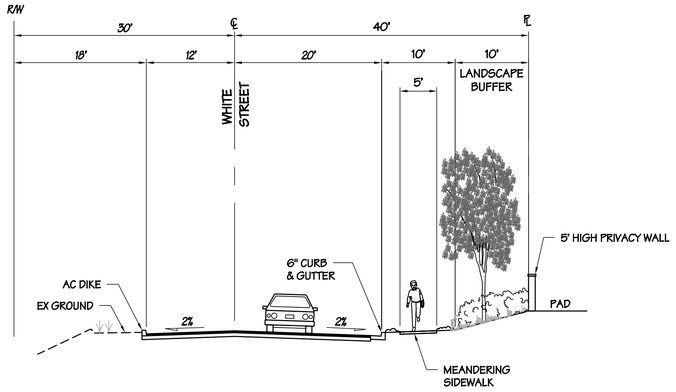
ENHANCED ENTRY LANDSCAPE AND MONUMENT WALL AT MAIN DRIVE

A SCALE: 1" = 20'



EMERGENCY ACCESS LANDSCAPE AT WHITE STREET

B SCALE: 1" = 20'



A-A SECTION

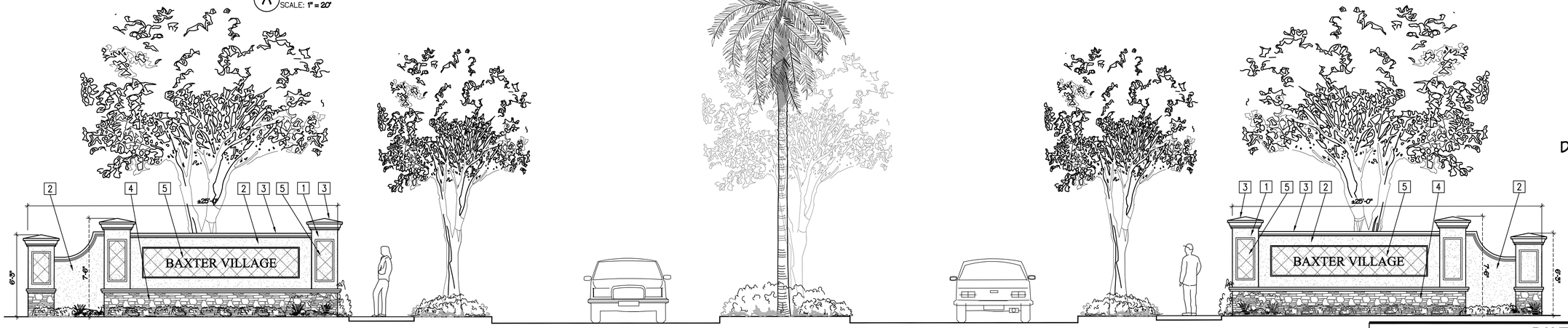
SCALE: NOT TO SCALE

LANDSCAPE CONSTRUCTION NOTES

1. ENRICHED PAVEMENT, SUCH AS INTERLOCKING PAVERS OR STAMPED CONCRETE
2. TUBULAR STEEL EMERGENCY ACCESS GATE WITH KNOX BOX
3. 5' HIGH DECORATIVE MASONRY PRIVACY WALL - SEE DETAIL 'A' ON SHEET 6
4. 4' HIGH DECORATIVE PAINTED TUBULAR STEEL FENCE AND GATE - SEE DETAIL 'C' ON SHEET 6
5. COMMUNITY ENTRY MONUMENT SEE ELEVATION BELOW
6. ENTRY PARK - TOT LOT, BBQ, TRELLIS, BENCHES AND PICNIC TABLES AND 24" &36" BOX TREES

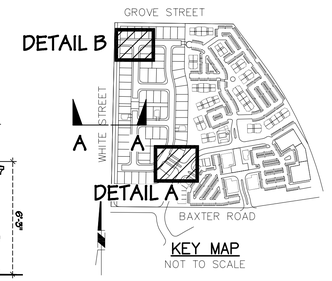
MATERIAL LEGEND

1. STUCCO PILASTER
2. STUCCO WALL
3. PRECAST CONCRETE CAP
4. CULTURED STONE VENEER MONUMENT WALL
5. STUCCO OR TILE BACKGROUND



ELEVATION - ENHANCED ENTRY LANDSCAPE AND MONUMENT WALL AT MAIN DRIVE

SCALE: NOT TO SCALE



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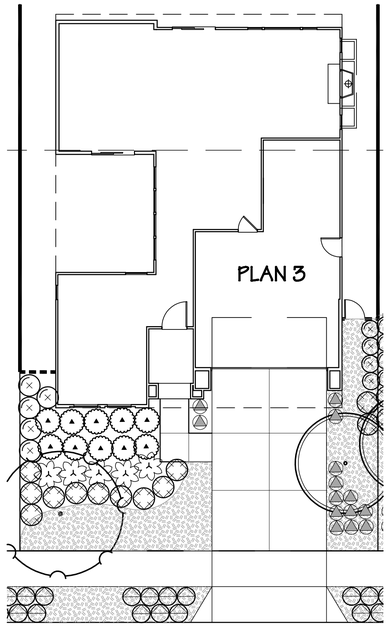
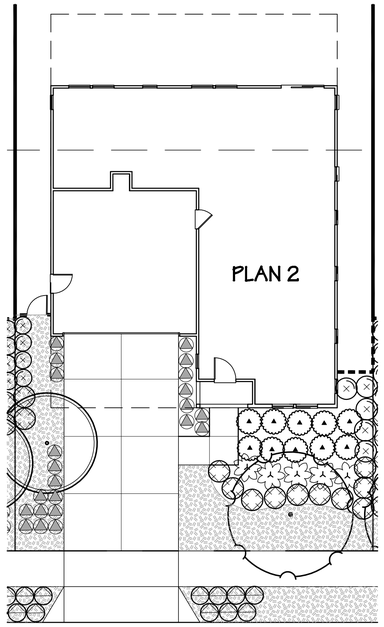
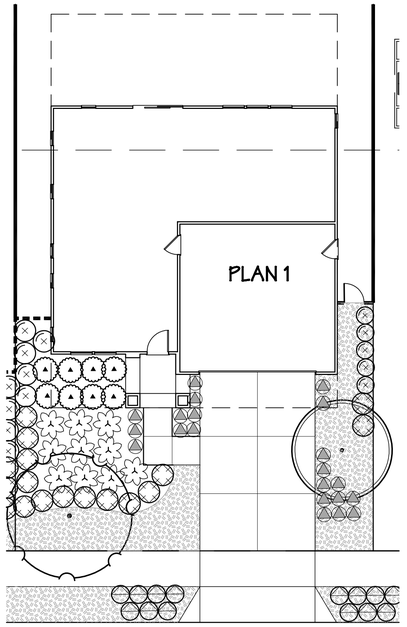


C FRONT YARD TYPICAL PLAN 3
SCALE: 1" = 10'



B FRONT YARD TYPICAL PLAN 2
SCALE: 1" = 10'



A FRONT YARD TYPICAL PLAN 1
SCALE: 1" = 10'

PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
	STREET TREES			
	JACARANDA MIMOSIFOLIA	JACARANDA	24" BOX	M
	KOELRUERIA BIPINATIA	CHINESE FLAME TREE	24" BOX	M
	LAGERSTROEMIA INDICA	CRAPE MYRTLE	24" BOX	M
	PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT PEAR	24" BOX	M
	FRONT YARD TREES			
	ARBUTUS UNEDO	STRAWBERRY TREE	15 GALLON	M
	LAGERSTROEMIA INDICA	CRAPE MYRTLE	15 GALLON	M
	MAGNOLIA GRANDIFLOA 'LITTLE GEM'	MAGNOLIA	15 GALLON	M
	PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT PEAR	15 GALLON	M
	SHRUBS			
	LIGUSTRUM JAPONICUM 'TEXANUM'	TEXAS PRIVET	5 GALLON	M
	OLEA EUROPAEA 'LITTLE OLLIE'	DWARF OLIVE	5 GALLON	L
	PRUNUS CAROLINIANA 'COMPACTA'	CAROLINA CHERRY	5 GALLON	M
	ROSA 'ICEBERG'	WHITE ICEBERG ROSE	5 GALLON	M
	PHOTINIA X FRASERI	FRASERS PHOTINIA	5 GALLON	M
	RHAPHIOLEPIS INDICA	INDIA HAWTHORN	5 GALLON	M
	STRELITZIA REGINAE	BIRD OF PARADISE	5 GALLON	M
	SALVIA LEUCANTHA	MEXICAN BUSH SAGE	5 GALLON	L
	PITTOSPORUM TOBIRA 'WHEELER'S DWARF'	DWARF TOBIRA	5 GALLON	M
	RHAPHIOLEPIS INDICA 'BALLERINA'	INDIA HAWTHORN	5 GALLON	M
	HESPERALOE PARVIFLORA	RED YUCCA	1 GALLON	L
	LAVENDULA DENTATA	FRENCH LAVENDER	1 GALLON	L
	RHAPHIOLEPIS INDICA 'BALLERINA'	INDIA HAWTHORN	5 GALLON	M
	GROUNDCOVERS			
	MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	1 GALLON	L
	ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	1 GALLON	L

NOTES

1. ALL PLANTER SHALL RECEIVE 3" THICK WOOD MULCH.
2. IRRIGATION SYSTEM SHALL MINIMIZE THE USE OF OF OVERHEAD SPRAY TYPE SYSTEMS AND INCORPORATE DRIP OR BUBBLER TYPE IRRIGATION SYSTEMS.

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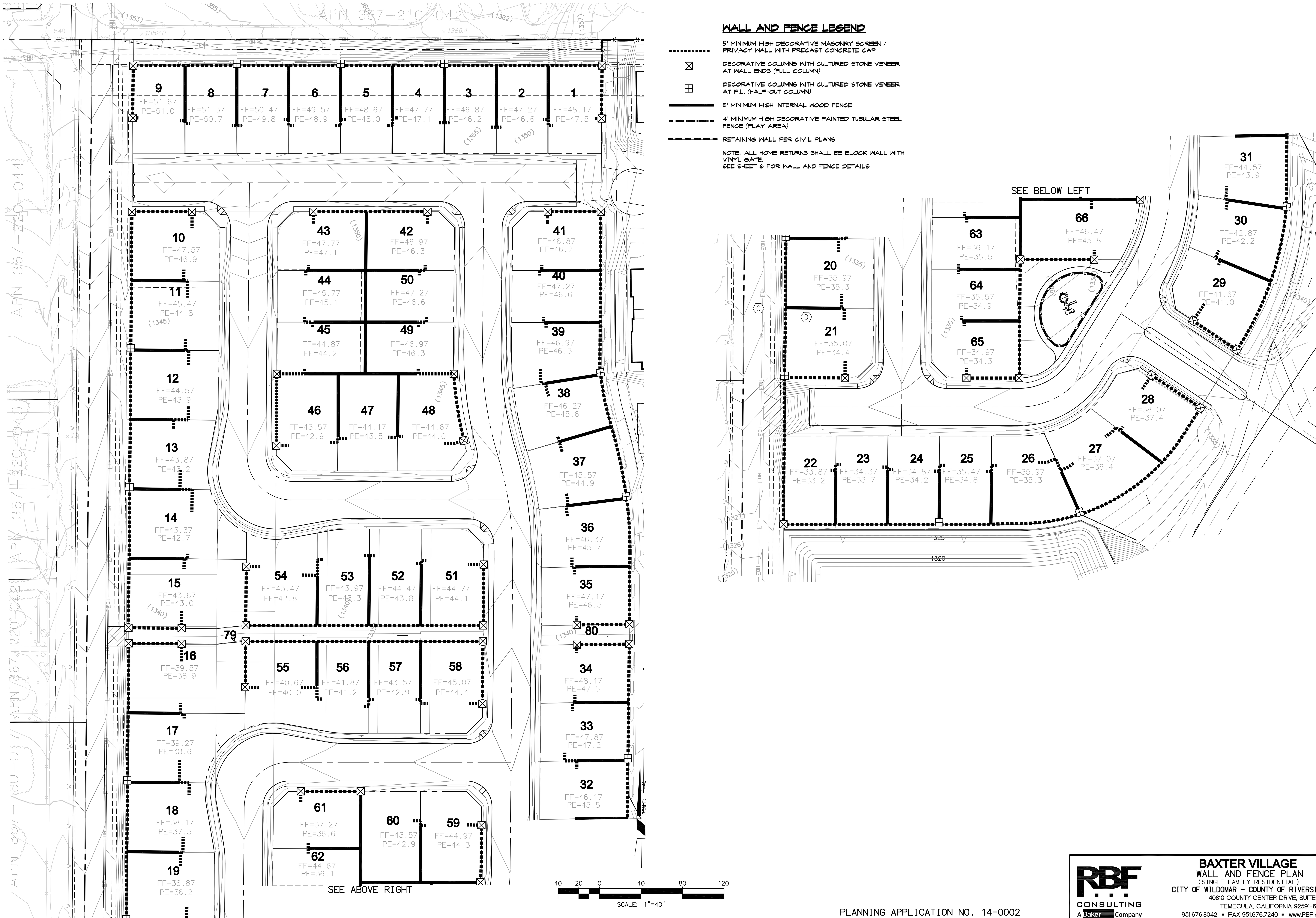
SHEET 4 OF 7 SHEETS

H:\PDATA\133555\CADD\LARCH\EXHIBITS\CONCEPT\SINGLE FAMILY\133555-LS-SF-TYP-04.DWG JENHUA.HAN 5/20/15 12:17 pm



PLANNING APPLICATION NO. 14-0002

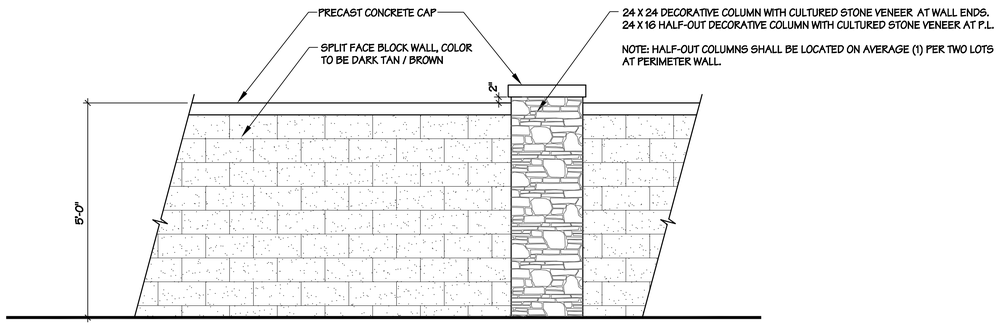
RBF CONSULTING
A Baker Company

BAXTER VILLAGE
WALL AND FENCE PLAN
(SINGLE FAMILY RESIDENTIAL)
CITY OF WILDOMAR - COUNTY OF RIVERSIDE

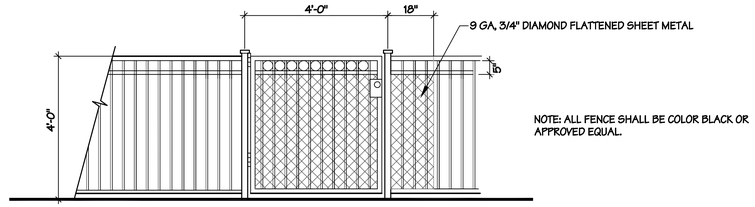
40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

SHEET 5 OF 7 SHEETS

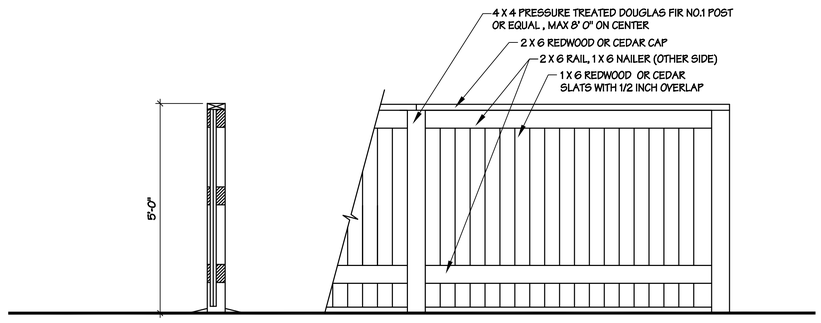
H:\PDATA\133555\CADD\LARCH\EXHIBITS\CONCEPT\SINGLE FAMILY\133555-FENCE-SF-056.DWG JENHUA.HAN 5/20/15 12:18 pm



A MASONRY BLOCK WALL
SCALE: NOT TO SCALE



PAINTED TUBULAR STEEL FENCE AND GATE AT ENTRY AND PLAY AREA
B SCALE: NOT TO SCALE



B INTERNAL WOOD FENCE
SCALE: NOT TO SCALE

PLANNING APPLICATION NO. 14-0002

RBF CONSULTING
A Baker Company

BAXTER VILLAGE
WALL AND FENCE DETAILS
(SINGLE FAMILY RESIDENTIAL)
CITY OF WILDOMAR - COUNTY OF RIVERSIDE
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SHEET 6 OF 7 SHEETS

H:\PDATA\133555\CADD\LARCH\EXHIBITS\CONCEPT\SINGLE FAMILY\133555-FENCE-SF-056.DWG JENHUA.HAN 5/20/15 12:22 pm

PICNIC TABLE EXAMPLES





BENCH EXAMPLES





TRASH RECEPTACLE EXAMPLES







CONCRETE PAVER EXAMPLES





STAMPED CONCRETE EXAMPLES





EXPOSED AGGREGATE CONCRETE EXAMPLES





PLANNING APPLICATION NO. 14-0002

RBF CONSULTING
A Baker Company

BAXTER VILLAGE
SITE FURNISHINGS AND ENRICHED PAVEMENT EXAMPLES
(SINGLE FAMILY RESIDENTIAL)
CITY OF WILDOMAR - COUNTY OF RIVERSIDE
40810 COUNTY CENTER DRIVE, SUITE 100
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SHEET 7 OF 7 SHEETS

