PLANNING COMMISSION - PC - REGULAR MEETING

WEDNESDAY, SEPTEMBER 4, 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 - June 26, 2024 Special Study Session Meeting:

Presented By: Matthew Bassi , Planning Department

RECOMMENDATION:
Staff recommends the Planning Commission approve the June 26, 2024 special planning commission meeting meeting minutes as submitted.

1.2 Planning Commission Meeting Minutes - June 5, 2024 Regular Meeting:

Presented By: Matthew Bassi , Planning Department

RECOMMENDATION:
Staff recommends the Planning Commission approve the June 5, 2024 regular planning commission 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 CEQA exemption in accordance with Section 15061(b)(3) (Common Sense Exemption) 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 CEQA EXEMPTION IN ACCORDANCE WITH SECTION 15061(B)(3) (COMMON SENSE EXEMPTION) OF THE CEQA GUIDELINES 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)

3. GENERAL BUSINESS

3.1 **Wildomar Trail Town Center - Extension of Time #1 (TTM 37494 and Plot Plan 20-0039): Planning Commission review and consideration of a 3-year Extension of Time (EOT #1 of 3) to September 8, 2027.**

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 #1 for Tentative Tract Map No. 37494 and Plot Plan No. 20-0039 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. 2024-11

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 3-YEAR EXTENSION OF TIME TO SEPTEMBER 8, 2027 FOR TENTATIVE TRACT MAP NO. 374946 AND PLOT PLAN NO. 20-0039 TO DEVELOP THE WILDOMAR TRAIL TOWN CENTER MIXED USE PROJECT LOCATED ON THE SOUTHWEST CORNER OF I-15 FREEWAY AND WILDOMAR TRAIL, AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

3.2 **Tentative Tract Map No. 36388 - Extension of Time #3 (Oak Creek Canyon Specific Plan) -Â Planning Commission review and consideration of a final, 1-year Extension of Time (EOT #3) to November 22, 2025 for Tentative Tract Map No. 36388.**

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. 36388 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. 2024-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A FINAL, 1-YEAR EXTENSION OF TIME (#3) TO NOVEMBER 22, 2025 FOR TENTATIVE TRACT MAP NO. 36388 TO SUBDIVIDE APPROXIMATELY 151.23 ACRES INTO 275 LOTS FOR FUTURE SINGLE FAMILY RESIDENTIAL AND COMMERCIAL/RETAIL DEVELOPMENT LOCATED WITHIN THE FARM SPECIFIC PLAN COMMUNITY, AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

3. Receive a brief Presentation from the Applicant regarding several upcoming/proposed changes the approved TTM No. 36388 and Oak Canyon Specific Plan and provide feedback to the Applicant regarding said changes.

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

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

PARTICIPATE IN THE MEETING

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

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

ACCOMMODATIONS

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

REPORTS

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

AFFIDAVIT OF POSTING

I, Heidi Jemane, 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: August 28, 2024

CITY OF WILDOMAR
PC - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.1
Meeting Date: September 4, 2024

SUBJECT: Planning Commission Meeting Minutes - June 26, 2024 Special Study Session Meeting:

SUBMITTED BY: Matthew Bassi

PREPARED BY: Matthew Bassi

ACTION:
Staff recommends the Planning Commission approve the June 26, 2024 special planning commission meeting meeting minutes as submitted.

ATTACHMENTS:
06-26-2024pcm.pdf

MINUTES
CITY OF WILDOMAR
PLANNING COMMISSION
WEDNESDAY, JUNE 26, 2024
COUNCIL CHAMBERS
23873 CLINTON KEITH ROAD SUITE 106
WILDOMAR, CA, 92595

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

Chair Filar called the meeting to order at 6:03pm.

ROLL CALL

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

Members absent: Brianna Bernard

Staff in attendance: Deputy City Clerk Jemane, IT Specialist Sung, Community Development Director Bassi, Senior Planner Lachgar, Public Works Director Farag, Assistant City Attorney Gutierrez.

FLAG SALUTE

Commissioner Cambero led the flag salute.

APPROVAL OF THE AGENDA AS PRESENTED

There were no changes to the agenda as presented.

1) CONSENT CALENDAR

No items scheduled.

2) PUBLIC HEARINGS

No items scheduled.

3) GENERAL BUSINESS

3.1) Wildomar Development Code Update and East-Side Grand Avenue Policy Overlay Area Discussion - PC Study Session:

Placeworks Consultant Teague presented the Wildomar Development Code update.
Community Development Director Bassi presented the Grand Avenue Land Use Discussion report.
Committee member Strong recused herself from the conversation, as she has property within 500ft of this project.

Public Comments:

The following speakers provided public comment.

James Prestininzi
Paul Summerfield
Nathanial Sukhov
Desiree Sukhov
Quinten Sukhov
Alex Sukhov
Karen Robertson
Carol Brown
Nidia Sheets
Gary Mc Daniel
Bruce Linsley
Larry Markham
Ann Kiggins
Brian Hepinger
Evelyn Gonzalez
Kara Beaudoin
Jim Nunnally
Abigail Carrillo
Don Sanders

Moved by Eric Filar; seconded by George Cambero to keep the GP Land Use Designation of Estate Density Residential (EDR) for the east side of Grand.

Motion Approved: 3 - 0

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

FUTURE AGENDA ITEMS

The July 3, 2024 meeting will be canceled.

ADJOURN THE MEETING

Chair Filar adjourned the meeting at 7:40pm.

Submitted by:



_____

Heidi Jemane
Deputy City Clerk

CITY OF WILDOMAR
PC - REGULAR MEETING
CONSENT CALENDAR
Agenda Staff Report # 1.2
Meeting Date: September 4, 2024

SUBJECT: Planning Commission Meeting Minutes - June 5, 2024 Regular Meeting:

SUBMITTED BY: Matthew Bassi

PREPARED BY: Matthew Bassi

ACTION:
Staff recommends the Planning Commission approve the June 5, 2024 regular planning commission meeting minutes as submitted.

ATTACHMENTS:
1.1 - 06-05-2024pcm.pdf

MINUTES
CITY OF WILDOMAR
PLANNING COMMISSION
WEDNESDAY, JUNE 5, 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, and Kim Strong

Members absent: Brianna Bernard, and George Cambero

Staff in attendance: Deputy City Clerk Jemane, IT Specialist Sung, Public Works Director Farag, Senior Planner Lachgar, Associate Engineer Luna and Assistant City Attorney Vega.

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 - February 7, 2024 Regular Meeting

Moved by Kim Strong; seconded by Eric Filar to recommend the Planning Commission approve the February 7, 2024 regular meeting minutes as submitted.

Motion Approved: 3 - 0

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

2) PUBLIC HEARINGS

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

Senior Planner Lachgar recommended that the Planning Commission table this item to a future date.