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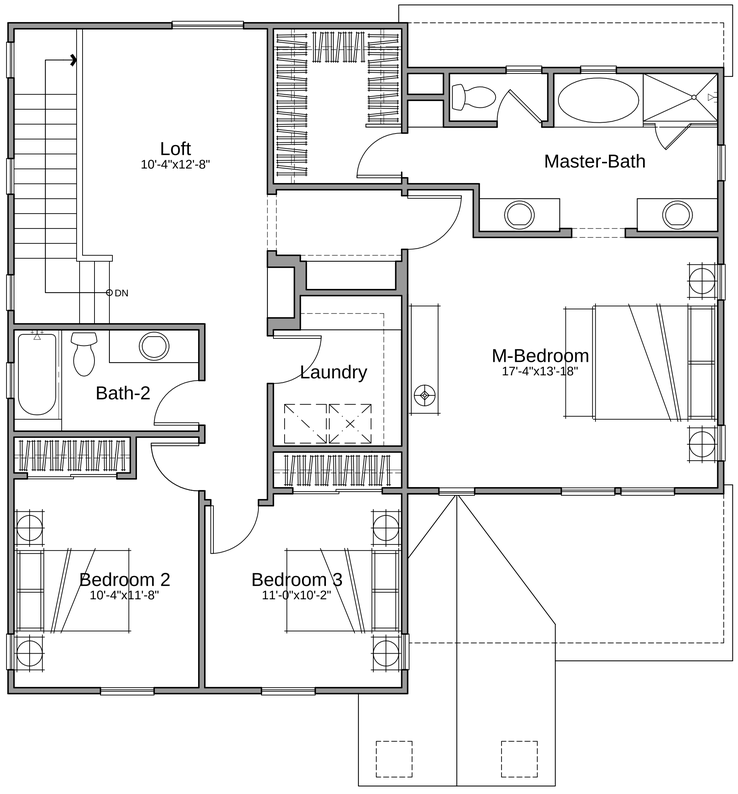
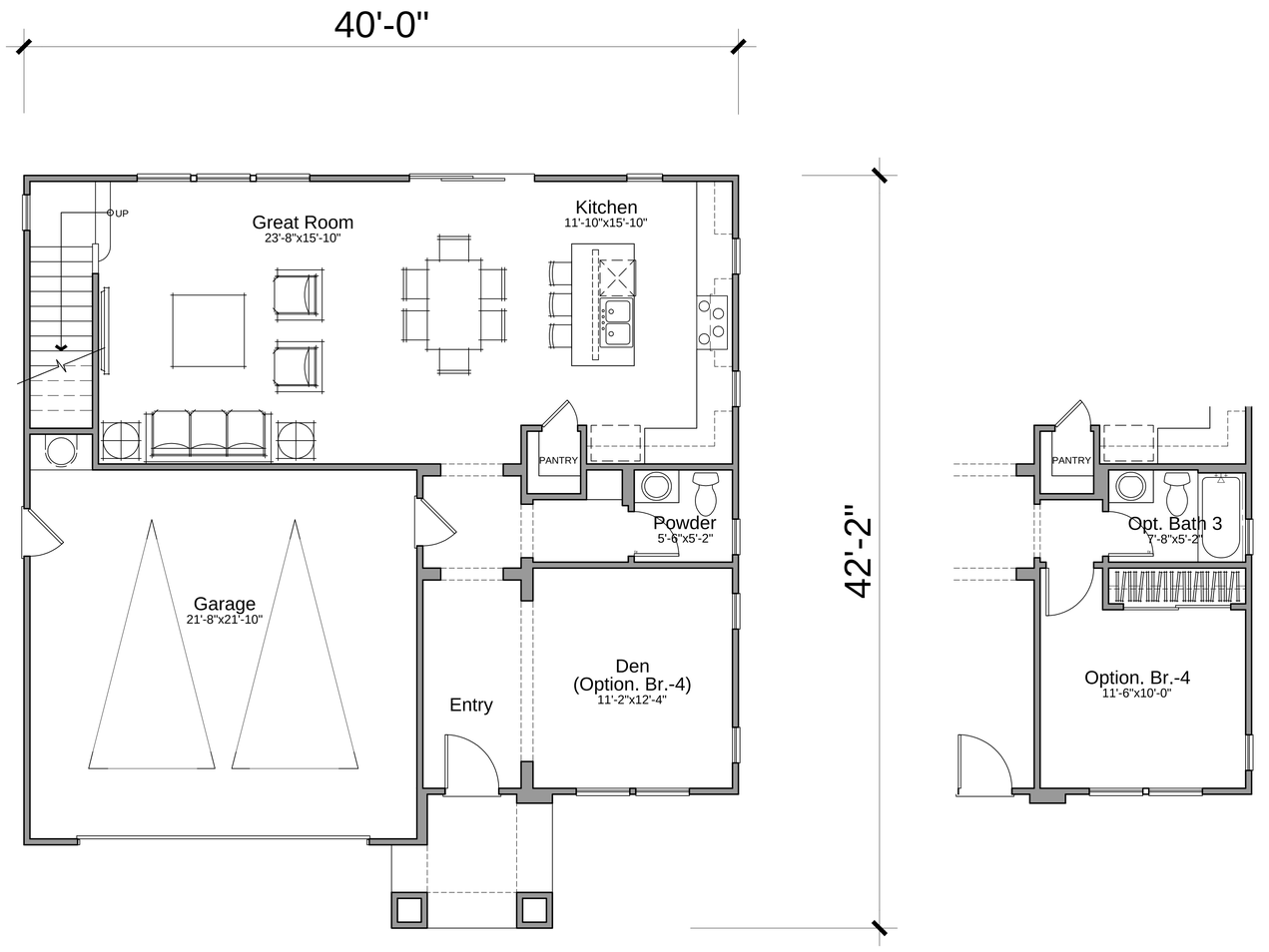


2ND FLOOR PLAN
979 SQ.FT. / 2,166 SQ.FT



1ST FLOOR PLAN
1,187 SQ.FT. / 2,166 SQ.FT

BAXTER VILLAGE

SINGLE FAMILY FLOOR PLAN-I

0 2 4 8

A2.0

Strata Equity Group
4370 La Jolla Village Dr. Suite 960
San Diego, CA 92122
(858) 546-0900

WILDOMAR, CALIFORNIA

KTGY # 2013-0121 07.23.2015

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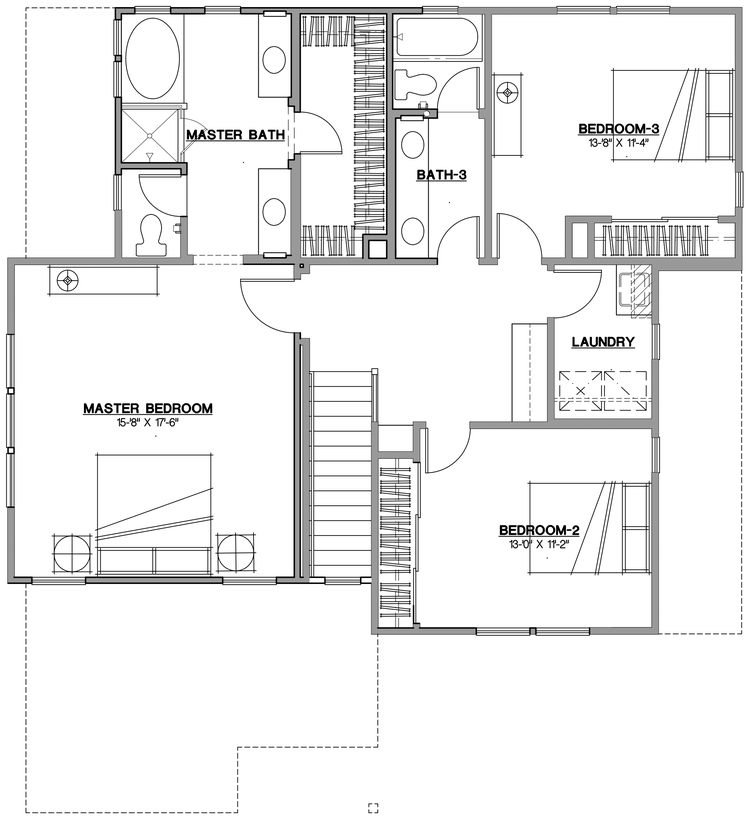
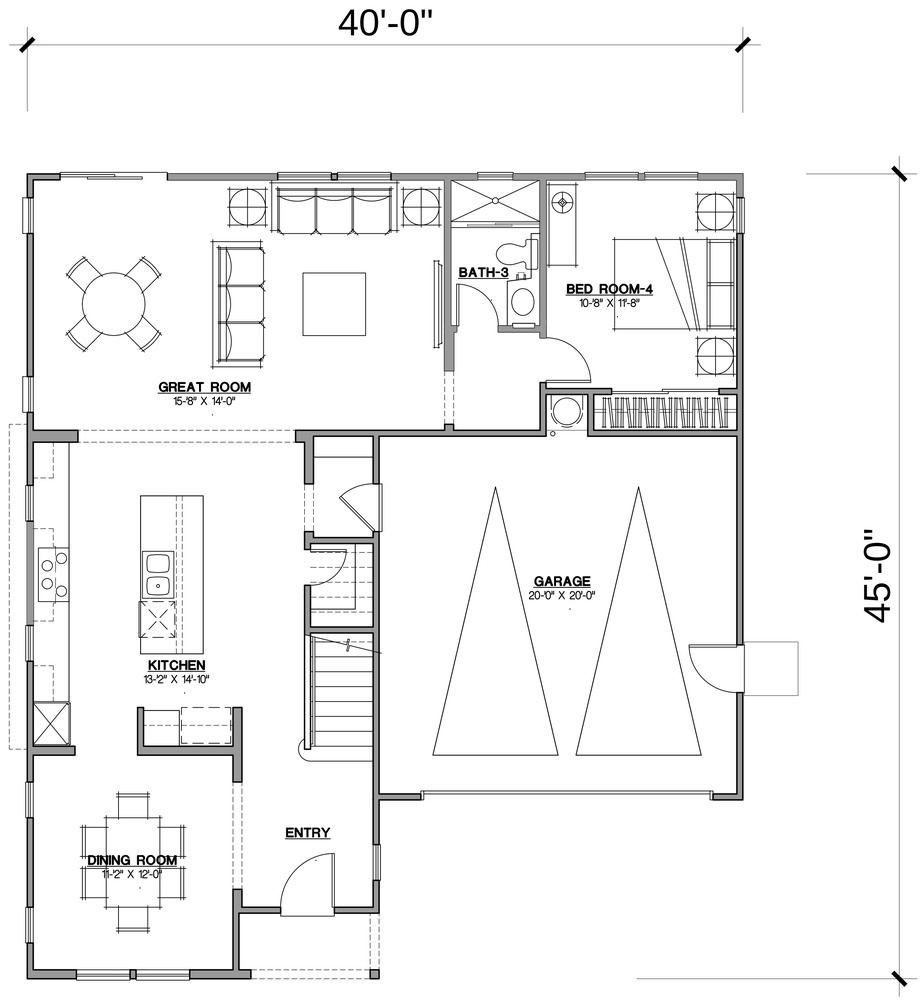
Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com



2ND FLOOR PLAN
1,157 SQ.FT. / 2,311 SQ.FT



1ST FLOOR PLAN
1,154 SQ.FT. / 2,311 SQ.FT

BAXTER VILLAGE

SINGLE FAMILY FLOOR PLAN-2

0 2 4 8

A2.1

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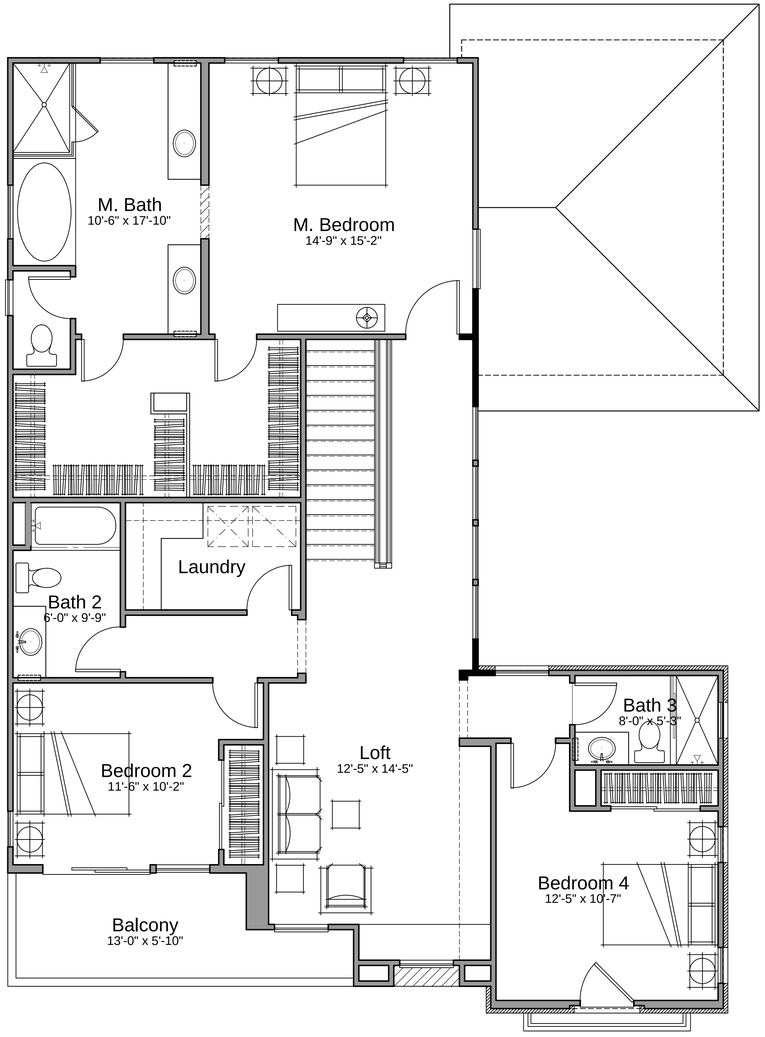
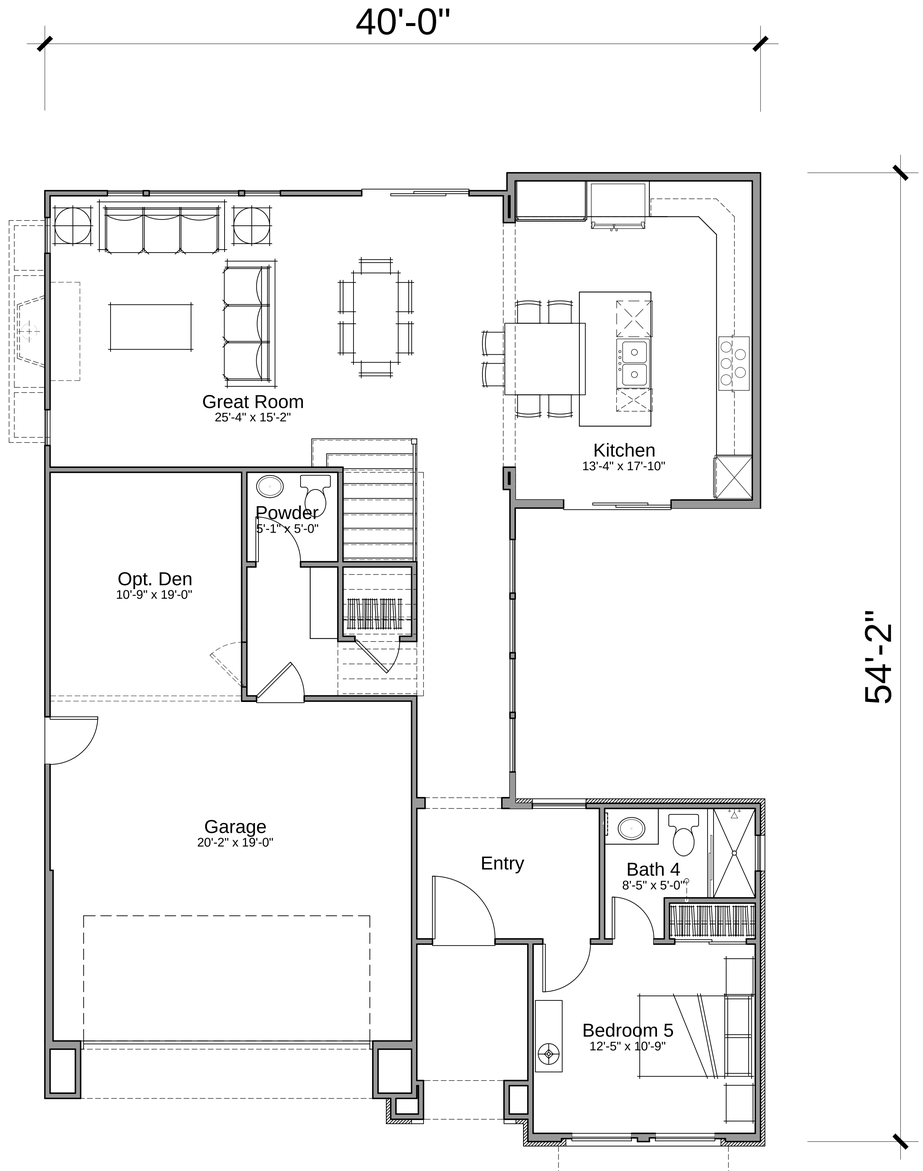


2ND FLOOR PLAN
1,457 SQ.FT. / 2,656 SQ.FT



1ST FLOOR PLAN
1,199 SQ.FT. / 2,656 SQ.FT

BAXTER VILLAGE

SINGLE FAMILY FLOOR PLAN-3

0 4 8 16

A2.2

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Irvine, CA 92614
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ktgy.com



REAR



LEFT



RIGHT



FRONT

BAXTER VILLAGE

CHARACTER ELEVATIONS - PLAN 1

0 4 8 16

A2.3

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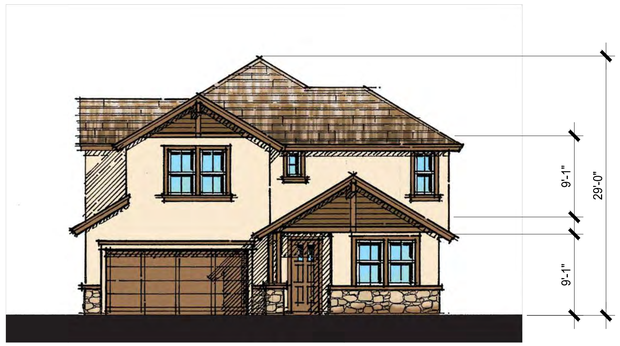
REAR



LEFT



RIGHT



FRONT

BAXTER VILLAGE

CHARACTER ELEVATIONS - PLAN 2

0 4 8 16

A2.4

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Architecture+Planning
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Irvine, CA 92614
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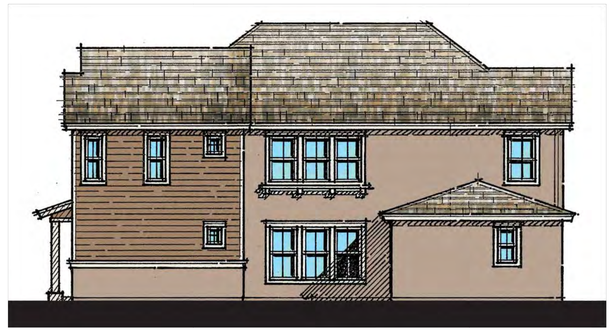
REAR



LEFT



RIGHT



FRONT

BAXTER VILLAGE

CHARACTER ELEVATIONS - PLAN 3

0 4 8 16

A2.5

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San Diego, CA 92122
(858) 546-0900

WILDOMAR, CALIFORNIA

KTGY # 2013-0121 07.23.2015

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Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com



PLAN 1 PLAN 2 PLAN 3

FRONT VIEW



PLAN 3 PLAN 2 PLAN 1

REAR VIEW

BAXTER VILLAGE

CHARACTER ELEVATIONS - STREET SCENE

0 4 8 16

A2.6

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San Diego, CA 92122
(858) 546-0900

WILDOMAR, CALIFORNIA

KTGY # 2013-0121 12.11.2014

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Architecture+Planning
17922 Fitch
Irvine, CA 92614
949.851.2133
ktgy.com

TENTATIVE TRACT MAP NO. 36674

ATTACHMENT E

SHEET 1 OF 2 SHEETS

IN THE CITY OF WILDOMAR, STATE OF CALIFORNIA

OWNER / APPLICANT

STRATA BAXTER, 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

367-180-015, AND 367-180-043

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:	897, C5, C6, D5, D6
GENERAL PLAN:	MUPA - MIXED USE PLANNING AREA
EXISTING ZONING:	C P S
PROPOSED ZONING:	R-3, R-4 AND C P S
EXISTING LAND USE:	VACANT LAND
PROPOSED LAND USE:	MHDR / VHDR / CR
EXISTING SURROUNDING LAND USE:	VACANT AND RESIDENTIAL
TOTAL SINGLE FAMILY LOTS:	66
LOT 67 IS FOR APARTMENT PURPOSES.	
TOTAL APARTMENT UNITS:	204
TOTAL COMMERCIAL LOTS:	8
PROJECT ACREAGE:	35.98 ACRES (GROSS) 12.5 GROSS ACRES (SINGLE FAMILY) 11.3 GROSS ACRES (APARTMENTS)** 12.2 GROSS ACRES (COMMERCIAL)
PROJECT DENSITY:	SINGLE FAMILY 5.3 D.U. PER ACRE APARTMENTS 18 D.U. PER ACRE
MINIMUM LOT SIZE:	4,250 SF
SCHOOL DISTRICT:	ELSINORE UNIFIED SCHOOL DISTRICT
COMMUNITY SERVICE DISTRICT:	N/A
F.E.M.A. PANEL NUMBER:	06065C2705G

THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNWERSHIP OF THE LAND DIVIDER.