Moved by Kim Strong; seconded by Arrin Banks to table the Tentative Parcel Map No. 38881 and Variance No. 24-0009 to a future date.

Motion Approved: 3 - 0

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

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

Senior Planner Lachgar presented the staff report.

Moved by Kim Strong; seconded by Arrin Banks to recommend 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. 2024-08A 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)

Motion Approved: 3 - 0

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

3) GENERAL BUSINESS

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

Senior Planner Lachgar presented the staff report.

Moved by Arrin Banks; seconded by Kim Strong to recommend 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. 2024-09A 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

Motion Approved: 3 - 0

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

3.2) Capital Improvement Program/General Plan Consistency (FY 2024/25)

Associate Engineer Luna presented the Staff Report.

Moved by Kim Strong; seconded by Arrin Banks to adopt a Resolution entitled:

PC RESOLUTION NO. 2024-10A 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

Motion Approved: 3 - 0

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

PLANNING COMMISSION COMMUNICATIONS

There were no Planning Commission communications.

COMMUNITY DEVELOPMENT DIRECTOR REPORT

There will be a special Planning Commission meeting on June 26, 2024 to discuss the development codes and to revisit the Grand Avenue project.

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 6:27pm.

Submitted by:



_____
Heidi Jemane
Deputy City Clerk

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 CEQA exemption in accordance with Section 15061(b)(3) (Common Sense Exemption) 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 CEQA EXEMPTION IN ACCORDANCE WITH SECTION 15061(B)(3) (COMMON SENSE EXEMPTION) OF THE CEQA GUIDELINES 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. 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. Schedule H parcel maps are usually approved via a Planning Director's hearing; however, since the proposal includes a variance to reduce the minimum lot size for Parcel 2, the Planning Commission must approve both the parcel map and variance.

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 conveyed 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 Mixed Use 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:

Tentative Parcel Map No. 38881 Analysis:
The proposed parcel map is needed to create the 2 parcels proposed by the Applicant. 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 Wildomar Municipal Code (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 Title 16 and Title 17 of the WMC, 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 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 Common Sense Exemption in accordance with Section 15061(B)(3) of the CEQA Guidelines. 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 the city's 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 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.

ENVIRONMENTAL DISCUSSION:

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 map is normally categorically exempted per Section 15315 of CEQA Guideliens; 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, also known as the "Common Sense Exemption," 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 Common Sense Exemption as permitted under Section 15061(b)(3) of the CEQA Guidelines.

PUBLIC NOTICE:
In accordance with Chapter 16.12 and 17.196 of the Wildomar Municipal Code, the Planning Department, on August 20, 2024 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 September 4, 2024 Planning Commission hearing. In accordance with Chapter 17.04 of the Wildomar Municipal Code, the Planning Department on August 23, 2024, also published a legal notice in the "Press Enterprise", a local newspaper of general circulation, notifying the general public of the date and time of the September 4, 2024 Planning Commission meeting. In accordance with Ordinance No. 135, the Planning Department on August 23, 2024 posted one (1) public hearing notice "sign board" along White Avenue notifying the general public of the September 4, 2024 Planning Commission meeting at which time the Planning Commission would consider TPM No. 38881/Variance No. 24-0009.

ATTACHMENTS:
Attach A - PC Resolution 2024-07-final [9-4-24].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
Attach F -TPM 38881-Var 24-0009 ppt [9-4-24].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 15061 (COMMON SENSE EXEMPTION) OF THE CEQA GUIDELINES 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 September 4, 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 August 20, 2024 mailed a public hearing notice to all property owners within a 600-foot radius of the project boundary notifying said property owners of the September 4, 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 August 23, 2024 published a legal notice in the "Press Enterprise", a local newspaper of general circulation, notifying the general public of the of the September 4, 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 August 23, 2024 posted one (1) public hearing notice "sign board" along White Avenue notifying the general public of the September 4, 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 September 4, 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, known as the "common sense exemption," 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 Common Sense Exemption in accordance with Section 15061(b)(3) of the CEQA Guidelines. 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. The design of the subdivision or type of improvements is not likely to cause serious public health problems.

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 4th day of September, 2024 by the following vote

AYES:

NOES:

ABSENT:

RECUSED:

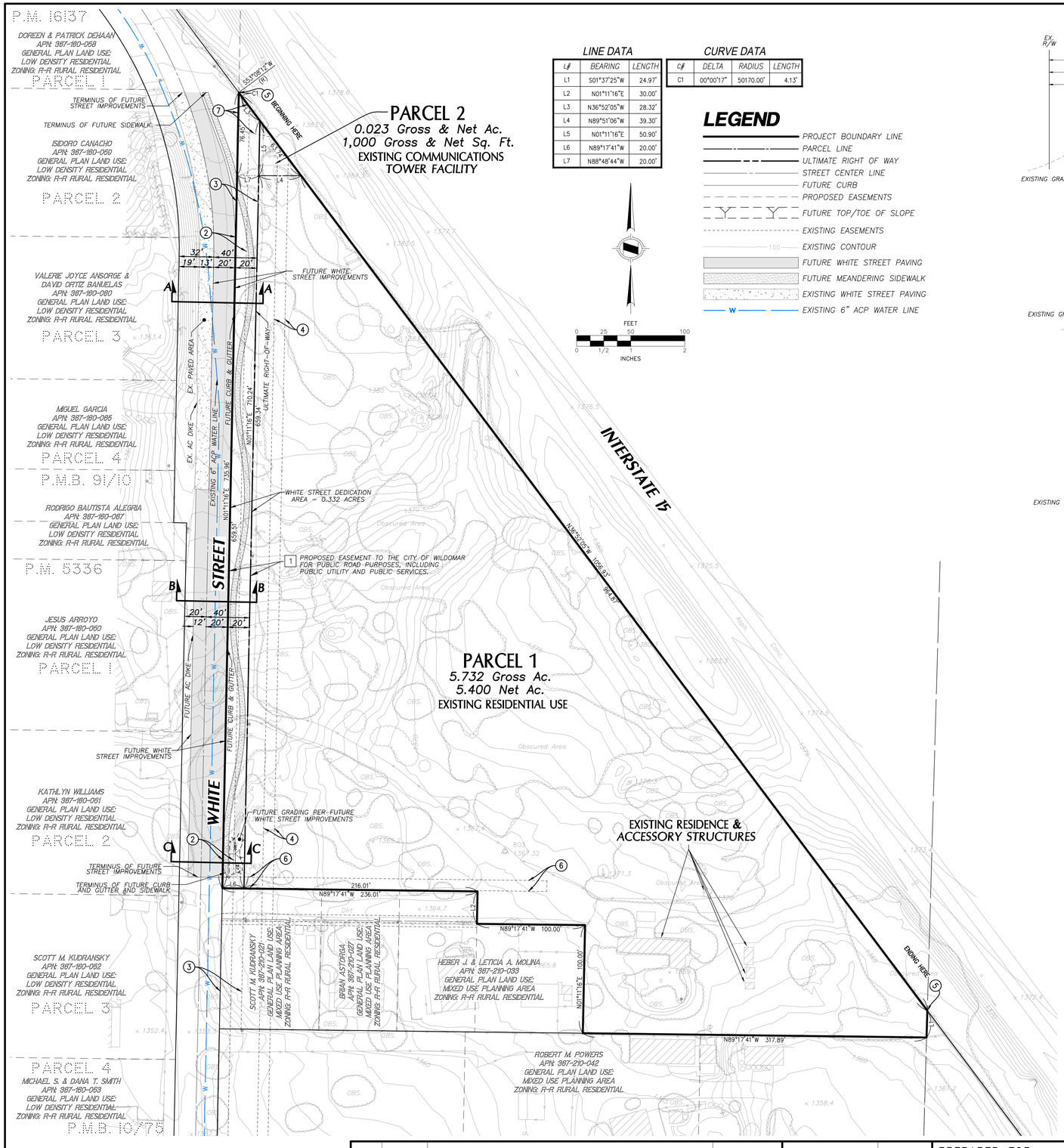
Eric Filar
Planning Commission Chairman

ATTEST:

Matthew C. Bassi
Community Development Director
Minutes Secretary

APPROVED AS TO FORM:

Stephanie Gutierez
Assistant City Attorney



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'

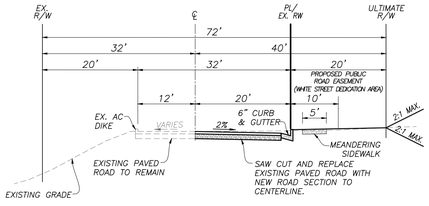
CURVE DATA

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

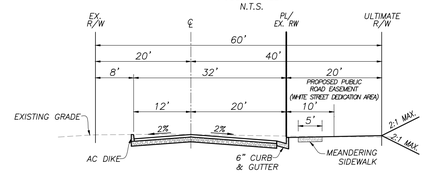
LEGEND

- 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

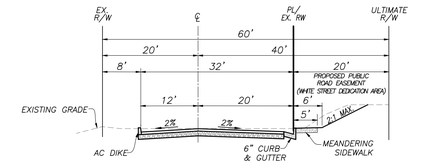
STREET SECTIONS



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

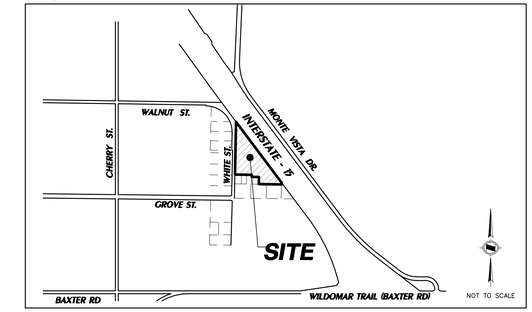
5 ABUTTER'S RIGHTS OF INGRESS AND EGRESS TO OR FROM THE STREET, HIGHWAY, OR FREEWAY HAVE BEEN RELINQUISHED IN THE DOCUMENT RECORDED MARCH 31, 1978 AS INSTRUMENT NO. 60611 OF OFFICIAL RECORDS.
DISPOSITION: TO REMAIN

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

W.O. 4553-1 TPM NO. 38881

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

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

15

Grove St

Via Camaghi

N

200 ft

Google Earth

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.

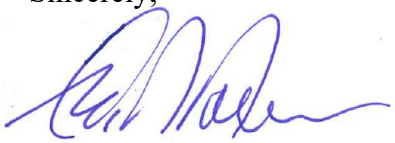
Communications Tower Use – the use of the proposed parcel (Parcel 2) will continue to be a communications tower facility, not a residential use. The R-R Rural Residential zone's minimum lot area is primarily imposed to keep the neighborhood's residential uses compatible in size and development intensity. 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

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

Planning Commission Meeting
September 4, 2024
Agenda Item 2.1



Project Location

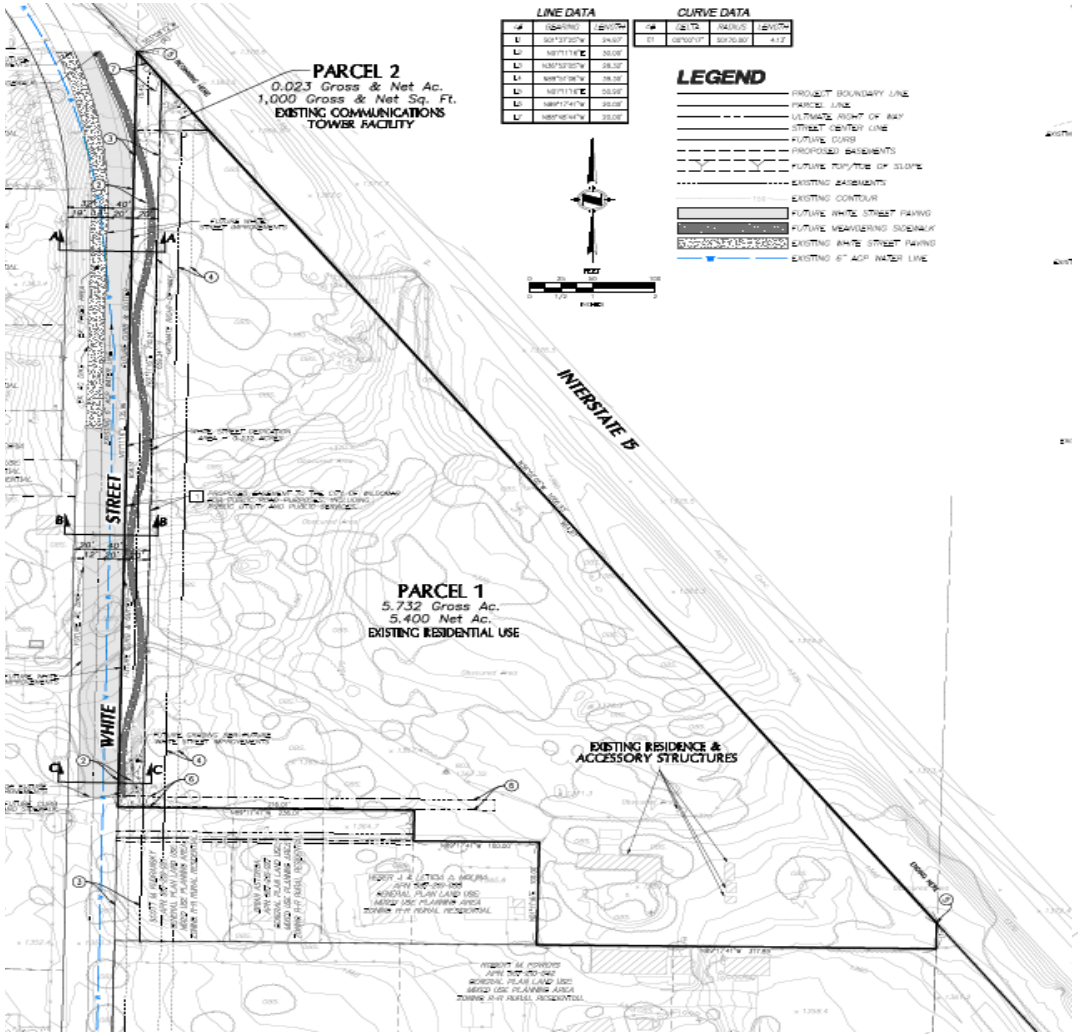
- Located on the east side of White Street north of Wildomar Trail.