PROPERTY IS NOT SUBJECT TO OVERFLOW, INUNDATION OR FLOOD HAZARD (ZONE X ON FEMA PANEL 0605C2705G)

ALL STREETS PROPOSED HEREON ARE PRIVATE UNLESS OTHERWISE INDICATED.

LOTS 79 THROUGH 82, INCLUSIVE, ARE TO BE DEDICATED AS OPEN SPACE.

LOTS 76, 77 AND 78 ARE BASIN AREAS TO BE RESERVED FOR MAINTENANCE BY PRIVATE ASSOCIATION.

LOTS "A"(WHITE ROAD) AND "B"(BAXTER ROAD) ARE TO BE DEDICATED TO THE PUBLIC ON THE FINAL MAP.

NOTE: WITH THE EXCEPTION OF EMERGENCY VEHICLE ACCESS POINTS, THERE ARE NO GATES PROPSOED FOR THIS COMMUNITY.

LEGAL DESCRIPTION - APN 367-180-015

PARCEL 1 THE WEST ONE-HALF OF THE SOUTHWEST ONE-QUARTER OF THE SOUTHEAST ONE-QUARTER OF SECTION 26, TOWNSHIP 6 SOUTH, RANGE 4 WEST, SAN BERNARDINO BASE AND MERIDIAN, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF.

LEGAL DESCRIPTION - APN 367-180-043

PARCEL 2 THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER AND THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 26, TOWNSHIP 6 SOUTH, RANGE 4 WEST, SAN BERNARDING BASE AND MERIDIAN, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF.

EXCEPT THEREFROM THE SOUTH 30 FEET THEREOF; ALSO EXCEPT THEREFROM THAT PORTION LYING NORTHEASTERLY, EASTERLY AND SOUTHERLY OF THE SOUTHWESTERLY, WESTERLY AND NORTHERLY LINES OF PARCEL 2 AS DESCRIBED IN DEED TO THE STATE OF CALIFORNIA, RECORDED ON AUGUST 8, 1977 AS INSTRUMENT NO. 151810 OF OFFICIAL RECORDS.

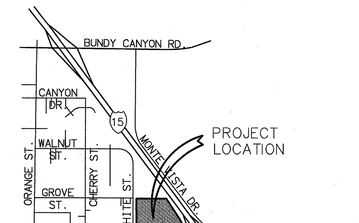
SOURCE OF TOPO

INLAND AERIAL SURVEYS, INC.
951-687-4252
PHOTOGRAPHY DATED 1/22/2013

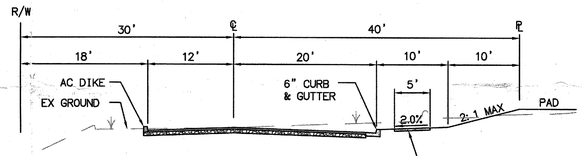


SECTION A-A
NOT TO SCALE

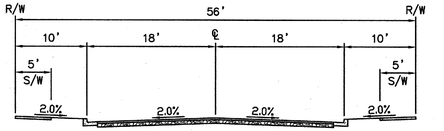
SECTION E-E
NOT TO SCALE



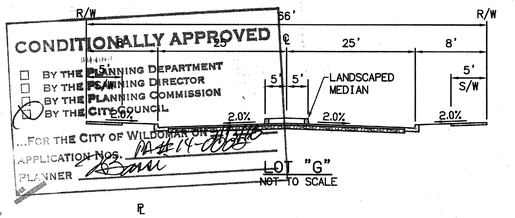
VICINITY MAP
NOT TO SCALE



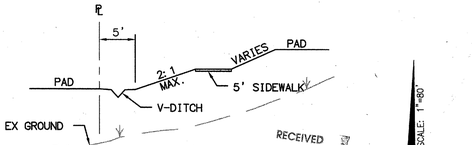
SECTION B-B
NOT TO SCALE



LOTS "C" THROUGH "F", "H" AND "I"
NOT TO SCALE



LOT "G"
NOT TO SCALE



SECTION C-C
NOT TO SCALE

RECEIVED
APR 26 2016
CITY OF WILDOMAR

SCALE: 1"=80'

80 40 0 80 160 240

SCALE: 1"=80'

LEGEND

- TRACT BOUNDARY
- R/W
- STREET ℄
- WATER SERVICE
- SEWER SERVICE
- AIR RELEASE VALVE
- FIRE HYDRANT
- DRIVEWAY
- STREET LIGHT
- SLOPE
- LOT NUMBER 1

EXISTING EASEMENT NOTES:

(A) AN EASEMENT FOR PUBLIC HIGHWAY AND UTILITY PURPOSES TO THE COUNTY OF RIVERSIDE, RECORDED FEBRUARY 5, 1935 IN BOOK 217, PAGE 84 OF OFFICIAL RECORDS.

(B) AN EASEMENT FOR UTILITY PURPOSES TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED JUNE 21, 1950 AS INSTRUMENT NO. 2876 OF OFFICIAL RECORDS. CENTERLINE ONLY IS SHOWN. WIDTH IS NOT DISCLOSED IN RECORDED DOCUMENT.

(C) AN EASEMENT FOR PUBLIC HIGHWAY AND UTILITY PURPOSES TO THE COUNTY OF RIVERSIDE, RECORDED OCTOBER 3, 1968 AS INSTRUMENT NO. 95449 OF OFFICIAL RECORDS.

(D) AN EASEMENT FOR UNDERGROUND ELECTRICAL FACILITY PURPOSES TO SOUTHERN CALIFORNIA EDISON COMPANY AND GENERAL TELEPHONE COMPANY OF CALIFORNIA, RECORDED JUNE 1, 1970 AS INSTRUMENT NO. 51276 OF OFFICIAL RECORDS.

EXISTING EASEMENT NOTES (CONT.):

(E) AN EASEMENT FOR PUBLIC UTILITY AND INGRESS AND EGRESS PURPOSES TO SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED SEPTEMBER 18, 1974 AS INSTRUMENT NO. 120768 OF OFFICIAL RECORDS.

(F) AN EASEMENT FOR INGRESS, EGRESS, ROAD AND PUBLIC UTILITY PURPOSES TO SOUTHWEST PROPERTIES, A SOLE PROPRIETORSHIP, COMPILED OF VINCENT P KOWSKY, A SINGLE MAN, RECORDED JUNE 17, 1987 AS INSTRUMENT NO. 87-172476 OF OFFICIAL RECORDS.(TO BE VACATED ON FINAL MAP)

PROPOSED EASEMENT NOTES:

(1) INDICATES AN EASEMENT FOR ACCESS AND PUBLIC UTILITIES TO BE RESERVED ON THE FINAL MAP.

(2) INDICATES AN EASEMENT FOR STORM DRAIN PURPOSES TO BE RESERVED ON FINAL MAP.

CONDITIONALLY APPROVED

- ☐ BY THE PLANNING DEPARTMENT
- ☐ BY THE PLANNING DIRECTOR
- ☐ BY THE PLANNING COMMISSION
- ☒ BY THE CITY COUNCIL

FOR THE CITY OF WILDOMAR ON 07/13/2016
APPLICATION NOS. TTM 36674 (PA 14-0002)
PLANNER Matthew Bassi
SIGNATURE Matthew Bassi

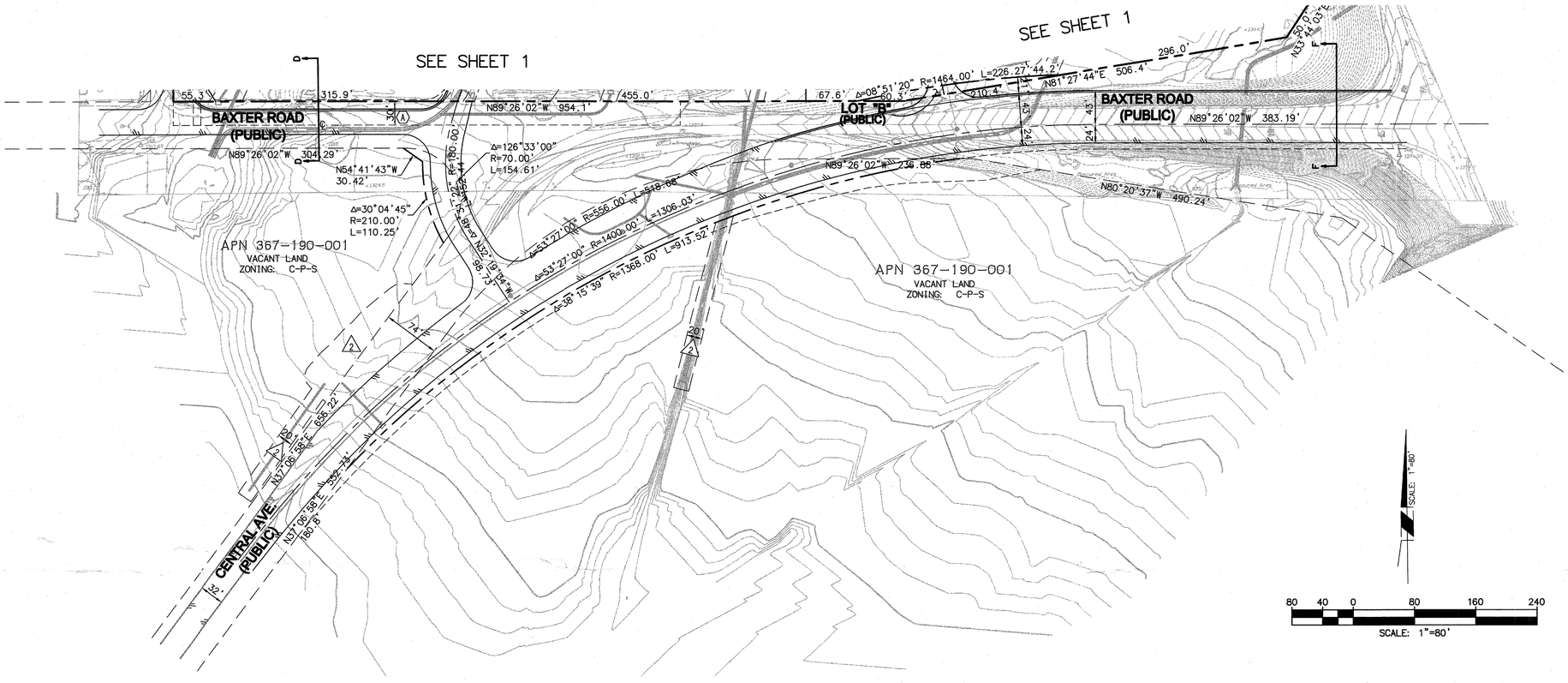
-0002

RBF CONSULTING
A Baker Company

BAXTER VILLAGE

40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

H:\PDATA\133555\CADD\MAPPING\TTM\133555-TTM-001.DWG TBURNSIDE 8/3/15 4:32 pm



AREA TABLE		
LOTS	SQ FT	ACRES
1	4,391	0.10
2	4,250	0.10
3	4,250	0.10
4	4,250	0.10
5	4,250	0.10
6	4,250	0.10
7	4,250	0.10
8	4,250	0.10
9	4,280	0.10
10	5,552	0.13
11	5,695	0.13
12	5,678	0.13
13	5,207	0.12
14	6,627	0.15
15	6,852	0.16
16	6,815	0.16
17	6,226	0.14
18	5,285	0.12
19	5,693	0.13
20	5,695	0.13
21	5,615	0.13
22	4,250	0.10
23	4,250	0.10
24	4,250	0.10
25	4,250	0.10
26	5,869	0.13
27	6,185	0.14
28	5,131	0.12
29	5,496	0.13
30	5,201	0.12

AREA TABLE		
LOTS	SQ FT	ACRES
31	5,428	0.12
32	4,761	0.11
33	4,761	0.11
34	4,761	0.11
35	4,761	0.11
36	5,173	0.12
37	5,452	0.13
38	4,811	0.11
39	4,849	0.11
40	4,267	0.10
41	4,692	0.11
42	4,680	0.11
43	4,684	0.11
44	4,250	0.10
45	4,250	0.10
46	5,408	0.12
47	5,429	0.12
48	5,506	0.13
49	4,256	0.10
50	4,250	0.10
51	5,484	0.13
52	4,650	0.11
53	4,608	0.11
54	5,866	0.13
55	5,611	0.13
56	4,400	0.10
57	4,435	0.10
58	5,185	0.12
59	5,028	0.12
60	5,058	0.12

AREA TABLE		
LOTS	SQ FT	ACRES
61	4,537	0.10
62	4,244	0.10
63	4,252	0.10
64	4,255	0.10
65	4,569	0.10
66	6,282	0.14
67	491,699	11.29
68	118,222	2.71
69	30,812	0.71
70	21,427	0.49
71	30,994	0.71
72	54,069	1.24
73	71,043	1.63
74	29,997	0.69
75	27,978	0.64
76	41,339	0.95
77	28,681	0.66
78	56,330	1.29
79	5,200	0.12
80	1,615	0.04
81	6,914	0.16
82	11,300	0.26
LOT 'A'	51,636	1.19
LOT 'B'	2,127	0.05
LOT 'C'	25,313	0.58
LOT 'D'	14,958	0.34
LOT 'E'	15,574	0.36
LOT 'F'	14,898	0.34
LOT 'G'	5,860	0.13
LOT 'H'	63,948	1.47
LOT 'I'	14,687	0.34

EXISTING EASEMENT NOTES:

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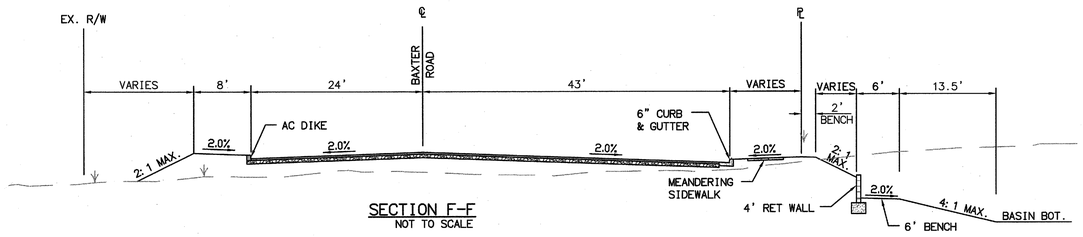
(E) AN EASEMENT FOR PUBLIC UTILITY AND INGRESS AND EGRESS PURPOSES TO SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED SEPTEMBER 18, 1974 AS INSTRUMENT NO. 120768 OF OFFICIAL RECORDS.

(F) AN EASEMENT FOR INGRESS, EGRESS, ROAD AND PUBLIC UTILITY PURPOSES TO SOUTHWEST PROPERTIES, A SOLE PROPRIETORSHIP, COMPILED OF VINCENT P KOWSKY, A SINGLE MAN, RECORDED JUNE 17, 1987 AS INSTRUMENT NO. 87-172476 OF OFFICIAL RECORDS.

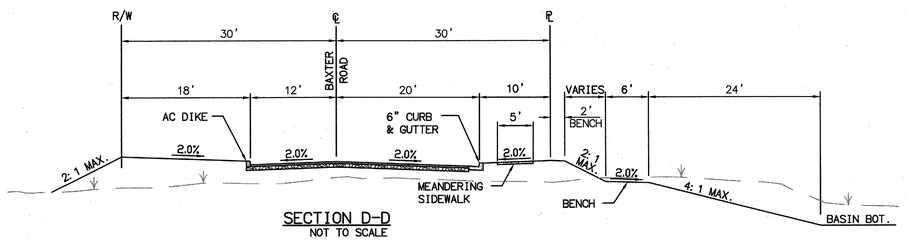
PROPOSED EASEMENT NOTES:

(1) INDICATES AN EASEMENT FOR ACCESS AND PUBLIC UTILITIES TO BE RESERVED ON THE FINAL MAP.

(2) INDICATES AN EASEMENT FOR STORM DRAIN PURPOSES TO BE RESERVED ON FINAL MAP.



SECTION F-F
NOT TO SCALE



SECTION D-D
NOT TO SCALE

LEGEND

- TRACT BOUNDARY
- R/W
- STREET ℄
- WATER SERVICE
- SEWER SERVICE
- AIR RELEASE VALVE
- FIRE HYDRANT
- DRIVEWAY
- STREET LIGHT
- SLOPE
- LOT NUMBER 1

PLANNING APPLICATION NO. 14-0002

DATE	REVISIONS

RBF CONSULTING
A Baker Company

BAXTER VILLAGE

40810 COUNTY CENTER DRIVE, SUITE 100
TEMECULA, CALIFORNIA 92591-6049
951.676.8042 ▪ FAX 951.676.7240 ▪ www.RBF.com

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CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #2.3
PUBLIC HEARING
Meeting Date: July 13, 2016

TO: Mayor and City Council Members

FROM: Matthew C. Bassi, Planning Director

SUBJECT: Baxter Village Mixed-Use Project – City Council review of an Environmental Impact Report, General Plan Amendment, Change of Zone, Tentative Tract Map, and Plot Plan for the Baxter Village Mixed-Use project.

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# 2014121047), INCLUDING ADOPTION OF THE FINAL EIR, FINDINGS OF FACT, STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE BAXTER VILLAGE MIXED-USE PROJECT (PLANNING APPLICATION NO. 14-0002) CONSISTING OF A GENERAL PLAN AMENDMENT, CHANGE OF ZONE, TENTATIVE TRACT MAP (TTM 36674) AND PLOT PLAN ON APPROXIMATELY 35.48 ACRES LOCATED AT THE NORTHWEST CORNER OF BAXTER ROAD AND I-15 FREEWAY (APN: 367-180-015 & 367-180-043)

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. 14-0002) TO CHANGE THE EXISTING LAND USE DESIGNATION ON APPROXIMATELY 35.48 ACRES FROM MIXED USE PLANNING AREA (MUPA) TO MEDIUM HIGH DENSITY RESIDENTIAL (MHDR), VERY HIGH DENSITY RESIDENTIAL (VHDR) AND COMMERCIAL RETAIL (CR) TO ACCOMMODATE BAXTER

VILLAGE MIXED-USE PROJECT (PLANNING APPLICATION NO. 14-0002) LOCATED AT THE NORTHWEST CORNER OF BAXTER ROAD AND I-15 FREEWAY (APN: 367-180-015 & 367-180-043)

3. Introduce and approve first reading of an Ordinance entitled:

ORDINANCE NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A CHANGE OF ZONE (PLANNING APPLICATION NO. 14-0002) TO REMOVE THE MIXED-USE OVERLAY DISTRICT FROM THE ENTIRE SITE AND TO CHANGE THE EXISTING ZONING DESIGNATION ON A PORTION OF THE SITE FROM SCENIC HIGHWAY COMMERCIAL (C-P-S) TO R-3 (GENERAL RESIDENTIAL) AND TO R-4 (PLANNED RESIDENTIAL) TO ACCOMMODATE BAXTER VILLAGE MIXED-USE PROJECT (PLANNING APPLICATION NO. 14-0002) LOCATED AT THE NORTHWEST CORNER OF BAXTER ROAD AND I-15 FREEWAY (APN: 367-180-015 & 367-180-043)

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. 36674 (PLANNING APPLICATION NO. 14-0002) TO SUBDIVIDE APPROXIMATELY 35.48 ACRES INTO 85 LOTS TO ACCOMMODATE BAXTER VILLAGE MIXED-USE PROJECT (PLANNING APPLICATION NO. 14-0002) LOCATED AT THE NORTHWEST CORNER OF BAXTER ROAD AND I-15 FREEWAY (APN: 367-180-015 & 367-180-043)

5. Adopt a Resolution entitled:

RESOLUTION NO. 2016-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING PLOT PLAN NO. 14-0002 TO DEVELOP THE BAXTER VILLAGE MIXED-USE PROJECT CONSISTING OF THE DEVELOPMENT OF A 75,000 SQUARE-FOOT COMMERCIAL RETAIL CENTER, 66 SINGLE FAMILY DWELLING UNITS AND 204 MULTI-FAMILY APARTMENTS ON APPROXIMATELY 35.48 ACRES LOCATED AT THE NORTHWEST CORNER OF BAXTER ROAD AND I-15 FREEWAY (APN: 367-180-015 & 367-180-043)

BACKGROUND:
The Planning Commission reviewed the proposed Baxter Village Mixed-Use project at its June 6, 2016 meeting. The Applicant (Mr. Eric Flodine) made a power point presentation and provided a brief history of the project and the three community meetings that were held before the project was submitted to the Planning Department. There were five public speakers (Ken Mayes, Kristen Lloyd, Jeff Rosen, George Taylor and Joseph Morabito) who spoke during the public hearing. Comments ranged from support of the project to questions related to the Brown House and downstream drainage.

After close of the public hearing and Commission discussion, the Commission voted 3-0 recommending City Council certification of the EIR and approval of the General Plan Amendment, Change of Zone, Tentative Tract Map and Plot Plan for the Baxter Village Mixed-Use project. The Commission also recommended two minor changes to Public Works Condition Nos. 49 & 50 of the Plot Plan. These changed have been reflected in the Council Resolution for Plot Plan No. 14-0002.

The Brown House Summary:
As the Council knows, the Rudolph J. Brown Residence (AKA "The Brown House") has been stored on the Baxter Village project site for about 10 years on temporary moving piers. The house was moved to the site in 2006, as a result of the Riverside County Board of Supervisors approval of Tentative Tract Map No. 31667, Change of Zone No. 06850 and Environmental Assessment No. 39184.

Due to its historical significance to the Wildomar community, it was the intent of both Riverside County and Wildomar Historical Society to protect the Brown House from demolition resulting from development approved under TTM No. 31677. The solution agreed to was to relocate it from its original site to the current project site now known as Baxter Village.

As part of the approval process for TTM No. 31677, a Historical Resources Assessment report was prepared to evaluate the Brown House (Attachment L). As noted in the report the Brown House residence consists of a single-story farmhouse constructed in 1886 and a water tower that was constructed approximately in 1936. The two pictures below show the current Brown House.





The report notes that the Brown House is recognized for being one of the oldest structures in the Wildomar community. However, the report also notes the Brown house has undergone several alterations since it was originally constructed. For example, a large family room was added to the west side of the house in 1953. In addition, the interior (including the bathroom, kitchen, and wall paneling) has been substantially remodeled. The porches and walkway were lost when the house was moved from its original location to its current location on the Baxter Village project site. Given this, the report concludes that the Brown House, under the historic landmark criteria related to architectural merit, did not appear to be eligible for listing in the National Register or California Register (refer to page 26 of report).

However, in its analysis of the original Brown House property (22060 Grand Avenue), the report concludes that under California Register criteria, the original property retains enough of its historical character and appearance (rural/ranch setting) to be recognizable as a historic resource. Consequently, the original property appears to be eligible for California Register listing under criteria related to exemplifying the broad patterns of California's history and cultural heritage (refer to discussion on pages 24 – 25). In addition, with respect to the subject property for associations with historic personages, the association of the Brown's long tenure as a Wildomar farmer, landowner and prominent citizen is of sufficient local importance to appear eligible for California Register listing (refer to discussion on page 25).

As required by CEQA guidelines, the Baxter Village project was analyzed to determine if the project would result in any significant impacts to the Brown House that warranted special mitigation measures. This assessment is provided in Chapter 4.5 (Cultural Resources) of the DEIR (refer to Pdf pages 224 – 242). The following are excerpts from the DEIR:

> *"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 Historic 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 mirror the criteria utilized to determine eligibility for the National Register."*

[1] Public Resources Code, Section 5020.1(j).
[2] Public Resources Code, Section 5024.1(c).

"Prior to determining whether a cultural resource is significant under CEQA Guidelines and therefore subject to mitigation, a threshold of significance must be developed prior to testing/evaluation. This procedure is recommended by the OHP/SHPO. The threshold of significance is simply a point where the qualities of significance are defined during the analysis such that the resource can be defined as a historical resource. An adverse effect to a historical resource is regarded as the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource will be reduced such that it no longer meets the significance criteria. In lay terms, should an analysis show that future development will destroy elements that make the cultural resource historical, but leave non-unique elements intact, then the significance of the resource will be lost and there must be mitigation for that loss.

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."*

With this established, Appendix G of the CEQA Guidelines determines that the effects of a project on cultural resources are considered to be significant if the project would:

- 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.

In conclusion, the various studies conducted on the Brown House over the past 10 years conclude it does not meet the eligibility criteria for state or federal historical

landmark listing. As the Baxter Village project does not propose any "changes" to the Brown House as part of the project description, for the sole purpose of a CEQA determination, the DIER concludes a less than significant to the Brown House, and therefore, no specific CEQA mitigation is required.

Despite the above, the Brown House, has been and will continue to be, a locally significant resource to the Wildomar community. With that in mind, as part of the design review process, staff required the Applicant to reserve a "building pad" within the commercial retail center site so that the Brown House could possibly be relocated and incorporated into the project. This site is located between buildings C & D and includes a nice landscaped plaza (see exhibit below).



To facilitate this effort, staff has proposed two conditions to the Tract Map and Plot Plan (accepted by the Applicant & recommended by the Commission), that requires the Applicant and Historical Society to enter into a private agreement that will address the relocation of the Brown House. Refer to Planning Condition No. 39 for TTM 36674 (Attachment D, Exhibit 1) and Planning Condition No. 48 for Plot Plan 14-0002 (Attachment E, Exhibit 1).

Tentative Tract Map No. 31677 (original property of the Brown House prior to its relocation) was conditioned by the County (i.e., 20.PLANNING.3) that if the house and tower element were relocated from its original location, the developer had the option of either restoring the tank house, or build a replica on the tract project site. Beezer Homes has indicated to staff that they intend to build a replica of the tower in accordance with this condition of approval. The tract map was also conditioned to photo document the Brown House (60.PARKS.1) prior to issuing any grading permits. There was no condition regarding the rebuilding of the actual home.

Recently, the Wildomar Historical Society provided staff with a copy of the an independent "property conditions assessment report" prepared for the Brown House by Hillman Consulting (May 2016 - refer to Attachment M). This report was not provided to staff prior to the Planning Commission meeting, so it was not part of the public hearing package. However, it is being provided as part of this staff report for Council information. The report summarizes that the items which need to be performed to restore the house was estimated to cost $339,692 (refer to table on Page 2). The report does no state who will pay for the restoration.

In conclusion, the CEQA/EIR evaluation concluded that mitigation measures related to the Brown House were not warranted per strict CEQA guidelines. However, given the importance of the Brown House, the commercial site plan has a designated pad reserved for the building if it is agreed between the Applicant and the Historical Society to place it there. Alternatively, the Applicant and the Historical Society could agree on a different location off the property as negotiated via implementation of the 2 conditions stated above.

PROJECT DESCRIPTION:
The Applicant (Strata Keith, LLC, Eric Flodine) is requesting City Council approval to develop the Baxter Village Mixed-Use project. The proposed project consists of the following applications for review and consideration by the 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 for the entire site from Mixed Use Planning Area (MUPA) to Medium High Density Residential (MHDR), Very High Density Residential (VHDR) and Commercial Retail (CR) to accommodate the proposed project;

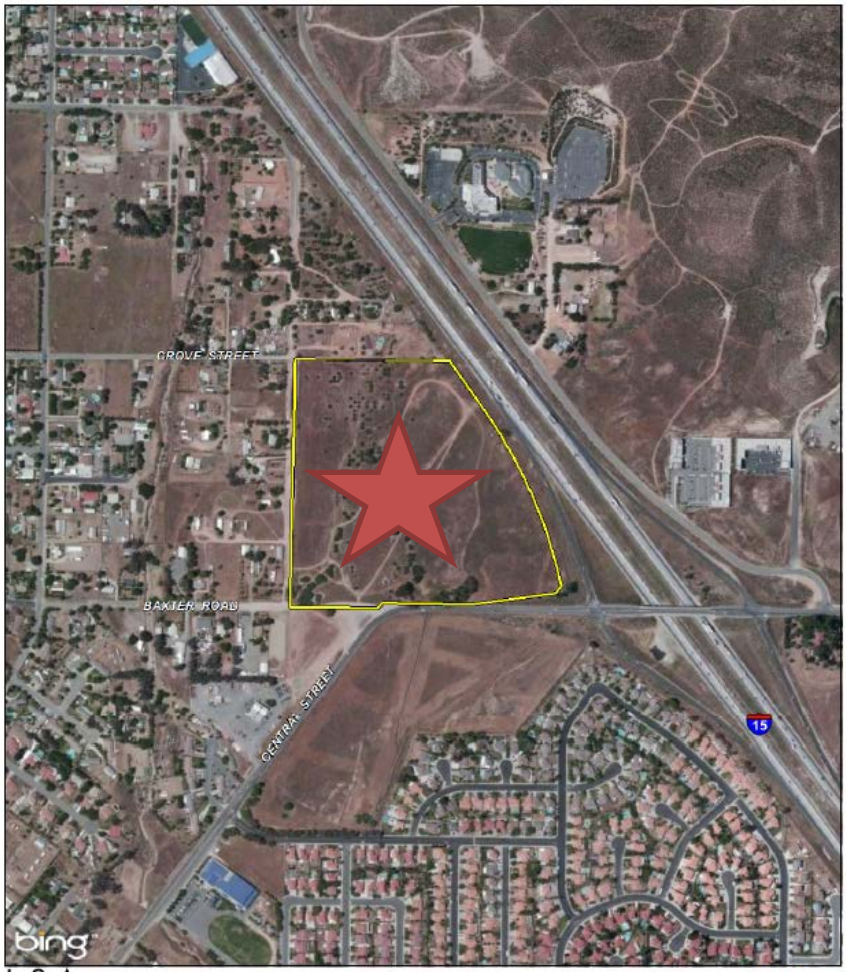
3) Change of Zone (CZ) - The proposed project requires the approval of a change of zone to remove the Mixed-Use Overlay District from the entire site and to change the existing zoning designation on a portion of the site from Scenic Highway Commercial (C-P-S) to R-3 (General Residential), and R-4 (Planned Residential) to accommodate proposed project;

4) Tentative Tract Map (TTM No. 36674) - The proposed project requires the approval of a tentative tract map to subdivide the 35.48± acre site into 85 lots to accommodate the commercial retail, single family residential and multi-family residential elements of the proposed project; and

5) Plot Plan (PP) - The proposed project requires the approval of a plot plan to develop the Baxter Village Mixed-Use project consisting of a 75,000 square-foot commercial retail center, 204 multi-family apartments and 66 single family dwelling units with related on-site/off-site improvements and amenities.

The project site encompasses approximately 35.48± acres and is located at the northwest corner of the I-15 freeway and Baxter Road (APN: 367-180-015 & 367-180-043). 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 residential lands to the north and west. There is vacant land 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	Mixed Use Planning Area (MUPA)	C-P-S (Scenic Highway Commercial) / Mixed Use Overlay
North	Existing Single Family Res. & Vacant Properties	Mixed Use Planning Area (MUPA)	R-R (Rural Residential)
South	Vacant	Mixed Use Planning Area (MUPA)	C-P-S (Scenic Highway Commercial) / Mixed Use Overlay
East	Commercial Retail Center (across the I-15)	Commercial Retail (CR)	C-P-S (Scenic Highway Commercial)
West	Existing Single Family Res.	Low Density Residential (LDR)	R-R (Rural Residential)

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 Baxter Village 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).

The Planning Department on December 15, 2014 provided a Notice of Preparation (NOP) for the Baxter Village Mixed-Use Development project EIR and released the NOP for the required 30-day public review/comment period which began on December 15, 2014 and concluded on January 19, 2015 in accordance with Section 15082 of the CEQA Guidelines during which time the City received four agency/public comments. As part of the NOP process, the Planning Department conducted a public scoping meeting which was held on January 12, 2015. The purpose of the scoping meeting was to receive input from the public on what environmental issues should be addressed in the Baxter Village DEIR.

Due to changes to the proposed project, the Planning Department on June 11, 2015 prepared and circulated a 2nd Notice of Preparation (NOP) notifying the public of the revised NOP resulting from changes to the proposed Baxter Village project. This began a 2nd 30-day public review/comment period that began on June 11, 2015 and concluded on July 10, 2015 in accordance with Section 15082 of the CEQA Guidelines during which time the City received four agency/public comments. 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 revised Baxter Village DEIR.

In the months following the two NOP review periods and scoping meetings, the City prepared and completed the Baxter Village DEIR. A Notice of Completion (NOC) was provided to the State Clearinghouse (OPR) on December 30, 2015 notifying the State of the availability of the Baxter Village DEIR. In accordance with CEQA Guidelines §15087 and §15105(a), the DEIR was also circulated on December 30, 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 December 30, 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 Baxter Village 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 December 30, 2015 and concluded on February 12, 2016. A copy of the DEIR and Technical Appendices are provided for Council consideration (Attachment A, Exhibit 1 & 2). The City received seven public comment letters during the 45-day public review/comment period. Staff has prepared detailed responses to each of these comments which are provided in the Final EIR (Attachment A, Exhibit 3). In accordance with CEQA, the FEIR was mailed out to each commenter on May 18, 2016 which meets the requirement of providing the FEIR a minimum of 10 days prior to the certification by the Council.

Staff did receive a comment letter on the FEIR from Blum Collins, LLC a day before the June 1, 2016 Planning Commission meeting (refer to Attachment J) citing disagreement with the City's responses to their DEIR comments in the FEIR. The Applicant quickly prepared a letter responding to the Blum Collins FEIR letter clarifying their position on the City's FEIR responses to the DEIR letter from Blum Collins (refer to Attachment K). It is staff's legal opinion that our FEIR responses to the Blum Collins DEIR letter adequately addresses the statements made by Blum Collins on the DEIR, and as such, does not warrant further response to the FEIR comment letter.

As part of the FEIR process, the Planning Department has prepared the required Findings of Fact and Statement of Overriding Considerations for the Baxter Village Mixed-Use project, as required by CEQA Guidelines 15091 and 15093. Approval of the project will result in five (5) unavoidable environmental impacts (Impact 4.16.6.1 –

4.16.6.5). However, all other impacts have been mitigated through changes, alterations and mitigation measures 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 recommended the City Council adopt the Statement of Overriding Considerations for these five unavoidable environmental impacts. The Findings of Fact and Statement of Overriding Considerations are provided for Council consideration in Attachment A, Exhibit 4).

In accordance with CEQA Guideline 15097, the Planning Department has prepared a Mitigation Monitoring and Reporting Program (MMRP) for the Baxter Village Mixed-Use project EIR. The MMRP outlines the proposed mitigation measures for the project and the timing/department responsibility for implementing the mitigation measures. The MMRP is provided for Council consideration in Attachment A, Exhibit 5. These mitigation measures have also been inserted into the project conditions of approval matrix as shown in Attachment D, Exhibit 1 and Attachment E, Exhibit 1, respectively.

The City Council has the authority to certify Baxter Village Mixed-Use project EIR. Based on the DEIR, DEIR Technical Appendices, FEIR, Findings of Fact / Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program, the Planning Commission adopted PC Resolution No. 2016-16 recommending City Council certification of EIR for the Baxter Village Mixed-Use project.

General Plan Amendment (GPA):

The existing General Plan land use designation on the project site is Mixed-Use Planning Area (MUPA). The Baxter Village project requires the approval of a general plan amendment consisting of three components as follows: 1) change the MUPA designation on a portion of the site to Commercial Retail (CR); 2) change the MUPA designation on a portion of the site to Medium High Density Residential (MHDR); and 3) change the MUPA designation on a portion of the site to Very High Density Residential (VHDR). These designations will facilitate development of a 75,000 square-foot commercial retail center, 204-unit multi-family apartments and 66 single family dwelling units.