- The project site is about 6.11 acres.

Project Applications:

The Applicant is proposing the following applications:

1) **TPM No. 38881 – a 2-lot subdivision; and**
2) **A Variance (Variance No. 24-0009) to deviate from the minimum lot size for one of the parcels.**
3) **The project is Categorically Exempt in accordance with Section 15061(b)(3) (Common Sense Exemption) of the CEQA Guidelines;**


LINE DATA
CURVE DATA
LEGEND
PROJECT BOUNDARY LINE
PARCEL LINE
ULTIMATE RIGHT OF WAY
STREET CENTER LINE
FUTURE CURB
PROPOSED EASEMENTS
FUTURE TOP/TOE OF SLOPE
EXISTING EASEMENTS
EXISTING CONTOUR
FUTURE WHITE STREET PAVING
FUTURE MEANDERING SIDEWALK
EXISTING WHITE STREET PAVING
EXISTING 6" ACP WATER LINE
PARCEL 2
0.023 Gross & Net Ac.
1,000 Gross & Net Sq. Ft.
EXISTING COMMUNICATIONS TOWER FACILITY
PARCEL 1
5.732 Gross Ac.
5.400 Net Ac.
EXISTING RESIDENTIAL USE
EXISTING RESIDENCE & ACCESSORY STRUCTURES
INTERSTATE 15
WHITE STREET

Project Findings:

- The proposed Parcel Map (TPM 38881) meets the findings for approval as outlined in PC Resolution 2024-07.
- The minimum lot size and width meet the R-R development standards, except for the Parcel #2 lot size.
- Upon recordation of the parcel map, Parcel 1 will be owned by the Applicant (RPP Equities, LLC), and Parcel 2 will be owned by Global Signal Acquisitions IV, LLC (Cell Tower Owner).
- Parcel 2 is only 1,000 square feet; hence, the Variance request.
- Staff has determined that Variance meets the findings for approval since this site has unusual circumstances.
- The findings are discussed in PC Resolution No. 2024-07.

Planning Department Recommendations

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 CEQA exemption in accordance with Section 15061(b)(3) of the CEQA Guidelines; and**
2. **Adopt PC Resolution No. 2024-07 approving Variance No. 24-0009 and approving TPM No. 38881, subject to conditions.**

SUBJECT:

Wildomar Trail Town Center - Extension of Time #1 (TTM 37494 and Plot Plan 20-0039):
Planning Commission review and consideration of a 3-year Extension of Time (EOT #1 of 3) to September 8, 2027.

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 #1 for Tentative Tract Map No. 37494 and Plot Plan No. 20-0039 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. 2024-11

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 3-YEAR EXTENSION OF TIME TO SEPTEMBER 8, 2027 FOR TENTATIVE TRACT MAP NO. 374946 AND PLOT PLAN NO. 20-0039 TO DEVELOP THE WILDOMAR TRAIL TOWN CENTER MIXED USE PROJECT LOCATED ON THE SOUTHWEST CORNER OF I-15 FREEWAY AND WILDOMAR TRAIL, 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. 37494 and Plot Plan No. 20-0039 on August 18, 2021 and recommended City Council approval of the project. The City Council subsequently reviewed and approved the project on September 8, 2021. The Council's approval consisted of the following actions:

1) Environmental Impact Report (EIR) - The proposed project requires the preparation, review and certification of an Environmental Impact Report (SCH#: 2020090408) in accordance with Public Resources Code § 21080(d) and § 21082.2(d);

2) General Plan Amendment (GPA) No. 2021-02 - In accordance with Section 17.08.040 of the Wildomar Municipal Code, the proposed project requires approval of General Plan

Amendment No. 2021-02 (PA 20-0039) to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR) for the northerly 10-acres of the property located at APN: 380-250-019 to comply with SB 166 ("no net loss" state law provisions) to accommodate the proposed mixed-use project.

3) Change of Zone No. 20-0039 – In accordance with Section 17.280 of the Wildomar Municipal Code, the proposed project requires the approval of Change of Zone No. 20-0039 to: 1) remove the Mixed-Use Overlay Zone designation for the entire WIldomar Trail Town Center project site, and change the existing zoning designation for the 6.07-acre residential portion of project site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) located at the southwest corner of Wildomar Trail and the I-15 Freeway (APN: 376-180-006 and 376-190-002); and 2) change the existing zoning designation for the northerly 10-acres of the James Carter property (APN: 380-250-019) from I-P (Industrial Park) to R-3 (General Residential) located at the northeast corner of Yamas Drive and Prielipp Road to comply with the provisions of SB 166.

4) Tentative Tract Map No. 37494 (PA20-0039) - In accordance with Title 16.12 (Subdivisions) of the Wildomar Municipal Code, the proposed project requires approval of Tentative Tract Map No. 37494, subject to conditions, to subdivide the 25.8 acre site into 9 lots to develop the mixed-use project for commercial/retail, office, and townhomes uses.

5) Conditional Use Permit (CUP) No. 20-0039 - In accordance with Section 17.248.030 of the Wildomar Municipal Code, the proposed project requires approval of a CUP, subject to conditions, to establish a gas station/mini-mart with concurrent beer and wine sales.

6) Plot Plan/Final Site Plan of Development No. 20-0039 – In accordance Section 17.216 of the Wildomar Municipal Code, the proposed project requires approval of Plot Plan/Final Site Plan of Development, subject to conditions, to develop the 25.8 acre site into a mixed-use development consisting of 41,609 square feet of retail uses (mini-market & gas station, restaurants, shops, and car/rv wash), 72,000 square feet of professional office space/uses in compliance with the city's adopted commercial design standards and guidelines, and development of a 109-unit townhome community (for-sale) consistent with the city's multi-family residential design standards and guidelines, with full on-site and off-site improvements.

The Applicant was conditioned to commence grading and building construction of the approved mixed use project no later than September 8, 2024 (three years after Council approval of the project). The Applicant was unable to process grading and building permits nor start construction of the approved project during this timeframe, so they have filed an application for a 3-year extension of time that will set the new deadline to September 8, 2027.