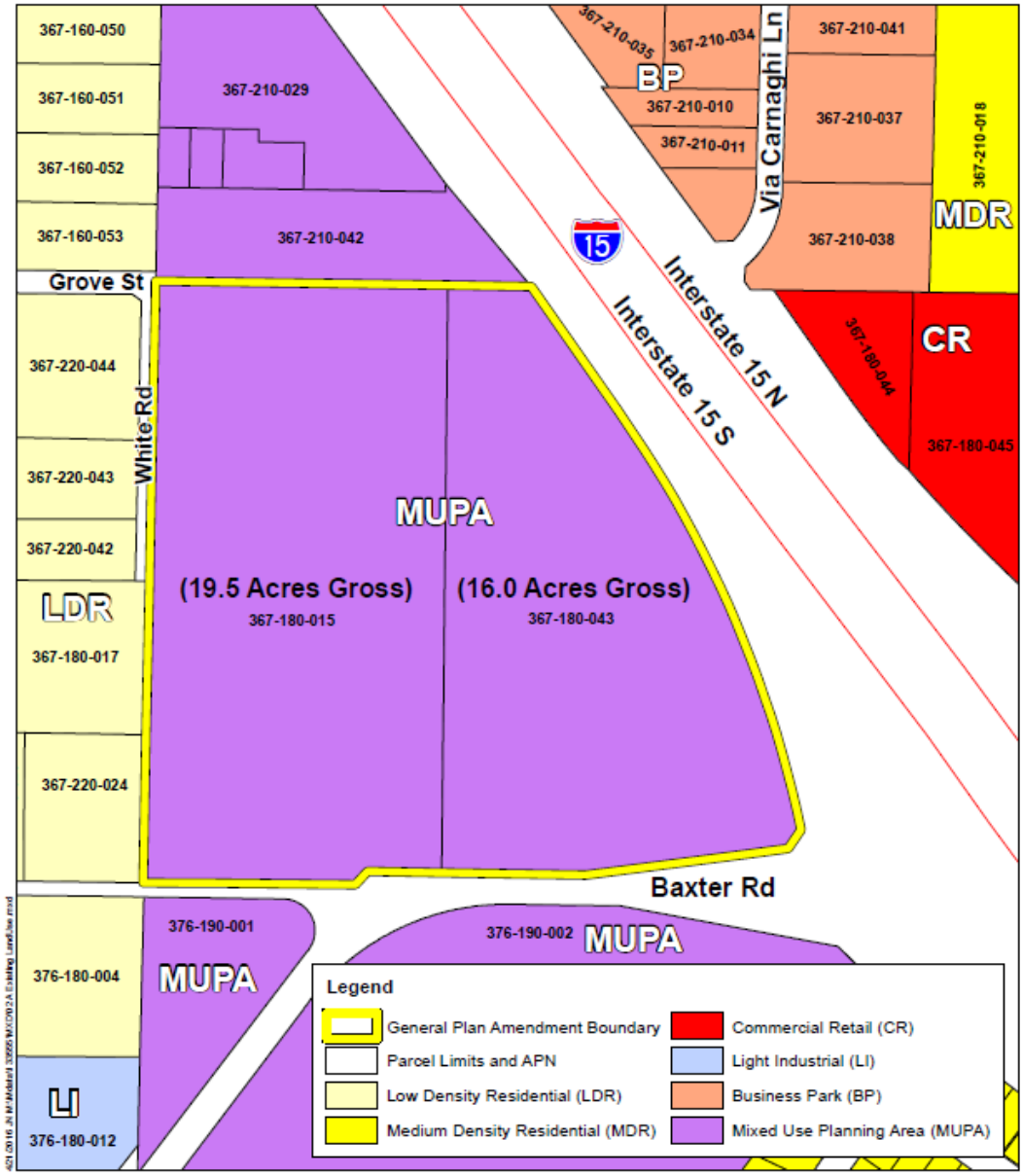
The CR land use designation allows local and regional serving retail and service uses with a maximum floor area ratio of .20 to .35 FAR. Based on the retail development plans, the uses likely to occupy the retail buildings will be consistent with the local and regional serving retail and service uses. Further, the proposed FAR for the retail development is about 14% which is less than the maximum allowed.

The MHDR land use designation allows single family attached or detached residences with a density range of 5 to 8 units/acre with lot sizes ranging from 4,000 to 6,500 square feet. The single family component is proposed with a density of 5.3 units/acre with a minimum lot size of 4,250 square feet. Thus, the project is consistent with the MHDR land use designation.

The VHDR land use designation allows single family attached residences and multi-family dwellings with a density range of 14 to 20 units/acre. The multi-family apartment component is proposed with a density of 18.0 units/acre. Thus, the project is consistent with the VHDR land use designation.

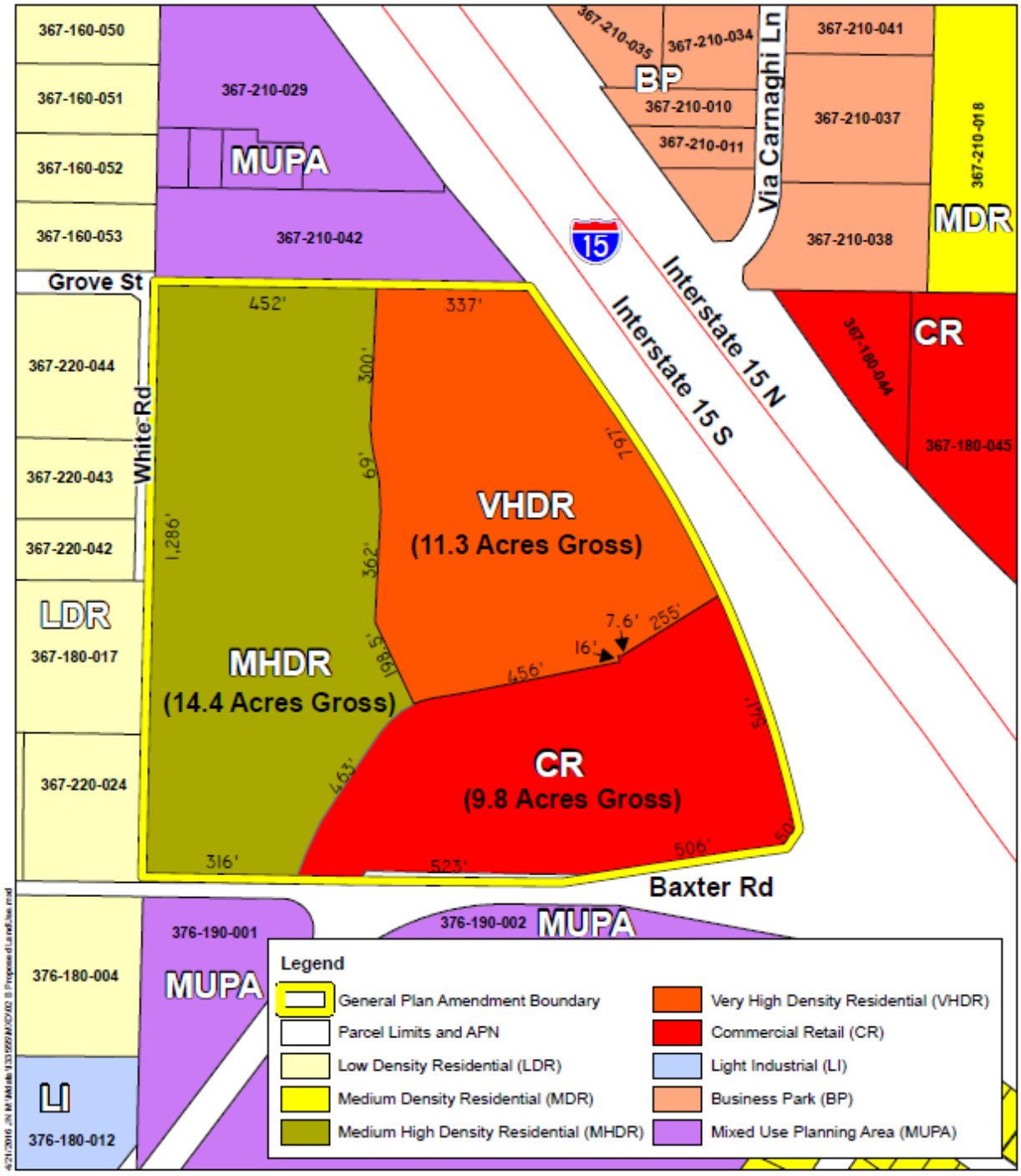
The following two exhibits reflect the existing and proposed land use amendments requested by the Applicant.

Existing Gen. Plan Land Use Designation Exhibit



Planning Application No. 14-0002
Tentative Tract Map No. 36674
APPLICANT / LANDOWNER:
STRATA BAXTER, LLC

Proposed Gen. Plan Land Use Amendment Exhibit



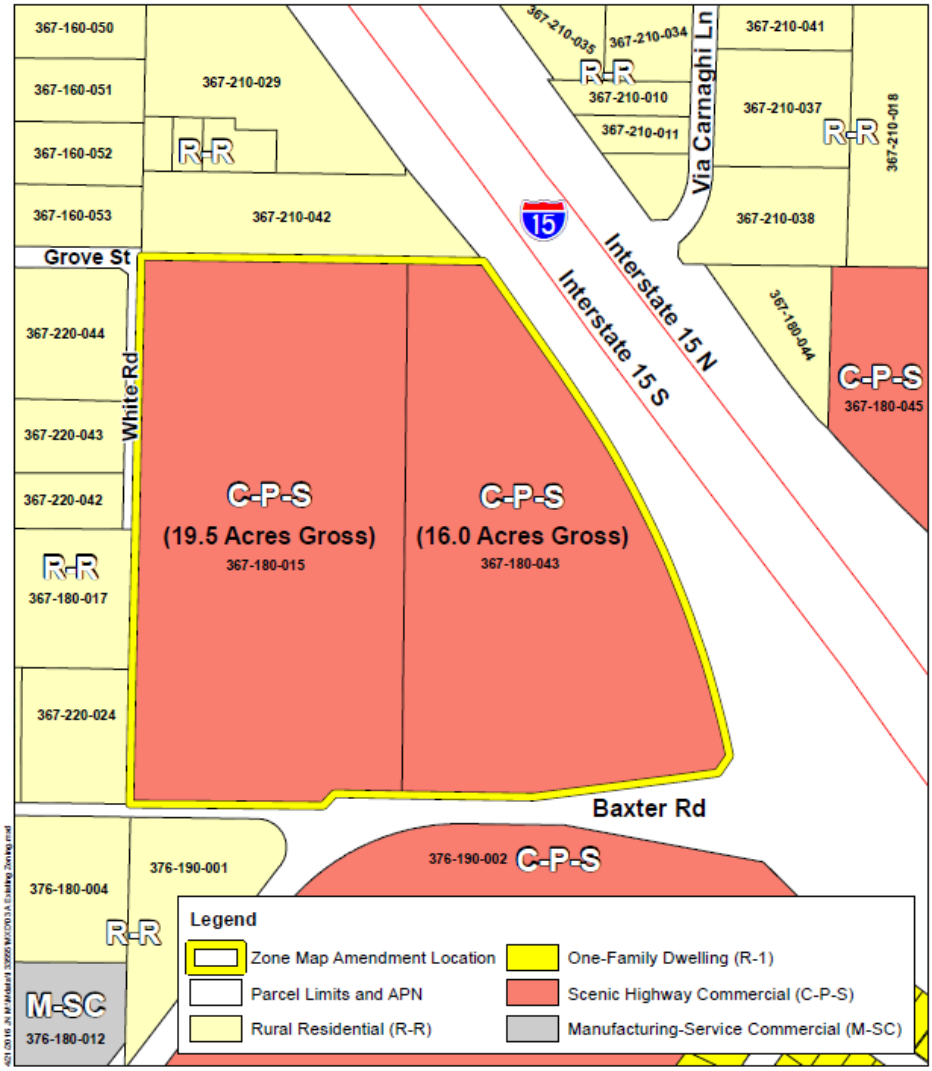
Planning Application No. 14-0002
Tentative Tract Map No. 36674
APPLICANT / LANDOWNER:
STRATA BAXTER, LLC

Change of Zone (CZ):

The existing zoning on the project site is C-P-S (Scenic Highway Commercial) which includes the Mixed-Use Overlay zone as adopted via the 2013 Housing Element approval. To accommodate the Baxter Village Mixed-Use project, the Applicant has requested a change of zone consisting of three components as follows: 1) remove the Mixed-Use Overlay District from the entire site; 2) change the existing zoning designation on a portion of the site from C-P-S to R-3 (General Residential); and 3) change the existing zoning designation on a portion of the site from C-P-S to R-4 (Planned Residential) for the single family site.

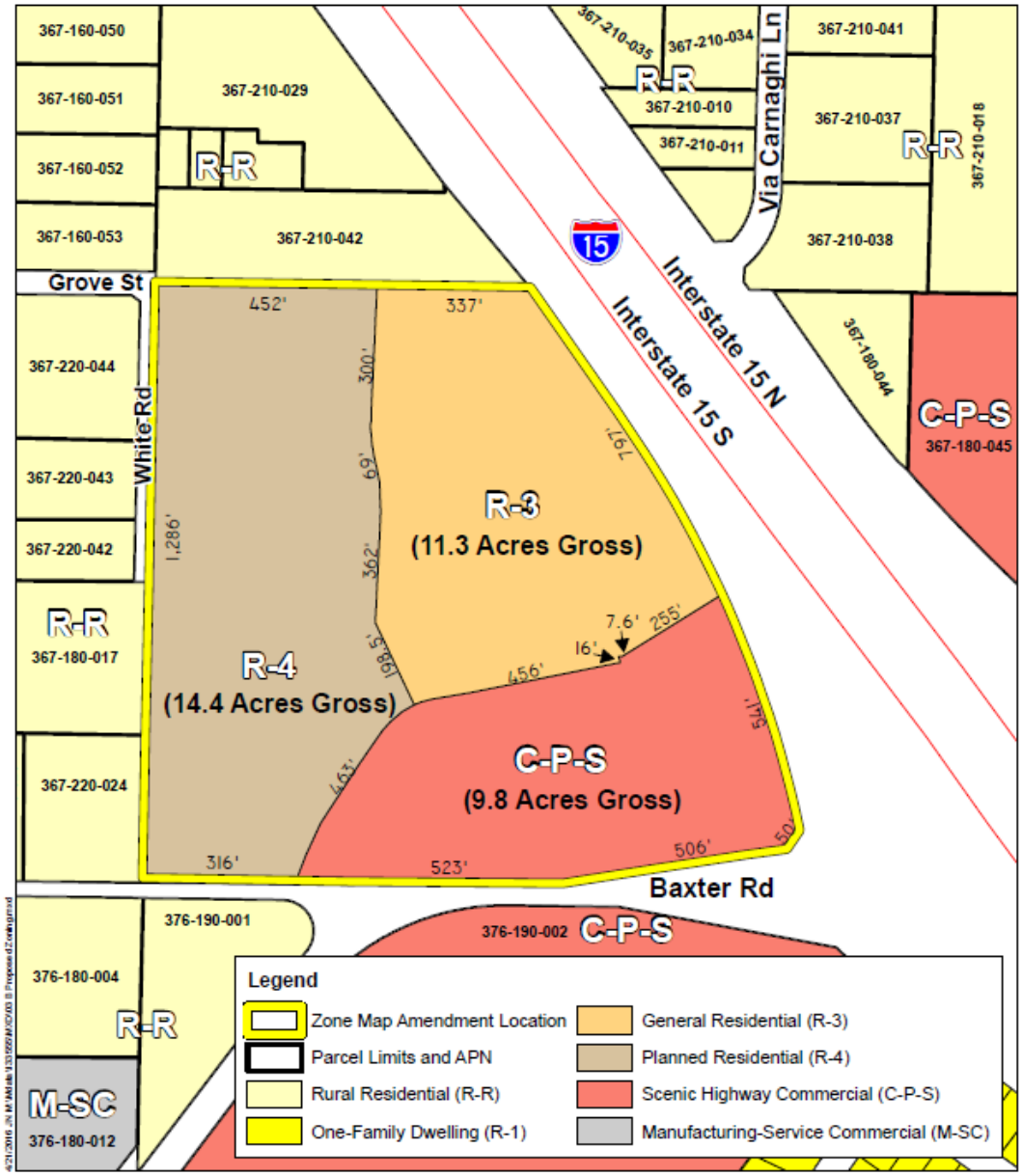
The following two exhibits reflect the existing zoning designation and proposed zoning designations.

Existing Zoning Designation Exhibit



Planning Application No. 14-0002
Tentative Tract Map No. 36674
APPLICANT / LANDOWNER:
STRATA BAXTER, LLC

Proposed Change of Zone Exhibit



Planning Application No. 14-0002
Tentative Tract Map No. 36674
APPLICANT / LANDOWNER:
STRATA BAXTER, LLC

Tentative Tract Map No. 36674:

The proposed Baxter Village Mixed-Use project requires the approval of a tentative tract map to subdivide the 35.48± acre site into 85 lots to accommodate the commercial retail, single family residential and multi-family residential elements of the project. The lot breakdown is as follows:

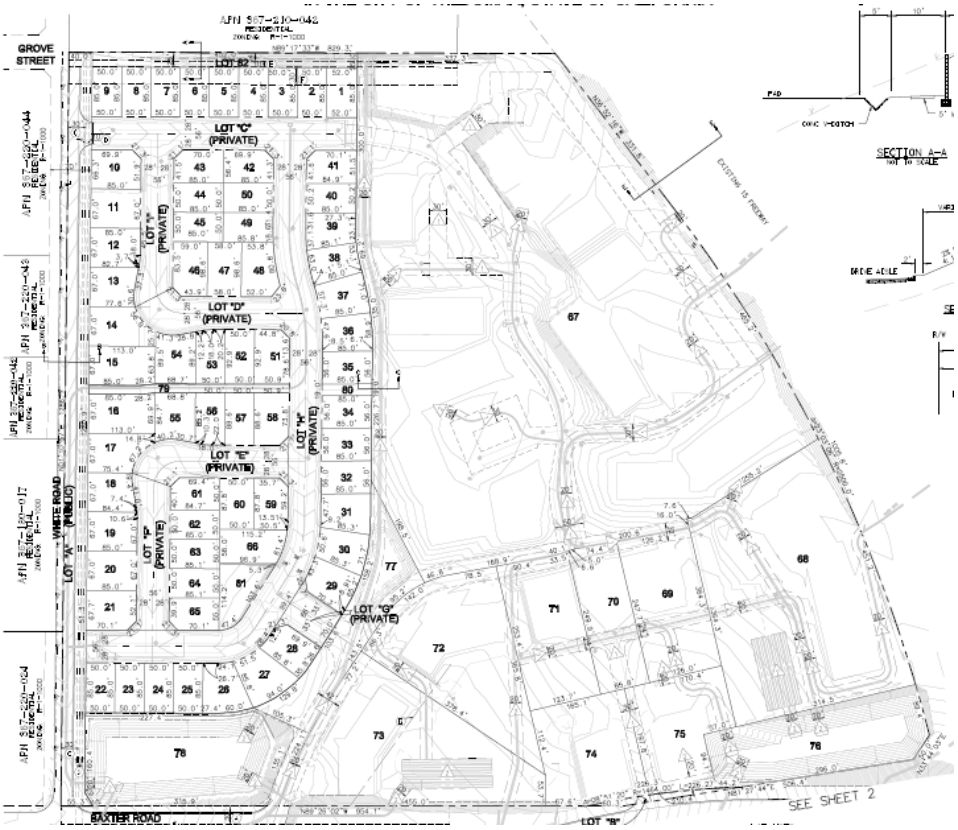
Commercial/Retail Lots:
Lots 68 though 78 (9.8 acres) is devoted to the commercial retail development area. As discussed in the Project Description portion of the staff report, these lots meet the minimum lot size, lot width, and lot depth as required by the C-P-S zone and the floor area ratio requirements of the CR land use designation.