PROJECT ANALYSIS:

Sections 16.12.240 and 17.200.060 of the Wildomar Municipal Code requires the Planning Commission to review and approve an extension of time (EOT) for tentative tract maps and plot plans, respectively. The first EOT is valid for three (3) years and is subject to specific findings (see below). The Applicant has indicated the need for additional time to market the approved project and work with a potential buyer to prepare the grading and building plans. In considering the EOT request, the Planning and Engineering departments have determined that the approved TTM 37494 and Plot Plan 20-0039 have not been modified from Council's

original approval, nor has the Applicant requested any changes to the project with the EOT request. Thus, it is staff's opinion that the 3-year extension of time is a reasonable request and should be approved.

EOT #1 Findings of Fact for Tentative Tract Map No. 37494:

Pursuant to Section 16.12.240.C (Subdivisions) of the Wildomar Municipal Code, and in light of the record before it, including the staff report dated September 4, 2024 and all evidence and testimony heard at the Commission meeting for said extension of time for Tentative Tract Map No. 37494, the Planning Department recommends the Planning Commission hereby make the following findings:

Finding 1: The proposed extension of time for Tentative Tract Map No. 37494 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 #1 for Tentative Tract Map No. 37494 remains consistent with the City's General Plan in that the approved land use designation of Mixed Use Planning Area (MUPA) allows for development of the mixed-use project as proposed and approved in September 2020. The residential portion of the project will continue to create home ownership opportunities to Wildomar residents, while the commercial retail and office portion of the project will continue to provide jobs and sales tax revenues for the City and its residents. Given these facts, the approved tract map remains consistent with the General Plan. Considering these facts, the proposed request for a 3-year extension of time to September 8, 2027 Tentative Tract Map No. 37494 continues to be consistent with the general plan and meets this finding.

Finding 2: The proposed extension of time for Tentative Tract Map No. 37494 is consistent with the City of Wildomar Zoning Ordinance.

Evidence: The proposed EOT #1 for Tentative Tract Map No. 37494 remains consistent with the current zoning designations of C-P-S and R-3 allows for development of the mixed-use project as proposed and approved in September 2020. The R-3 zoned portion of the project allows the development of townhome/condominiums and will continue to create home ownership opportunities to Wildomar residents, while the commercial zoned portion of the project allows for the development of retail and office uses that will continue to provide jobs and sales tax revenues for the City and its residents. Considering these facts, the proposed request for a 3-year extension of time to September 8, 2027 for Tentative Tract Map No. 37494 continues to be consistent with the zoning ordinance and meets this finding.

Finding 3: The proposed extension of time for Tentative Tract Map No. 37494 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 the C-P-S and R-3 zoning designations as well as the MUPA land use designation. Further, all adopted mitigation measures for the project remain in full force and effect. As there have been no amendments to the MUPA land use or C-P-S/R-3 zoning designations since the project was approved in September 2020, the original development standards of these zones remain the same and still apply to the project. Additionally, the design of the Subdivision remains in

conformance with the City's General Plan and Subdivision Ordinance as 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 3-year extension of time to September 8, 2027 for Tentative Tract Map No. 37494 meets this finding.

Finding 4: The Applicant submitted the EOT application and required fees prior to the expiration of Tentative Tract Map No. 37494.

Evidence: The Applicant submitted the EOT application and paid the required fee on June 3, 2024 well in advance of the September 8, 2024 expiration date. Considering this fact, the proposed request for a 3-year extension of time to September 8, 2027 meets this finding.

EOT #1 Findings of Fact for Plot Plan No. 20-0039:

Pursuant to Section 17.216.070.C of the Zoning Ordinance, and in light of the record before it, including the staff report dated September 4, 2024 and all evidence and testimony heard at the public meeting for said extension of time for Plot Plan No. 20-0039, 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 109-unit multi-family townhome/condominium development site remains consistent with the intent of the General Plan land use designation of MUPA which is intended to accommodate multi-family uses in a mixed-use setting. 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 of the Wildomar Municipal Code. The approved site plan by City Council was evaluated in accordance with these development standards in place and it was determined at that each standard was met and/or exceeded and the remains that way. Thus, the multi-family development continues to meet the purpose and intent of the R-3 zone. Further, approved commercial retail and office building portion of the mixed use project remains consistent with the intent of the General Plan land use designation of MUPA in that it encourages the development of commercial, office and retail uses. In addition, this portion of the project remains consistent with the C-P-S zone standards and allowed uses. Considering these facts, the proposed request for a 3-year extension of time to September 8, 2027 for Plot Plan No. 20-0039 meets this finding.

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

Evidence: The approved 109-unit multi-family townhome/condominium development site remains consistent with the intent of the General Plan land use designation of MUPA which is intended to accommodate multi-family uses in a mixed-use setting. 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 of the Wildomar Municipal Code. The approved site plan by City Council was evaluated in accordance with these development standards in place and it was determined at that each standard was met and/or exceeded and the remains that way. Thus, the multi-family development continues to meet the purpose and intent of the R-3 zone. Further, approved commercial retail and office building portion of the mixed use project remains consistent with the intent of the General Plan land use designation of MUPA in that it

encourages the development of commercial, office and retail uses. In addition, this portion of the project remains consistent with the C-P-S zone standards and allowed uses. Considering these facts, the proposed request for a 3-year extension of time to September 8, 2027 for Plot Plan No. 20-0039 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 area. Further, the EIR/MMRP adopted for Plot Plan No. 20-0039 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 3-year extension of time to September 8, 2027 for Plot Plan No. 20-0039 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 fee on June 3, 2024 well in advance of the September 8, 2024 expiration date. Considering this fact, the proposed request for a 3-year extension of time to September 8, 2027 meets this finding.

ENVIRONMENTAL 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 on September 8, 2021. The City Council also approved Tentative Tract Map No. 37494 and Plot Plan No. 20-0039 at the same meeting. A Notice of Determination (NOD) was filed with the State Clearinghouse and Riverside County Clerk on September 9, 2021 which was within the prescribed time frame required CEQA. All significant impacts from the project were mitigated, with the exception of a few which required adoption of a "Statement of Overriding Considerations" for the significant and unavoidable impacts in accordance with CEQA.

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

15162(b)). Guideline 15162(a) requires a subsequent EIR or MND to be prepared if one or more of the following conditions exist:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the MND was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or MND;
(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or MND;
(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

1) Substantial changes are not proposed in the project:
The Applicant is not proposing any technical or physical changes to TTM 37494 or Plot Plan No. 20-0039 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 3-year extension of time

request being considered for TTM 37494 or Plot Plan No. 20-0039 does not include any request for technical or physical changes to the design, specifications, conditions or requirements for construction of the project covered by the approved plot plan. Further, the city has not been presented with any evidence that the physical setting of the project has substantially changed since the original EIR/MMRP was adopted.

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

PUBLIC NOTICE:

In accordance with Chapters Chapter 16.12.140 and 17.192.040 of the Wildomar Municipal Code, the Planning Department, on August 20, 2024 mailed a public notice to all property owners within a 600-foot radius of the project boundary notifying said property owners of the September 4, 2024 Planning Commission meeting at which time the Planning Commission would consider the Extension of Time #1 for the Wildomar Trail Town Center mixed-use project (TTM 37494 / Plot Plan 20-0039). As this EOT request does not require a public hearing and is not a new development project, the provisions of Ordinance No. 135 requiring the posting of a "notice of public hearing sign board" on the project site does not apply.

ATTACHMENTS:
Attach A - PC Resolution 2024-11-EOT#1 [9-4-24].pdf
Attach B - WTTC City Council Report [9-8-21].pdf
Attach C - Certified EIR Packet [9-8-21].pdf
Attach D - Approved Townhome Dev Plans [9-8-21].pdf
Attach E - Approved Retail-Office Dev Plans [9-8-21].pdf
Attach F - Approved Prelim Grading Plans [9-8-21].pdf
Attach G - Approved TTM 37494 Exhibit 9-8-21.pdf
Attach H - WTTC-EOT#1 power point [9-4-24].pdf

ATTACHMENT A

PC Resolution No. 2024-11

PC RESOLUTION NO. 2024-11

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A 3-YEAR EXTENSION OF TIME TO SEPTEMBER 8, 2027 FOR TENTATIVE TRACT MAP NO. 374946 AND PLOT PLAN NO. 20-0039 TO DEVELOP THE WILDOMAR TRAIL TOWN CENTER MIXED USE PROJECT LOCATED ON THE SOUTHWEST CORNER OF I-15 FREEWAY AND WILDOMAR TRAIL, AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

WHEREAS, an application for an Extension of Time (#1 of 3) for the Wildomar Trial Town Center (TTM No. 37494 & Plot Plan No. 20-0039) was filed by:

Applicant/Owner:	Baxter Town Center, LP (Karine Kofdarali)
Project Location:	SWC of Wildomar Trail and the I-15 Freeway
APN:	376-180-006 and 376-190-002
Project Area:	25.8± acres

WHEREAS, the Applicant has submitted a formal EOT application request and paid the required planning/processing fees on June 3, 2024, requesting a 3-year extension of time for (EOT #1 of 3) for TTM No. 37494 & Plot Plan No. 20-0039, 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 TTM No. 37494 & Plot Plan No. 20-0039 to develop a mixed use project, subject to conditions on September 8, 2021 at a duly noticed public hearing; and

WHEREAS, the City Council of the City of Wildomar in connection with the approval of TTM No. 37494 & Plot Plan No. 20-0039 also certified an Environmental Impact Report (EIR) and adopted a Mitigation Monitoring and Reporting Program (MMRP) on September 8, 2021; and

WHEREAS, In accordance with Chapters Chapter 16.12.140 and 17.192.040 of the Wildomar Municipal Code, the Planning Department, on August 20, 2024 mailed a public notice to all property owners within a 600-foot radius of the project boundary notifying said property owners of the September 4, 2024 Planning Commission meeting at which time the Planning Commission would consider the Extension of Time #1 for the Wildomar Trail Town Center mixed-use project (TTM 37494 / Plot Plan 20-0039). and

WHEREAS, in accordance with Chapter 16.12 and 17.216 of the Wildomar Municipal Code, the City of Wildomar Planning Commission conducted the duly noticed public meeting on September 4, 2024, at which time interested persons had an opportunity to testify in support of, or opposition to, the proposed extension of time for TTM 37494 and Plot Plan 20-0039, and at which time the Planning Commission received public testimony concerning the extension of time.

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

SECTION 1. CEQA FINDINGS

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

1) *Substantial changes are not proposed in the project:*
   The Applicant is not proposing any technical or physical changes to TTM 37494 or Plot Plan No. 20-0039 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 3-year extension of time request being considered for TTM 37494 or Plot Plan No. 20-0039 does not include any request for technical or physical changes to the design, specifications, conditions or requirements for construction of the project covered by the approved plot plan. Further, the city has not been presented with any evidence that the physical setting of the project has substantially changed since the original EIR/MMRP was adopted.

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

information that was not known and could not have been known at the time the City Council originally certified the Environmental Impact Report (EIR) that evidences new or increased significant environmental effects or that new mitigation measures or mitigation measures previously found infeasible are available that would substantially decrease the project's environmental impacts.

SECTION 2. EOT #1 FINDINGS OF FACT FOR TTM NO. 37494

Pursuant to Section 16.12.240.C of the Subdivision Ordinance, and in light of the record before it, including the staff report dated September 4, 2024 and all evidence and testimony heard at the Commission meeting for said extension of time for Tentative Tract Map No. 37494, the Planning Department recommends the Planning Commission hereby make the following findings:

Finding 1: The proposed extension of time for Tentative Tract Map No. 37494 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 #1 for Tentative Tract Map No. 37494 remains consistent with the City's General Plan in that the approved land use designation of Mixed Use Planning Area (MUPA) allows for development of the mixed-use project as proposed and approved in September 2020. The residential portion of the project will continue to create home ownership opportunities to Wildomar residents, while the commercial retail and office portion of the project will continue to provide jobs and sales tax revenues for the City and its residents. Given these facts, the approved tract map remains consistent with the General Plan. Considering these facts, the proposed request for a 3-year extension of time to September 8, 2027 Tentative Tract Map No. 37494 continues to be consistent with the general plan and meets this finding.

Finding 2: The proposed extension of time for Tentative Tract Map No. 37494 is consistent with the City of Wildomar Zoning Ordinance.

Evidence: The proposed EOT #1 for Tentative Tract Map No. 37494 remains consistent with the current zoning designations of C-P-S and R-3 allows for development of the mixed-use project as proposed and approved in September 2020. The R-3 zoned portion of the project allows the development of townhome/condominiums and will continue to create home ownership opportunities to Wildomar residents, while the commercial zoned portion of the project allows for the development of retail and office uses that will continue to provide jobs and sales tax revenues for the City and its residents. Considering these facts, the proposed request for a 3-year extension of time to September 8, 2027 for Tentative Tract Map No. 37494 continues to be consistent with the zoning ordinance and meets this finding.

Finding 3: The proposed extension of time for Tentative Tract Map No. 37494 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 the C-P-S and R-3 zoning designations as well as the MUPA land use designation. Further, all adopted mitigation measures for the project remain in full force and effect. As there have been no amendments to the MUPA land use or C-P-S/R-3 zoning designations since the project was approved in September 2020, the original development standards of these zones remain the same and still apply to the project. Additionally, the design of the Subdivision remains in conformance with the City's General Plan and Subdivision Ordinance as 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 3-year extension of time to September 8, 2027 for Tentative Tract Map No. 37494 meets this finding.