Multi-Family Lot:
Lot 67 (11.3 acres) is devoted to the multi-family apartment project area. As discussed in the Project Description portion of the staff report, the lot meets the minimum lot size, lot width, and lot depth as required by the R-3 zone and the density requirements of the VHDR land use designation.

Single Family Lots:
Lot 1 through 66 and 79 through 85 (14.4 acres) will be in the single family project area. Lots 1 through 66 will accommodate single family detached homes and lots 79 through 85 will be HOA areas and basins. As discussed in the Project Description portion of the staff report, each of the lots devoted to single family homes meet the minimum lot size, lot width, and lot depth as required by the R-4 zone and the density requirements of the MHDR land use designation.

The exhibit on the following page reflects the proposed subdivision map.

Proposed Tract Map No. 36674 Exhibit



Plot Plan No. 14-0002:

The Baxter Village Mixed-Use project requires approval of a plot plan to develop the proposed 75,000 square-foot commercial retail center, 85-lot single family development (66 lots are for single family dwelling units) and 204-unit multi-family apartment development. Each development site is described below in relation to the required development standards of the C-P-S, R-4 and R-3 zones, respectively.

Commercial Retail Site Plan Layout:

The proposed commercial retail portion of the project proposes a 75,000 square-foot retail center. The retail center is comprised of Lots 68 – 76 of TTM No. 36674 and will contain a total of seven (7) buildings and one detention basin (Lot 76). Lot 70 is designated as a possible site for the relocation of the Brown House and/or Tower element. The building sizes are as follows:

- Building A (Lot 73) - 11,000 square feet / single-story….intended as a multi-tenant retail building.
- Building B (Lot 72) – 10,000 square feet / single story….intended as a multi-tenant retail building.
- Building C (Lot 71) - 7,000 square feet / single story….intended as a multi-tenant retail building and/or restaurant use.
- Building D (Lot 69) - 7,000 square feet / single story….intended as a multi-tenant retail building and/or restaurant use.
- Building E (Lot 68) – 26,000 square feet / single story….intended as a multi-tenant retail building.
- Building F (Lot 75) - 7,000 square feet / single story….intended as a multi-tenant retail building.
- Building G (Lot 74) - 7,000 square feet / single story….intended as a multi-tenant retail building.

The proposed commercial retail development is a permitted use in the C-P-S zone as allowed in Chapter 17.76 of the Zoning Ordinance. There are no specific users identified for any building 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.

C-P-S Development Standards (Chapter 17.76.030):

Physical development of the seven (7) building retail center is 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 (Chapter 17.76.030)

Development Standards	Minimum Development Standard	Proposed Project (Bld. A – G)	Meets/Exceeds Requirements
Building Height	0 feet if under 35 feet	25 feet to 31 feet (lowest to highest point)	Yes
Required Setbacks			
Front Setback	0 feet (up to 35' bld. ht.)	20' minimum	Yes
Rear Setback	0 feet (up to 35' bld. ht.)	20' minimum	Yes
Side Setback (freeway side)	0 feet (up to 35' bld. ht.)	30' minimum	Yes

Off-Street Parking (Chapter 17.188):
The proposed 75,000 square-foot retail 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 center, the project is required to provide of 5.5 spaces/1,000 square feet of net leasable floor area. Given the size of the retail project, 413 parking spaces are required. The proposed site plan provides a total of 423 parking spaces. The table below summarizes the parking standards as well as other applicable paring standards.

Parking Standards Table (17.188)

Parking Standards	Minimum Parking Requirement Standard	Proposed Project	Meets/Exceeds Requirements
Commercial Retail Buildings (75,000 s.f)	5.5 spaces / 1,000 s.f. = 413 spaces	423 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%	61%	Yes
Open Parking Area Landscaping	10%	15±%	Yes

Pedestrian Circulation/Connectivity:
Pedestrian circulation is an important element of a mixed-use project. The Applicant has provided an exhibit that shows how connectivity is achieved throughout the whole project area (refer to Attachment G). It is staff's opinion that the project provides

adequate onsite circulation for pedestrians that allow residents of the single family and multi-family projects to walk to the commercial retail center in a safe and efficient manner. Refer to exhibit below.



Traffic / Roadway / Vehicular Access:

Primary vehicular access to and from the commercial retail site will be provided via a roadway extending north from Baxter Road. This primary access road leading into the site will also provide access for the future apartment development north of the commercial retail site. Secondary access to and from the site will occur from Baxter Road extending eastward from White Avenue. As shown on the street cross sections of the tract map, Baxter Road will be realigned with Central Avenue extending from the I-15 freeway. Staff did consider a "round-about" street intersection at this point, but the design could not be accommodated within a reasonable area that didn't impact the roadway and project site. Baxter Road has been conditioned to be improved to meet city standards. Each cross section width is provided on the tract map (sheets 1 & 2). Additional access description has been provided below for the single family development site.

A detailed traffic study was prepared for the project as part of the DEIR process. The proposed Baxter Village mixed-use project will generate traffic that will have impacts in the immediate area surrounding the project site. Based on the traffic analysis, mitigation measure 4.16.6.1A has been required for the Central Street/Baxter Road intersection. The following intersection improvements shall be completed prior to the issuance of a certificate of occupancy for development on the project site that would, combined with any previous development on the site, generate 50 or more AM peak-hour outbound trips at this intersection:

- Traffic signal with protected left-turn phasing on the eastbound approach of Baxter Road
- Northbound approach: N/A
- Southbound approach: one left-turn lane, one right-turn lane.
- Eastbound approach: one left-turn lane, one through lane.
- Westbound approach: one through lane, one right-turn lane.

Any application for development prior to installation of the intersection improvements shall provide to the City an estimate of trips associated with the proposal prepared by a traffic engineer, demonstrating that the number of trips at this intersection are below the threshold of 50 AM -our outbound trips, or the intersection improvements shall be required prior to occupancy.

Further, mitigation measure 4.16.6.1B has been required that prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Southbound Ramps/Baxter Road intersection. Construction of the signals shall begin prior to construction of more than 22 single-family dwelling units (or 30 apartments), or construction of more than 10,000 square feet of commercial retail uses.

Lastly, mitigation measure 4.16.6.2A has been required that prior to the issuance of the first building permit, application shall be made to Caltrans and the City of Wildomar for construction of a traffic signal and associated improvements at the I-15 Northbound Ramps/Baxter Road intersection. Construction of the signals shall begin prior to construction of more than 22 single-family dwelling units (or 30 apartments), or construction of more than 10,000 square feet of commercial retail uses.

To further address traffic mitigation for the project, Public Works Conditions No. 49 and 50 address construction of the I-15 on/off ramps as follows:

Condition No. 49 states, “Prior to the issuance of the 1st Certificate of Occupancy permit for the 22nd single family home or 30th apartment unit or 10,000 square feet of commercial space, the applicant shall ***begin construction (added by the PC)*** of the Southbound Ramp / Baxter Road traffic signal.” Condition No. 50 states, “Prior to the issuance of the 1st Certificate of Occupancy permit for the 22nd single family home or

30th apartment unit or 10,000 square feet of commercial space, the applicant shall ***begin construction (added by the PC)*** the Northbound Ramp / Baxter Road traffic signal."

Staff believes the traffic and roadway mitigation, including the improvements at the I-15 northbound and southbound Ramps/Baxter Road intersection, will mitigate traffic impacts.

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 Commercial Retail Architecture:
The architectural theme for the commercial retail center site can be characterized as a "modern Ranch" that will match what is proposed for the single family and multi-family components. The design incorporates elements such as standing metal-seemed roofs, stucco and wood-sided walls, faux barn-like doors, wood posts & railings, decorative gable end and beam details, corbels & wood trellis's, decorative louvers and shutters.
Staff has provided reduced size exhibits of the site plan, landscape plan and architectural elevations on the following pages.

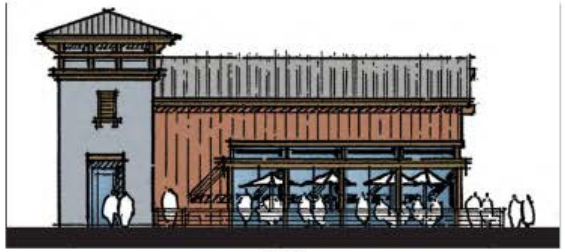
Colored Overall Site Plan Exhibit



Proposed Retail Architectural Elevations Exhibits (Sample Buildings)



REAR



LEFT



LEFT



FRONT

BAXTER VILLAGE

CHARACTER ELEVATIONS - RETAIL BUILDING A



REAR



LEFT



RIGHT



FRONT

BAXTER VILLAGE

CHARACTER ELEVATIONS - RETAIL BUILDING B



REAR



LEFT



RIGHT



FRONT

BAXTER VILLAGE

CHARACTER ELEVATIONS - RETAIL BUILDING E

Multi-Family Apartments Site Plan Layout:

The proposed apartment portion of the project site requires the approval of a plot plan to develop the proposed 204-unit apartment project as required by Chapter 17.44 of the Zoning Ordinance. The apartment development will be located on Lot 67 TTM No. 36674. The site will include 11, 3-story buildings comprised of 1, 2, and 3 bedrooms units. The site also includes a recreation building, pool and several tot-lot/play areas.

The proposed apartment project is subject to the development standards of the R-3 zone (Chapter 17.44.020). 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 – R-3 Zone)

Development Standards	Minimum Dev. Standard	Proposed Project	Meets/Exceeds Requirements
Minimum Lot Area	7,200 square feet	11.3 acres	Yes
Minimum Lot Width/Depth	60 feet / 100 feet	337 / 465 feet	Yes
Required Setbacks			
Front Setback – Living Space / Main Structure	10 feet	23 feet (closest)	Yes
Rear Setback – Living Space / Main Structure	10 feet	23 feet (closest)	Yes
Side Setback – Living Space / Main Structure	5 feet	20 feet (closest)	Yes
Building Height	50 feet maximum	52 (3-stories)	Yes (with exception) [3]
Lot Coverage	50% of lot area	44%	Yes
Density Range (VHDR)	14 – 20 units/acre	18 units/acre	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 448 spaces. The project is designed to have 448 parking spaces for residents and visitors. All resident and visitor parking is being provided throughout the site under covered carports and open parking space areas. The covered carports will have sloped/tile roofs. No resident parking attached to the dwelling unit with interior access is provided as would be typical with a "townhouse" design.

[3] 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.

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
Apartment Units			
1 bedroom/unit (1.25 sp./unit)	52.5 spaces	52.5 spaces	Yes
2 bedroom/unit (2.25 sp./unit)	229.5 spaces	229.5 spaces	Yes
3 bedrooms/unit (2.75 sp./unit)	165.0 spaces	165.0 spaces	Yes
total spaces	**448 spaces**[4]	**448 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'	N/A	N/A
On-site Drive Aisles	28 feet	28 feet	Yes
Open Parking Area Shading	50%	69%	Yes
Open Parking Area Landscaping	10%	15±%	Yes

Pedestrian Circulation/Connectivity:

Pedestrian circulation is an important element of a mixed-use project. The Applicant has provided an exhibit that shows how connectivity is achieved throughout the whole project area (refer to Attachment H). It is staff's opinion that the project provides adequate onsite circulation for pedestrians that allow residents in this multi-family project area to walk to the commercial retail center in a safe and efficient manner. Refer to exhibit below.

[4] 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.



Proposed Unit Type / Floor Plans:

The proposed unit types and floor plans reflect the development of the 204-unit apartment project. There are 11, 3-story buildings comprised of 42, 1-bedroom units, 102, 2-bedroom units and 60, 3-bedroom units. The dwelling units are designed as "stacked flats" with access to each unit occurring from the exterior of the building.

For reference purposes, 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)	42	1 bedroom / 1 bath
Unit 2 (3-story)	102	2 bedroom / 2.5 bath
Unit 3 (3-story)	60	3 bedroom / 2.5 bath
Total Counts	**204 Units**	

Typical Unit Types / Unit Size

Stories	# of Units	Unit Size (sq. ft.)
Unit 1 (3-story)	42	735 sq. ft.
Unit 2 (3-story)	102	1,064 sq. ft.
Unit 3 (3-story)	60	1,281 sq. ft.
Total Counts	**204 Units**	

Traffic / Roadway / Vehicular Access:
Primary vehicular access to and from the apartment site is provided via a roadway extending north from Baxter Road. This primary access road leading into the site will also provide access for the commercial retail development located south of the apartment site. Secondary access to and from the site will occur from Baxter Road extending eastward from White Avenue.

As shown on the street cross sections of the tract map, Baxter Road will be realigned with Central Avenue extending from the I-15 freeway. Staff did consider a "round-about" street intersection at this point, but the design could not be accommodated within a reasonable area that didn't impact the roadway and project site. Baxter Road has been conditioned to be improved to meet city standards. Each cross section width is provided on the tract map (sheets 1 & 2). Additional access description has been provided below for the single family development site.

For a detailed discussion of the traffic mitigation and improvements, please refer to the traffic/roadway/vehicular access discussion as noted above.

Landscaping/Water Efficient Standards (Chapter 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 Multi-Family Architecture:
The architectural theme for the multi-family apartment site can be characterized as a “modern Ranch” that will match what is proposed for the single family and commercial retail components. The design incorporates elements such as standing metal-seemed roofs, stucco and wood-sided walls, faux barn-like doors, wood posts & railings, decorative gable end and beam details, corbels & wood trellis’s, decorative louvers and shutters.

Staff has provided reduced size exhibits of the site plan, landscape plan and architectural elevations on the following pages.

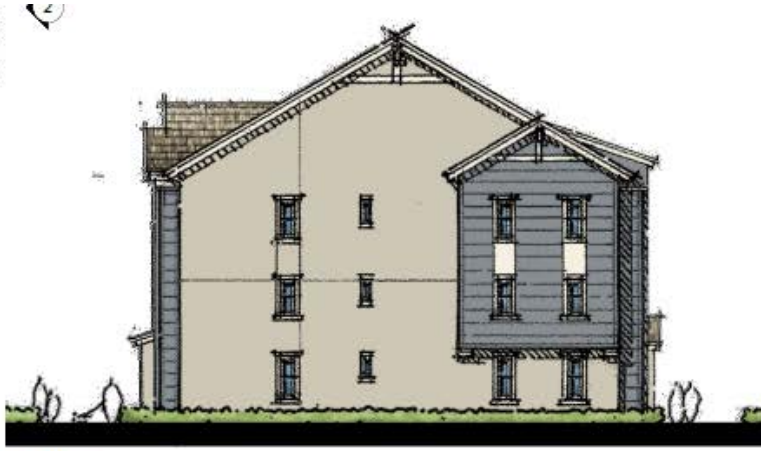
Colored Overall Site Plan / Multi-Family Area



Conceptual MFR Architectural Elevations Exhibits



4. LEFT



2. RIGHT



3. REAR

BAXTER VILLAGE

CHARACTER ELEVATION (BLDG.-A)



1. FRONT

BAXTER VILLAGE

CHARACTER ELEVATION (BLDG.-C)



3. REAR

BAXTER VILLAGE

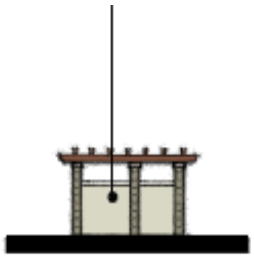
CHARACTER ELEVATION (BLDG.-C)



1. FRONT

BAXTER VILLAGE

CHARACTER ELEVATION (BLDG.-D)



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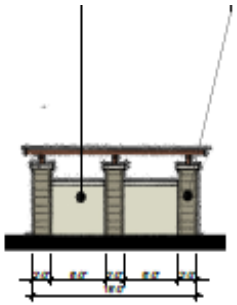

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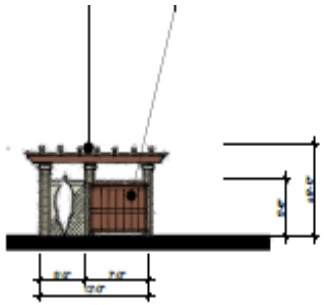
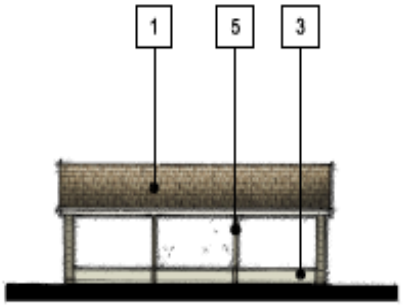
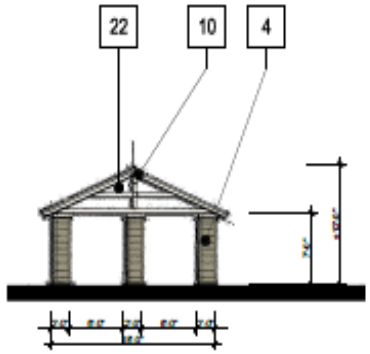


FRONT

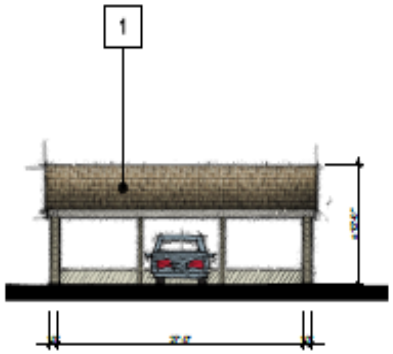
TRASH ENCLOSURE ELEVATION



REAR



SIDE



FRONT

CARPORT ELEVATION

Single Family Site Plan Layout:

The proposed single family project area requires the approval of a plot plan to develop the site. This area will be subdivided as part of TTM No. 36674. This neighborhood is reflected as Lot 1 - 66 (single family dwelling units) and 79 – 85 (HOA/water quality basins) on the tract map. As this project area will be developed under the R-4 zoning standards, the Applicant is required to provide "final site plan of development" package that includes full development plans that include a site plan/grading plan, landscape plans and architectural plans.

Development of the project area is subject to the development standards of the Chapter 17.60 (R-4 zone) of the Zoning Ordinance. This section establishes standards and requirements related to lot area, setbacks, building height, etc.

Site Plan:

The proposed site plan is consistent with the tentative tract map in terms of lot sizes and location. Each lot has a predetermined dwelling unit which the applicant has chosen to propose. In accordance with Section 17.60.040.D, the R-4 zone outlines specific development standards for plotting dwelling units related to setbacks. As shown on site plan, each plotted dwelling unit meets and exceeds these minimum setback requirements.