Finding 4: The Applicant submitted the EOT application and required fees prior to the expiration of Tentative Tract Map No. 37494.

Evidence: The Applicant submitted the EOT application and paid the required fee on June 3, 2024 well in advance of the September 8, 2024 expiration date. Considering this fact, the proposed request for a 3-year extension of time to September 8, 2027 meets this finding.

SECTION 3. EOT #1 FINDINGS OF FACT FOR PLOT PLAN NO. 20-0039

Pursuant to Chapter 17.216.070.C of the Zoning Ordinance, and in light of the record before it, including the staff report dated September 4, 2024 and all evidence and testimony heard at the public meeting for said extension of time for Plot Plan No. 20-0039, 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 109-unit multi-family townhome/condominium development site remains consistent with the intent of the General Plan land use designation of MUPA which is intended to accommodate multi-family uses in a mixed-use setting. 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 of the Wildomar Municipal Code. The approved site plan by City Council was evaluated in accordance with these development standards in place and it was determined at that each standard was met and/or exceeded and the remains that way. Thus, the multi-family development continues to meet the purpose and intent of the R-3 zone. Further, approved commercial retail and office building portion of the mixed use project remains consistent with the intent of the General Plan land use designation of MUPA in that it encourages the development of

commercial, office and retail uses. In addition, this portion of the project remains consistent with the C-P-S zone standards and allowed uses. Considering these facts, the proposed request for a 3-year extension of time to September 8, 2027 for Plot Plan No. 20-0039 meets this finding.

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

Evidence: The approved 109-unit multi-family townhome/condominium development site remains consistent with the intent of the General Plan land use designation of MUPA which is intended to accommodate multi-family uses in a mixed-use setting. 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 of the Wildomar Municipal Code. The approved site plan by City Council was evaluated in accordance with these development standards in place and it was determined at that each standard was met and/or exceeded and the remains that way. Thus, the multi-family development continues to meet the purpose and intent of the R-3 zone. Further, approved commercial retail and office building portion of the mixed use project remains consistent with the intent of the General Plan land use designation of MUPA in that it encourages the development of commercial, office and retail uses. In addition, this portion of the project remains consistent with the C-P-S zone standards and allowed uses. Considering these facts, the proposed request for a 3-year extension of time to September 8, 2027 for Plot Plan No. 20-0039 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 area. Further, the EIR/MMRP adopted for Plot Plan No. 20-0039 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 3-year extension of time to September 8, 2027 for Plot Plan No. 20-0039 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 fee on June 3, 2024 well in advance of the September 8, 2024 expiration date. Considering this

fact, the proposed request for a 3-year extension of time to September 8, 2024 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. 2024-14 approving a 3-year extension of time to September 8, 2027 for TTM 37494 and Plot Plan 20-0039, subject to the updated conditions of approval attached hereto this resolution as Exhibit 1 and Exhibit 2.

PASSED, APPROVED AND ADOPTED this 4th day of September, 2024 by the following vote:

AYES.

NOES:

ABSENT:

ABSTAINED:

_____
Eric Filar
Planning Commission Chairman

ATTEST:

_____
Matthew C. Bassi
Community Development Director
Minutes Secretary

APPROVED AS TO FORM:

_____
Stephanie Gutierrez
Assistant City Attorney

ATTACHMENT A - EXHIBIT 1 WILDOMAR TOWN CENTER MIXED-USE PROJECT - CONDITIONS OF APPROVAL			
Project No.: TENTATIVE TRACT MAP No. 37494			
Applicant: Karine Kofdarali, Baxter Town Center, LP - APN: 376-180-006 & 376-190-002			
~~TTM No. 37494 Approval Date - September 8, 2021~~ ***TTM No. 37494 EOT #1 Approval Date - September 4, 2024***	~~TTM No. 37494 Expiration Date - September 8, 2024~~ ***TTM No. 37494 EOT #1 Expiration Date - September 8, 2027***		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
PLANNING DEPARTMENT CONDITIONS			
General Requirements / Standard Conditions			
1. ~~In compliance with Section 15094 of the CEQA Guidelines, a Notice of Determination (NOD) shall be filed with the Riverside County Clerk within five (5) working days of project approval by the City Council. The notice shall include the required California Department of Fish and Wildlife (Fish and Game Code Section 711.4.d.3) fee, and the Riverside County Clerk administrative fee (paid by the Applicant) in the amount of **$3,495.25**. Failure to pay the required fee will result in the project being deemed null and void (California Fish and Game Code Section 711.4(c)). The above fee shall be made payable to the "Riverside County Clerk" and submitted to the Planning Department at least 2 days prior to the City Council meeting. Said fees are broken down as follows:~~ ~~a. California Department of Fish and Wildlife = $3,445.25~~ **b.** ~~Riverside County Clerk Administrative Fee = $50.00~~	~~September 15, 2021~~	~~Planning Department~~	Complete Matthew Bassi
2. *The Applicant shall review, and sign below verifying the "Acceptance of the Conditions of Approval" for CUP/Plot Plan 20-0039 EOT #1 and submit the signed page to the Wildomar Planning Department within two weeks of the Planning Commission approval.* *Applicant Signature* *Date*	*September 20, 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, 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)	Ongoing	Planning Department	

	days of receipt of the invoice. Within fourteen (14) days of an Action being filed, Applicant agrees to post adequate security or a cash deposit with City in an amount to cover the City's estimated attorneys' fees, costs and expenses incurred by City in the course of the defense in order to ensure timely payment of the City's invoices. The amount of the security or cash deposit shall be determined by the City. City shall cooperate with Applicant in the defense of any Action.			
4.	*Approval of EOT #1 for Tentative Tract Map No. 37494 shall expire on September 8, 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 fixed fee must be submitted to the Planning Department 60 days (7/8/27) prior to the expiration date.*	*September 8, 2027*	*Planning Department*	
5.	Applicant hereby understands and agrees that failure to comply with all Conditions of Approval may result in the City Council 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	
6.	The project shall be subdivided in accordance with the Tentative Tract Map No. 37494 approved by the City Council September 8, 2021. The Applicant may request a minor change/revision to the approved tract 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	

	Conditions of Approval	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Signature)
7.	The proposed Project shall comply with existing SCAQMD rules for the reduction of fugitive dust emissions in accordance with SCAQMD Rule 403.	On-Going	Planning Dept.	
CEQA / Environmental Impact Report (EIR) Mitigation Measures (Still in full force and effect)				
5.2 AIR QUALITY				
8.	AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project	Prior to issuance of any grading permit	City of Wildomar Planning Department, City of Wildomar Public Works Department	