In addition, the Countywide Design Standards and Guidelines require variable front yard setbacks. For example, homes and garages shall be placed at varying distances from the front property line and have varying entry locations. As illustrated on the site plan, each lot has varying setbacks and no two lots have the same setback.

In accordance with Section 17.60.040.C, the R-4 zone sets a maximum building height of 40 feet for single family residences. As outlined in the architectural elevations, the tallest dwelling unit is 2-stories and does not exceed 29 feet in height. Therefore, the project meets the height requirements.

In accordance with Section 17.60.040.F of the Zoning Ordinance, individual sewage disposals systems are not allowed in the R-4 zone. The project has been designed to provide a sewer system in accordance with EVMWD requirements so each home is tied to this system.

Based on this, the proposed site plan meets and exceeds the minimum development standards of the R-4 zone and the City's Residential Design Guidelines. The table on the following page summarizes compliance with these standards.

Development Standards Table (17.60.040 – R-4 Zone)

Development Standards	Minimum Dev. Standard	Proposed Project	Meets/Exceeds Requirements
Minimum Site Development Area	4 acres	12.5 acres	Yes
Minimum Lot Size	3,500 sq. ft.	4,200 sq. ft.	Yes
Minimum Lot Width/Depth	40 ft. / 80 ft.	50 ft./ 84 ft. minimum	Yes
Required Setbacks			
Front Setback – Living Space / Main Structure	20 ft.	20 ft. min.	Yes
Rear Setback – Living Space / Main Structure	10 ft.	10 ft. min.	Yes
Side Setback –			
Interior Side Yard	5 ft.	5 ft. min.	Yes
Corner Lot	10 ft.	10 ft. min.	Yes
Building Height	40 ft. max.	29 ft.	Yes
Density Range (MHDR)	5 - 8 units/acre	5.3 units/acre	Yes

Off-Street Parking (Section 17.188):
The single family project site is subject to the parking requirements outlined in Chapter 17.188.030 of the Zoning Ordinance. Based on this code section, two (2) spaces per unit is required. The Applicant has provided two spaces per unit in an attached/enclosed garage. Thus, the parking requirements have been met. There are no visitor parking requirements for the single family neighborhood; however, the internal streets have a 36-foot curb-to-curb width which would allow on-street parking on one side of the street.

Required Walls/Fencing:
A wall/fence plan is required as part of the final site plan of development package. The Countywide Design Standards and Guidelines outline specific wall and fence requirements for single family residential developments. For example, boundary walls along the perimeter of the tract, side yards visible from the street and side yard returns must be decorative block material. The applicant is providing a 6-foot decorative "split-face" block wall along the perimeter (including decorative pilasters), and on side yards facing streets, including side yard returns consistent with this requirement. Interior side and rear fencing is also required for the project and can be either block or some other durable/similar material. The applicant has proposed wood fencing for the interior side yards to match the theme of the overall project. Based on these, the proposed wall/fence plan is consistent with the residential design guidelines.

Pedestrian Circulation/Connectivity:

Pedestrian circulation is an important element of a mixed-use project. The Applicant has provided an exhibit that shows how connectivity is achieved throughout the whole project area (refer to Attachment I). For the single family area, the Applicant is providing a trail linkage from the interior of the site to White Avenue. It is staff's opinion that the project provides adequate onsite circulation for pedestrians that allow residents in this multi-family project area to walk to the commercial retail center in a safe and efficient manner. The exhibit below shows the linkages throughout the site (green lines0.



Private Open Space Area:

In accordance with 17.60.040.G, the "recreation area" must be of a size, based on the particular use, adequate to meet the needs of the anticipated population, and shall be arranged so as to be readily accessible to the residents of the subdivision. To meet this requirement, the applicant is providing a 0.16 acre private open space area for the community residents. The open space area will have a tot lot, barbeque, trellis, benches, and picnic tables for passive use by the residents. The private open space

area will be maintained by a homeowners association that will be established as part of the project development.

Traffic / Roadway / Vehicular Access:
Primary vehicular access to and from the single family project area is provided via two (2) entrance points on White Street. A second access point into the neighborhood is also provided from Baxter Road as you enter the commercial project area. For a detailed discussion of the traffic mitigation and improvements, please refer to the traffic/roadway/vehicular access discussion on page 16 of the staff report.

Landscaping/Water Efficient Standards (Chapter 17.276):
The Applicant has provided a detailed conceptual landscape plan (refer to Attachment I for details). 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.

Single Family Architectural/Floor Plans:
The architectural theme for the single family project area can be characterized as "modern Ranch" that will match what is proposed for the multi-family and commercial retail components. The design incorporates elements such as standing metal-seemed roofs, stucco and wood-sided walls, faux barn-like doors, wood posts & railings, decorative gable end and beam details, corbels & wood trellis's, decorative louvers and shutters.

Of important to note is the Applicant did hold two (2) neighborhood meetings (March 21, 2013 and June 27, 2013) early in the design review process prior to a formal submittal to the City. Notices were sent out to residents within a 1,000-foot radius notifying each property of the meetings. According to the Applicant, these meetings were well attended by residents. Based on these meetings, a final design theme was agreed upon for the entire Baxter Village project.

The City has implemented our Residential Design Standards and Guidelines that provide specific architectural styles that include: design styles, building articulation, varied roof planes, 360-degree architectural detail, multiple floor plans (depending on the number of lots), and varied color/materials for the homes. As part of the final site plan of development package, the applicant has provided an architectural program that achieves the above items.

- Multiple Floor Plans/Elevations – Since the tract has 66 lots designated for single family homes, three different floor plans and three different elevations are proposed (Attachment I). The applicant has also varied the floor plans so the same floor plan/elevation is not repeated immediately adjacent to another unit. The site plan shows the actual plotting of the floor plan and elevation types.

- Building Articulation – The intent behind this guideline is to avoid long, unarticulated building facades by incorporating varying setbacks, projecting architectural features, and vertical/horizontal variation in the façade. As illustrated in the architectural design sheets, each dwelling unit type provides the required elements that achieve building articulation.

- Varied Roof Planes – Roof articulation is required and may be achieved by changes in building planes, gable/hip roofs, dormers, etc. As illustrated in the architectural design sheets, each dwelling unit type provides varied roof plans the required elements that achieve building articulation.

- 360-degree Architecture – This guideline is intended to create variation in the building planes and to avoid un-articulated facades. As illustrated in the architectural design sheets, each dwelling unit type provides architectural detail on all four elevations of the homes.

For reference purposes, 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
Floor Plan 1 (2-story)	22	3 bedroom / 2.5 bath
Floor Plan 2 (2-story)	23	4 bedroom / 3 bath
Floor Plan 3 (2-story)	21	5 bedroom / 4.5 bath
Total Counts	**66 Units**	

Typical Unit Types / Unit Size

Stories	# of Units	Unit Size (sq. ft.)
Floor Plan 1 (2-story)	22	2,166 sq. ft.
Floor Plan 2 (2-story)	23	2,311 sq. ft.
Floor Plan 3 (2-story)	21	2,656 sq. ft.
Total Counts	**66 Units**	

Staff has provided reduced size exhibits of the site plan, landscape plan and architectural elevations on the following pages.

Colored Overall Site Plan / Single Family Area



Final Site Plan of Development Exhibit



Conceptual SFR Architectural Elevations Exhibits



REAR



LEFT



RIGHT



FRONT

BAXTER VILLAGE

CHARACTER ELEVATIONS - PLAN 1

0 4 8 16



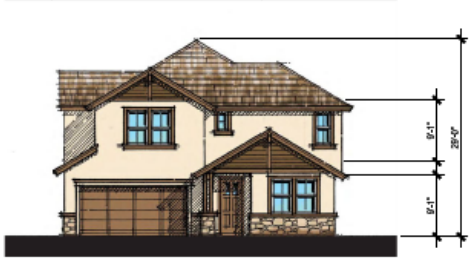
REAR



LEFT



RIGHT



FRONT

BAXTER VILLAGE

CHARACTER ELEVATIONS - PLAN 2

0 4 8



REAR



LEFT



RIGHT



FRONT

BAXTER VILLAGE

CHARACTER ELEVATIONS - PLAN 3

0 4 8 16

PROJECT ANALYSIS / FINDINGS OF FACT

EIR Findings of Fact:

The Planning Commission has recommended 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 Baxter Village Mixed-Use 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 December 30, 2015 and concluding on February 12, 2016.

4. Response to Comments: The City has responded to all seven public comment letters received during the public review/comment period and included both the comments and the responses to the comments as part of the Final EIR. 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/or the 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 five 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 to track compliance with these changes, alterations, and mitigation measures identified in the Baxter Village Mixed-Use project EIR.

e) For the five unavoidable impacts (Impact 4.16.6.1 – 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 five unavoidable environmental impacts (Impact 4.16.6.1 – 4.16.6.5) that cannot be mitigated; 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, staff recommends that the Planning Commission recommend that the City Council adopt a Statement of Overriding Considerations for the unavoidable transportation/traffic impacts.

7. Independent Judgment: The EIR reflects the independent judgment and analysis of the City.

General Plan Amendment (GPA) Analysis:

The Baxter Village development project requires the approval of a general plan amendment to accommodate the project. Specifically, the general plan amendment proposes to change the existing land use designation for the entire site from Mixed Use Planning Area (MUPA) to Medium High Density Residential (MHDR), Very High Density Residential (VHDR) and Commercial Retail (CR). The land use amendment map is provided in the project description section of the staff report. The proposed single family and multi-family densities fall within the allowable density range of the MHDR and VHDR land use categories.

The CR, MHDR and VHDR land use designations is intended for the development of a variety of commercial retail uses, single family and multi-family residential uses. The proposed commercial retail center fits perfectly into the CR land use designation, while the residential land uses fit into the MHDR and VHDR categories.

While the MUPA designation is proposed to be removed, the project maintains a mixed-use design concept. The Baxter Village project achieves the mixed-use design concept so that ultimately property owners and tenants within the project will be able to shop at the retail center. The Planning Commission is recommending Council approval of the proposed general plan amendment to CR, MHDR and VHDR because these land use designations are intended to promote and encourage the development of retail uses and residential uses within a mixed-use concept consistent with the General Plan.

General Plan Amendment (GPA) Findings:

Pursuant to Government Code Section 65350 – 65362 and Chapter 17.08.040(F)(2) of the Wildomar Municipal Code, the Planning Commission recommends the City Council make the following findings in support of the proposed General Plan Amendment.

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 Baxter Village 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 (CR, MHDR and VHDR) fall within the "Community Development" Foundation Component of the General Plan. Thus, the proposed land use designation changes do 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 Baxter Village 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 amendments are 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 (i.e., ownership & rentals) within the City (App. B, Sec. I.D.). Further, Appendix B encourages commercial related development that provides support services and jobs 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 CR, MHDR and VHDR land use designation resulting in the development of commercial retail and residential uses did not require any changes to other Elements of the Wildomar General Plan. Therefore, the proposed general plan amendments result in the project being internally consistent.

The proposed land use changes further the following land use and housing element policies related to the proposed project:

LU 2.1 The proposed 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 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 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 residential portions of the 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 residential portions of the 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 residential portions of the 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 portion of the project is properly located and designated for commercial development in accordance with the General Plan.

LU23.6 The proposed 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 project will be served by water and sewer along provided by EVMWD to meet the project demands.

LU 23.8 The proposed project will provide needed services and jobs for the Wildomar community in accordance with the General Plan.

H-1.1 The proposed single family and multi-family project areas 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 single family and multi-family project areas 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.

In addition, the City of Wildomar's adopted 2013-2021 Housing Element includes Policy H-1 ["Ensure there is a sufficient supply of multi-family and single-family zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA)"]. Per state law, land must be able to be developed at a density of 30 units per acre to be considered affordable to low, very low or extremely low income households. The City's RHNA for low, very low and extremely low income households is 1,574 units.

In furtherance of Policy H-1, the City re-designated 25.96 acres as Highest Density Residential (HHDR), which allows for development at 30 units per acre. Assuming only 80% of the HHDR land can actually be developed, this results in a development potential of 623 units at 30 units per acre. In addition, the City created a mixed use overlay zone and applied the zone to all but one of the properties within the City that already had a Mixed Use General Plan land use designation (totaling 117 acres), including the Baxter Village project site. The Mixed Use Overlay requires 30% to 50% of the land to be developed with residential uses at a density of at least 30 units to the acre. The residential development potential on the Mixed Use land ranges from 1,053 units to 1,755 units at a density of 30 units per acre. Thus, the City's actions to implement Policy H-1 resulted in the potential for up to 2,378 units to be built that are affordable to low, very low and extremely low income households. This exceeds the City's RHNA for these income categories by 804 units.

The Baxter Village project would remove 35.54 acres of land from the 117 acres of Mixed Use land in the City, leaving 81.46 acres of Mixed Use land available to satisfy the City's RHNA. The remaining 81.46 acres of Mixed Use land could be developed with 733 to 1,222 units at 30 units to the acre. Therefore, a combined total of up to 1,845 units could be built on the 25.96 acres of HHDR and 81.46 acres of Mixed Use remaining in the City, which exceeds the City's RHNA for low, very low and extremely low income households by 271 units.

Therefore, the re-designation and rezoning of the Baxter Village project site does not conflict with Policy H-1 because the City is still able to satisfy its RHNA obligations with the remaining property in the City that is designated HHDR or Mixed Use.

C. An amendment is required to expand basic employment job opportunities (jobs that contribute directly to the City's economic base) and that would improve the ratio of jobs-to-workers in the City.

Evidence: The existing Mixed Use Planning Area land use designation on the property requires between thirty and fifty percent of the site to be developed with residential uses at a density of thirty units per acre. The remainder of the site could be developed with commercial and office uses. Development of the site under the requirements of the Mixed Use Planning Area was determined to be infeasible, which means that the site would remain vacant and undeveloped without a General Plan Amendment. Approving the proposed General Plan Amendment would allow job-generating uses to be developed on this site, and therefore would increase the job opportunities available to City residents. An economic impact analysis prepared for the project estimates that 202 new permanent jobs will be created by the project, and 554 temporary construction jobs will be created.

Change of Zone (CZ) Analysis:

The existing zoning for the entire project site is C-P-S (Scenic Highway Commercial). One component of the change of zone is a request to remove the Mixed-Use Overlay from the entire site which was approved by City Council when Housing Element was adopted in December 2013. The overlay would have required the multi-family portion of the Baxter Village project site to be built at 30 units/acre which would have given the city credit in our very-low and-low income RHNA categories.

The other component of the change of zone is to take a portion of the site and rezone it from C-P-S to R-3 and R-4 to accommodate the proposed multi-family and single family developments. According to the general plan zoning consistency table, the R-3 and R-4 zones are highly consistent with the VHDR and MHDR land use designations. As the R-4 zone allows for single family detached development on small lots and the R-3 zone allows multi-family apartments, the zone change is appropriate and will help to achieve the mixed-use design concept.

The Planning Commission is recommending Council support of the proposed change of zone because these zoning designations are intended for the development of commercial retail, single family and multi-family uses in a mixed-use design concept. Below are the findings to support the proposed change of zone.

Change of Zone Findings:

In accordance with the State of California, Government Code Sections 65855, and Chapter 17.280 of the Wildomar Zoning Ordinance, the Planning Commission recommend the City Council, 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, 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 designations for the project site to CR, MHDR and VHDR to accommodate the commercial retail and single-family / multi-family residential development sites. The proposed zone changes to C-P-S, R-3 and R-4 for the Baxter Village Mixed-Use project, upon approval of the proposed GPA, will be 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 project will be served by water and sewer along provided by EVMWD to meet the project 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.

H-1.1 The proposed single family and multi-family project areas 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 single family and multi-family project areas 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 Parcel Map (TPM No. 36673) Analysis:

The Baxter Village Mixed-Use development project requires the approval of a tentative tract map to subdivide the project site to accommodate the mixed-use development. Specifically, the tract map proposes 35.48± acres and the tentative map proposes to subdivide the project area into 85 lots.

Single Family Lots:

Lot 1 through 66 (single family units) and 79 through 85 (HOA basins) will apply to the single family project area. As discussed in the Project Description portion of the staff report, each of the lots devoted to single family homes meet the minimum lot size, lot width, and lot depth as required by the R-4 zone and the density requirements of the MHDR land use designation.

Multi-Family Lot:

Lot 67 (11.3 acres) is devoted to the multi-family apartment project area. As discussed in the Project Description portion of the staff report, the lot meets the minimum lot size, lot width, and lot depth as required by the R-3 zone and the density requirements of the VHDR land use designation.

Commercial/Retail Lot:

Lots 68 though 78 (12.2 acres) is devoted to the commercial retail development area. As discussed in the Project Description portion of the staff report, these lots meet the minimum lot size, lot width, and lot depth as required by the C-P-S zone and the floor area ratio requirements of the CR land use designation.

In summary, the proposed tract map is consistent with the General Plan, Subdivision Ordinance and Zoning Ordinance. Outlined below are the findings for Commission consideration to support the tentative tract map.

Tentative Parcel Map (TPM No. 36673) Findings:

In accordance with Wildomar Municipal Code Title 16 and Title 17, and Government Code § 66473.1, § 66473.5 and § 66474, the Planning Commission recommends the City Council, 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, 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: The proposed Tentative Tract Map No. 36674 is consistent with the City's General Plan in that the land use designations of CR, MHDR and VHDR is intended to provide for the development of commercial retail, single family and multi-family uses. With its close proximity residential neighborhoods, the Baxter Village Mixed-Use project will provide valuable commercial retail services that are consistent and compatible with the CR land use policies of the General Plan. Further, the single family residential and multi-family residential developments within the project area, is consistent with the General Plan in that the MHDR and VHDR land use designations specifically allows residential development including apartments and single family detached dwellings. As these residences are proposed as "rental" and ownership units, the project will provide important housing opportunities to Wildomar residents. Further, the residential areas will be built at a density that is in compliance with the MHDR (5 - 8 units/acre) and VHDR (14 – 20 units/acre) density standards. 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 retail and residential developments 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 residential developments 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 residential developments will accommodate the development of commercial retail and single family / multi-family residences in an area that is appropriately designated by the General Plan.

LU 22.4 The proposed residential developments 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 residential developments 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 and residential areas is properly located and designated in accordance with the General Plan.

LU 23.8 The proposed land use amendment resulting in the commercial retail opportunities 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 single family and multi-family project areas 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 single family and multi-family project areas 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 35.48± acres and the tentative map proposes to subdivide the project area into 85 lots to accommodate the commercial retail center, single family project area and multi-family project area. Given the density allowed by the MHDR land use designation (5 - 8 units/acre), the proposed single family project area falls within this density range as it is set at 5.3 units/acre. Given the density allowed by the VHDR land sue designation (14 - 20 units/acre), the proposed multi-family project area falls within this density range as it is set at 18 units/acre.

Further, in terms of the 75,000± commercial retail project area, the C-P-S zone does not have a minimum lot size so this tract map is physically suitable for the project. The multi-family apartment project site with its proposed R-3 zoning has a minimum lot size of 7,200 square feet, so the site size of 11.3 acres meets the R-3 standards. The single family project site with its proposed R-4 zoning has a

minimum parcel development size of four (4) acres, and an individual minimum lot size of 3,500 square feet. Thus, the parcel development size site size of 14.4 acres, and individual minimum lot size of 4,200 square feet meets the R-4 standards. 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 Baxter Village Mixed-Use project, including Tentative Tract Map No. 36674. 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. All comments on the DEIR from the commenters have been responded to as outlined in the FEIR. As the DIER analyzed impacts to wildlife resources, etc., the DEIR 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) 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. 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 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.

Plot Plan Analysis:

The proposed project requires the approval of a plot plan to the commercial/retail, single family and multi-family project areas. Based on the proposed project description and consistency with the development standards as they apply to the C-P-S, R-3 and R-4 zones (discussed above), the Plot Plan is consistent with the General Plan and Zoning Ordinance. Thus, the Planning Commission has recommended City Council support of the Plot Plan as proposed.

Plot Plan Findings:

Pursuant to Section 17.216.040 of the Wildomar Zoning Ordinance, the Planning Commission recommends the City Council, 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, find and determine as follows:

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

Evidence: The proposed 75,000 square-foot commercial retail center is consistent with the intent of the General Plan land use designation of CR as this land use is intended to accommodate commercial and retail uses. Further, the commercial retail center is allowed use in the C-P-S zone subject to the approval of a plot plan and all development standards of Chapter 17.76030. The proposed site plan has been evaluated in accordance with these development standards and it has been determined that each standard has been met and/or exceeded as discussed within the staff report. Thus, the commercial retail center meets the purpose and intent of the C-P-S zone and meets this finding.

The proposed multi-family development area is consistent with the intent of the General Plan land use designation of VHDR as this land use is intended to accommodate multi-family apartment projects at a density range of 14 – 20 units/acre. With a project density of 18 units/acre, the project is consistent with the VHDR designation. Further, the multi-family development is allowed use in the R-3 zone subject to the approval of a plot plan and all development standards of Chapter 17.44.020. The proposed site plan has been evaluated in accordance with these development standards and it has been determined that each standard has been met and/or exceeded as discussed within the staff report. Thus, the multi-family development meets the purpose and intent of the R-3 zone and meets this finding.

The proposed single family development area is consistent with the intent of the General Plan land use designation of MHDR as this land use is intended to accommodate small lot single family projects at a density range of 5 – 8 units/acre. With a project density of 5.3 units/acre, the project is consistent with the MHDR designation. Further, the single family development is allowed use in the R-4 zone subject to the approval of a plot plan and all development standards of Chapter

17.60. The proposed site plan has been evaluated in accordance with these development standards and it has been determined that each standard has been met and/or exceeded as discussed within the staff report. Thus, the single family development meets the purpose and intent of the R-4 zone and meets this finding.

In addition, the proposed use also is consistent with the following General Plan policies:

LU 4.1 The proposed retail and residential developments 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 residential developments 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 residential developments will accommodate the development of commercial retail and single family / multi-family residences in an area that is appropriately designated by the General Plan.

LU 22.4 The proposed residential developments 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 residential developments 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 and residential areas is properly located and designated in accordance with the General Plan.

LU 23.8 The proposed land use amendment resulting in the commercial retail opportunities 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 single family and multi-family project areas 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 single family and multi-family project areas 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, MHDR and VHDR and the change of zone to R-3 and R-4, the proposed Baxter Village Mixed Use 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 center, multi-family and single family developments consider 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 Baxter Road in accordance with Public Works and Fire Department standards. Both Baxter Road and White Avenue will be 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, including interim signals at the I-15 freeway on/off ramps, that will be implemented to mitigate traffic congestion. As a result, the proposed Baxter Village Mixed-Use 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 Baxter Village Mixed-Use 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 36674) to subdivide the property to accommodate the proposed commercial retail, single family and multi-family project areas. The tentative tract map has been conditioned to be recorded prior to any occupancy of the project, therefore, the proposed Baxter Village Mixed-Use project meets this finding.

PUBLIC 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 Planning Department, on June 28, 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 Baxter Village Mixed-Use project (PA No. 14-0002) would be considered by the City Council. 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 Planning Department, on July 1, 2016 published a legal notice in the "Press Enterprise," a local newspaper of general circulation, notifying the general public of the public hearing for which the Baxter Village Mixed-Use project (PA No. 14-0002) would be considered by the City Council.

FISCAL IMPACT:

There is no fiscal impact to the City's General Fund. The Applicant will be paying all related DIF & Regional impact fees and will be annexed into the City's CFD.

Submitted by:
Matthew C. Bassi
Planning Director

Approved by:
Gary Nordquist
City Manager

ATTACHMENTS:

A. Resolution No. 2016-____ - DEIR Resolution
   - Exhibit 1 - Baxter Village Project DEIR
   - Exhibit 2 - Baxter Village Project Technical Appendices
   - Exhibit 3 - Baxter Village Project FEIR
   - Exhibit 4 - Baxter Village EIR Findings of Fact/Overriding Considerations
   - Exhibit 5 - Baxter Village Mitigation Monitoring Program (MMRP)

B. Resolution No. 2016-____ - GPA Resolution
C. Ordinance No. ____ Change of Zone Ordinance
D. Resolution No. 2016-____ - Tentative Tract Map 36674 Resolution
   Exhibit 1 - Baxter Village TTM Conditions of Approval Matrix
E. Resolution No. 2016-____ - Plot Plan Resolution
   Exhibit 1 - Baxter Village Plot Plan Conditions of Approval Matrix
F. Baxter Village TTM No. 36674 Exhibit
G. Baxter Village Commercial Development Plans package
H. Baxter Village Multi-Family Apartment Development Plans package
I. Baxter Village Single Family Development Plans package
J. Blum Collins, LLP FEIR Comment Letter (dated 5/31/16)
K. Strata Baxter, LLC (Applicant) FEIR Response to Blum Collins (dated 5/31/16)
L. Brown House Historic Resources Assessment Report (October 2004)
M. Brown House Property Condition Assessment Study (Prepared for Wildomar Historical Society in May 2016)

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)

STRATA EQUITY GROUP, INC.

March 12, 2024

Matthew Bassi
City of Wildomar
23873 Clinton Keith Road #201
Wildomar, CA 92595

PA 14-0002 "Baxter Village" EOT #3 Request

Dear Mr. Bassi,

As the property owner and applicant of PA 14-0002 "Baxter Village", Strata Baxter, LLC respectfully requests approval of Extension of Time #3 for a 1-year period.

As the City is aware we have made significant progress on the first phase of the project which includes the Kaiser Medical Office Building site, Hotel site, and all related offsite improvements. The design, permits and construction of these extensive and expensive offsite improvements needed to be well underway before we could garner interest from residential builders for the later phases of the project. We have invested millions of dollars to reach this point.

We need an extension of time for the approved project to engage builders for the residential portions of this project.

Thank you for your consideration of this approval.

Sincerely,

Eric Flodine
Director of Community Development

SUBJECT: Capital Improvement Program/General Plan Consistency (FY 2024/25)

SUBMITTED BY: Matthew Bassi

PREPARED BY: Cameron Luna

ACTION:
Staff recommends the Planning Commission adopt a Resolution entitled:

PC RESOLUTION NO. 2024-10
A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, DETERMINING THAT FISCAL YEAR 2024/25 CIP PROJECTS OF THE FY 2024/25 – 2028/29 FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM (CIP) ARE IN CONFORMANCE WITH THE CITY OF WILDOMAR GENERAL PLAN

FISCAL IMPACT:
There is no fiscal impact at this time. Funding for the various projects in the CIP will be included in the FY 24/25 and FY 25/26 budget that is presented to the City Council for approval. Some projects will be budgeted for funding in the upcoming budget cycle (FY 24/25 - 25/26) while other projects will be planned for funding, but not yet budgeted, in future years of the CIP.

PROJECT DESCRIPTION:
Sections 65401 and 65402 of the California Government Code require that a local agency's Capital Improvement Program (CIP) be in conformance with the General Plan. State law also mandates that this determination of conformance be made by a designated planning agency. For the City of Wildomar, the designated planning agency is the Planning Commission. The purpose of this staff report is to present the Public Works CIP projects for FY 2024/25 so the Commission can make a determination of consistency with our adopted General Plan. This is an annual review performed by the Commission since incorporation.

PROJECT ANALYSIS:
The City's current CIP program sets out a long-term capital improvement program budget for the City. The complete CIP document identifies both funding sources and capital projects to be funded each year for the next five (5) fiscal years (FY 2024/25 – 2028/29). The CIP project priorities and projected funding amounts are addressed annually by the City Council. Per Council policy, the Planning Commission does not have authority over CIP projects or their budgets. The Planning Commission's determination that the identified CIP projects and activities proposed for the five-year CIP program are in conformance with the General Plan satisfies state law.

General Plan conformity can be best described as CIP projects furthering the achievement of the goals, policies, and infrastructure in the General Plan. For example, the construction of a particular roadway identified in the General Plan would be considered consistent if the roadway is depicted on the Circulation Element map, identified in the goals and policies, and/or listed as an implementation program/activity.

The CIP Program improvement projects have been categorized by function and type. PC Resolution No. 2024-10 (Attachment A, Exhibit 1) includes the list of capital improvement projects for the five-year CIP by category. Table 1 below identifies the corresponding General Plan Policy that each CIP category addresses. The general scope for each category includes associated activities pertaining to planning, environmental, engineering, design, right of way acquisition, preparation of construction documents, advertisement for construction bids, construction, and administrative/management tasks.

Staff has reviewed the proposed FY 2024/25 capital improvement projects and has determined that the proposed projects are consistent with the goals and policies of the General Plan. As shown in Table 1 below, these activities are consistent with several of the Elements of the General Plan. The specific Circulation, Land Use, and Safety Element policy statements are summarized as follows:

Circulation Element Policies

- Policy 3.1 - Design, construct, and maintain City roadways as specified in the City Road Improvement Standards and Specifications.
- Policy 3.2 - Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.
- Policy 3.12 - Improve highways serving as arterials through mountainous and rural areas to adequately meet travel demands and safety requirements while minimizing the need for excessive cut and fill.
- Policy 3.13 - Design street intersections, where appropriate, to assure the safe, efficient passage of through-traffic and the negotiation of turning movements.
- Policy 3.15 - Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections.
- Policy 4.1 - Provide facilities for the safe movement of pedestrians within developments.
- Policy 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.
- Policy 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.
- Policy 4.5 - Collaborate with local communities to ensure that school children have adequate transportation routes available such as local pedestrian or bike path, or local bus service.
- Policy 4.7 - Encourage safe pedestrian walkways that comply with the American Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.

Land Use Element Policies

- Policy 3.2 - Use open space, greenways, recreational lands, and watercourses as

community separators.
- Policy 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.
- Policy 19.1 - The City shall develop and maintain a regional park system that provides recreational opportunities for residents and visitors of Riverside County.
- Policy 25.1 - Accommodate the development of public facilities in areas appropriately designated by the General Plan and area plan land use maps.
- Policy 25.5 - Require that public facilities be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area.

Safety Element Policies

- Policy 4.6 - Direct flood control improvement measures toward the protection of existing and planned development.

As demonstrated, the activities in the draft Capital Improvement Program to be reviewed by the City Council are consistent with the General Plan. Therefore, the Staff is recommending that the Planning Commission adopt PC Resolution No. 2024-10 making a finding that the FY 2024/25 Capital Improvement Program project and activities are consistent with the General Plan.

Table 1 - Scope of Capital Projects in the 5-Year CIP

Capital Improvement Project Category	Project Scope	General Plan Element
Transportation - Roads	Road and intersection improvements based on standard plans and/or engineered design including pavement, drainage, walkways, bike lanes, landscape	Circulation Element
Transportation - Signals	Intersection improvements for traffic signals including safety lighting, signing, striping, controllers, detectors, pedestrian crosswalk improvements, and associated improvements	Circulation Element, Safety Element
Transportation - Maintenance	Remove, replace, repair public works facilities within the public right of way including paving, curb and gutter, sidewalk, ramps, signing, striping, drainage	Circulation Element, Safety Element
Drainage	Drainage improvements associated with regional or local master planned drainage facilities	Circulation Element, Safety Element

Parks	Park Land Acquisition and Park Improvements to existing parks or future master planned parks	Land Use Element
Trails	Improvement of multi-use facilities generally identified in the adopted Active Transportation Plan and/or at locations providing alternate transportation options	Circulation Element
Cemetery	Improvements to the Wildomar Cemetery, in conformance with the Wildomar Cemetery Master Plan.	Land Use Element

ATTACHMENTS:
PC_Resolution_No._2024-10-CIP_LIst (Final).pdf

ATTACHMENT A

PC Resolution No. 2024-10

PC RESOLUTION NO. 2024-10

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, DETERMINING THAT FISCAL YEAR 2024/25 CIP PROJECTS OF THE FY 2024/25 – 2028/29) FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM (CIP) IS IN CONFORMANCE WITH THE CITY OF WILDOMAR GENERAL PLAN

WHEREAS, the City of Wildomar adopted its General Plan on July 1, 2008; and

WHEREAS, the General Plan contains a Circulation Element which describes the future layout and configuration of the road network within the City; and

WHEREAS, the City Council of the City of Wildomar has designated the City Planning Commission as the planning agency for the City of Wildomar; and

WHEREAS, State Law requires that designated planning agencies review the capital improvement program to ensure compliance with the adopted General Plan; and

WHEREAS, the City has identified a number of project priorities for implementation during the five year period of the capital improvement program included in Exhibit 1 – Project List; and

WHEREAS, the Planning Commission examined the capital construction projects identified in the capital improvement program; and

WHEREAS, the Planning Commission compared these future projects with the projected roadway improvements identified in the adopted Circulation Element; and

WHEREAS, the Planning Commission also examined the ongoing capital improvement program and determined that these projects are specifically supported by Circulation Element Policies 3.1, 3.2, 3.12, 3.13, 3.15, 4.1, 4.2, 4.4, 4.5, and 4.7; and

WHEREAS, the Planning Commission also examined the ongoing capital improvement program and determined that these projects are specifically supported by Land Use Element Policies 3.2, 8.3, 19.1, 25.1, and 25.5; and

WHEREAS, the Planning Commission also examined the ongoing capital improvement program and determined that these projects are specifically supported by Safety Element Policy 4.6; and

WHEREAS, the Planning Commission further determines that the programs in the multi-year CIP are specifically supported by Circulation Element Policies 3.1, 3.2, 3.12, 3.13, and 3.15; and

WHEREAS, on June 5, 2024 the Planning Commission, during a regularly scheduled meeting, took public testimony and considered the projects and programs identified for Fiscal Year 2024/25 – 2028/29 Capital Improvement Program (CIP) for consistency with the City's adopted General Plan.

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

SECTION 1. PLANNING COMMISSION FINDING

In accordance with Sections 65401 and 65402 of the California Government Code, 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, and the City's General Plan, hereby finds and determines as follows:

A. The proposed FY 2024/25 capital improvement projects of the 2024/25– 2028/29 Capital Improvement Program are consistent with the City of Wildomar General Plan.

Evidence: The FY 2024/25 capital improvement projects and ongoing program activities that are contained in FY 2024/25 of the 2024/25 - 2028/29 Capital Improvement Program (CIP) are consistent with the adopted General Plan by furthering the goals and policies of the Circulation Element, including Policies 3.1, 3.2, 3.12, 3.13, 3.15, 4.1, 4.2, 4.4, 4.5, and 4.7; Land Use Element, including Policies 3.2, 8.3, 19.1, 25.1, and 25.5; and Safety Element Policy 4.6 as discussed in the June 5 staff report.

SECTION 2. PLANNING COMMISSION ACTION

The Planning Commission hereby adopts PC Resolution No. 2024-10 determining that the Fiscal Year 2024/25 CIP projects of the Fiscal Year 2024/25 – 2028/29 Capital Improvement Program, as outlined in Exhibit 1 of this Resolution, are in conformance with the City of Wildomar General Plan.

PASSED, APPROVED AND ADOPTED this 5th day of June, 2024 by the following vote:

AYES.

NOES:

ABSENT:

ABSTAINED:

Eric Filar
Planning Commission Chair

ATTEST:

Matthew C. Bassi
Community Development Director/Minutes Secretary

APPROVED AS TO FORM:

Stephanie Gutierrez
Assistant City Attorney

Exhibit 1

FY 24/25-28/29 Project List

CIP #	Transportation - Roads
025-1	Clinton Keith Rd. Widening (Phase 1)
026-1	Bundy Canyon Rd. Improvement Project (Segment 1)
026-2	Bundy Canyon Rd. Improvement Project (Segment 2)
026-3	Bundy Canyon Rd. Improvement Project (Segment 3)
028-2	Palomar St. Widening Project (Phase 2)
028-3	Palomar St. Widening Project (Phase 3)
044-3	Mission Trail/Sedco Sidewalk (CDBG) (Phase 3)
051-2	Local Road Safety Plan (LRSP) Implementation
066	Right-of-Way Enhancement Program
070	Bundy Canyon Rd./I-15 Interchange
074	Wildomar Trail/I-15 Interchange
081	Grand Ave./Sheila Ln. Roundabout
087	Lost Rd. Improvements
090	Bundy Canyon Rd. West - Widening & ATP Improvements
096	Sedco Boulevard Roadway Safety Improvements Project
103	Wildomar Trail Interchange Restriping
Transportation - Maintenance	
050-1	Pavement Management Program
057-1	Pavement Rehabilitation Program
58	Annual Slurry Seal Program
Trails	
043	Wildomar Channel Trail Access
082	Palomar St./Bryant St. Trail
092	Bundy Canyon Rd. ATP Improvements
Other	
100	Landscape Maintenance District Enhancements
104	Engineering Standards and Guidelines
Admin	Capital Improvement Program Admin

CIP #	Transportation - Signals
075	Bundy Canyon Rd./Orchard St. Traffic Signal
076	Bundy Canyon Rd./Almond St. Traffic Signal
088	Harvest Way East/Bundy Canyon Rd. Traffic Signal
089	Traffic Signal Retrofits and Upgrades
097	Pedestrian Crosswalk Enhancement Project
Drainage	
023-1	Master Drainage Plan (MDP) Update
063	Line C Basin and Storm Drain
069	Miscellaneous Drainage Improvements
073	Wildomar Channel/McVicar St. Crossing
086	Sedco MDP Line F-2 Storm Drain
091	Catch Basin Filter Retrofit Project
094	RCFC Line G Storm Drain (Stages 1 and 2)
095	RCFC Murrieta Creek/Wildomar Channel ROW Improvements
Parks	
061	Regency-Heritage Park Rehabilitation
062	New 27 Acre Park
068	New 11 Acre Park
099	20-Acre Passive Park
102	Marna O'Brien Rubberized Play Surface
Buildings	
080	Fire Station 61 Site Improvements
093	Wildomar Fire Station #2 (East of I-15)
098	Interim Field Operations Center
101	City Hall Renovations
Cemetery	
067-1	Phase 1 Cemetery Improvements