~~TTM No. 37494 Approval Date - September 8, 2021~~ *TTM No. 37494 EOT #1 Approval Date - September 4, 2024*	~~TTM No. 37494 Expiration Date - September 8, 2024~~ *TTM No. 37494 EOT #1 Expiration Date - September 8, 2027*		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
	Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.			
5.3 BIOLOGICAL RESOURCES				
9. BIO-1	Prior to vegetation clearance and grading, the Project applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following: ▪ The survey shall be conducted no more than three days prior to the initiation of clearance/construction work; ▪ If pre-construction surveys indicate that bird nests are not present or active inactive, or if potential habitat is unoccupied, no further mitigation is required; ▪ If active nests of birds are found during the surveys, a species-specific no disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (no longer reliant upon the nest).	Prior to vegetation clearance and grading	City of Wildomar Planning Department	

~~TTM No. 37494 Approval Date - September 8, 2021~~ ***TTM No. 37494 EOT #1 Approval Date - September 4, 2024***	~~TTM No. 37494 Expiration Date - September 8, 2024~~ ***TTM No. 37494 EOT #1 Expiration Date - September 8, 2027***		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
10. BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.	Thirty Days Prior to Construction	City of Wildomar Planning Department	
11. BIO-3 In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the project's landscape plan shall exclude invasive species such as crimson fountain grass (*Pennisetum setaceaum),* pampas grass (*Cortaderia selloana),* giant reed (*Arundo donax)*, tree of heaven (*Ailanthus altissima)*, Eucalyptus, acacia groundcovers (*Acacia* sp.), and other ornamental landscape elements in accordance with the *Invasive Plants List* referenced by the MSHCP.	During Construction	City of Wildomar Planning Department	
12. BIO-4 The project applicant shall implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.	During Construction	City of Wildomar Planning Department	
13. BIO-5 The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite land within the Santa Margarita Watershed or an adjacent watershed to be acquired	During Construction	City of Wildomar Planning Department	

		Conditions of Approval	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Signature)
		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. 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) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts, and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. 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.			
5.5 GREENHOUSE GAS EMISSIONS					
14.	GHG-1	Transportation Demand Management (TDM) Program. The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented: i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide	Prior to Occupancy	City of Wildomar Planning Department, City of Wildomar Public Works Department	

		evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building. ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees. iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.			
5.6 HAZARDS AND HAZARDOUS MATERIALS					
15.	HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019	Prior to the Issuance of Building Permits	City of Wildomar Planning Department	

~~TTM No. 37494 Approval Date - September 8, 2021~~ ***TTM No. 37494 EOT #1 Approval Date - September 4, 2024***	~~TTM No. 37494 Expiration Date - September 8, 2024~~ ***TTM No. 37494 EOT #1 Expiration Date - September 8, 2027***

		Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
		California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.			
16.	HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	Prior to Issuance of a Certificate of Occupancy	City of Wildomar Planning Department	
5.9 NOISE					
17.	NOI-1	A 10-foot high wall extending from the exit of the carwash to the commercial driveway shall be constructed in order to reduce daytime noise levels.	Prior to Occupancy	City of Wildomar Planning Department	
18.	NOI-2	In order to reduce nighttime noise levels, carwash operations shall be restricted to the hours of 7:00 a.m. to 10 p.m.	During Operations	City of Wildomar Planning Department	
5.12 TRIBAL CULTURAL RESOURCES					
19.	TRI-1	**Inadvertent Archeological Find.** If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is	During Ground Disturbing Activities	City of Wildomar Planning Department	

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

		Conditions of Approval	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Signature)
		are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition. e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.			
20.	TRI-2	**Cultural Resources Disposition.** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:	During Grading Activities	City of Wildomar Planning Department	

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

		Conditions of Approval	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Signature)
		of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.			
21.	TRI-3	**Archaeologist Retained.** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources. The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing,	Prior to Issuance of Grading Permit	City of Wildomar Planning Department	

	structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors. The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition. In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include: a. Project grading and development scheduling; b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the			

		cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.			
22.	TRI-4	**Native American Monitoring (Pechanga).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the	During Ground Disturbing Activities	City of Wildomar Planning Department	

		monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.			
23.	TRI-5	**Native American Monitoring (Soboba).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.	During Ground Disturbing Activities	City of Wildomar Planning Department	
24.	TRI-6	**Archeology Report - Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall	Prior to Final Inspection	City of Wildomar Planning Department	

		review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).			
25.	TRI-7	**Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.	If Human Remains are Encountered	City of Wildomar Planning Department	
26.	TRI-8	**Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records	If Human Remains are Encountered	City of Wildomar Planning Department	

		Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).			
5.6 HAZARDS AND HAZARDOUS MATERIALS					
27.	HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	Prior to the Issuance of Building Permits	City of Wildomar Planning Department	
28.	HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code	Prior to Issuance of a Certificate of Occupancy	City of Wildomar Planning Department	

	Section 4906, including California Government Code Section 51182.			
5.14 WILDFIRE				
29.	See Mitigation Measures HAZ-1 and HAZ-2 above			
Prior to the Recordation of the Final Map				
30.	Prior to recordation of the final map, the Applicant shall submit two (2) copies of the revised/updated Covenants, Conditions, and Restrictions (CC&R's) for the medical office building and hotel sites for review and approval by the Planning Director, Public Works Director and City Attorney. The CC&R's shall include liability insurance and methods of maintaining landscaping, parking areas, private roads, exterior of all buildings (if applicable), and all landscaped and open areas including parkways, as well as a provisions indicating that the homeowners association may not be terminated or dissolved without the permission of the City. The revised CC&R's shall be in the form and content approved by the Planning Director and City Attorney and shall include such provisions as are required by this approval and as said officials deem necessary to protect the interests of the City and its residents. Said CC&R's shall be recorded concurrently with the final map and a copy of the recorded CC&R's shall be submitted to the Planning and Engineering Departments within 2 weeks of recordation.	Prior to Final Map Recordation	Planning and Engineering Departments	

ATTACHMENT A - EXHIBIT 1 WILDOMAR TOWN CENTER MIXED-USE PROJECT - CONDITIONS OF APPROVAL			
Project No.: TENTATIVE TRACT MAP No. 37494			
Applicant: Karine Kofdarali, Baxter Town Center, LP - APN: 376-180-006 & 376-190-002			
~~TTM No. 37494 Approval Date - September 8, 2021~~ ***TTM No. 37494 EOT #1 Approval Date - September 4, 2024***	~~TTM No. 37494 Expiration Date - September 8, 2024~~ ***TTM No. 37494 EOT #1 Expiration Date - September 8, 2027***		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**

PUBLIC WORKS/ENGINEERING/BUILDING DEPARTMENT CONDITIONS				
General Requirements / Standard Conditions				
1.	Developer shall comply with all Mitigation Measures included in the EIR Mitigation Monitoring and Reporting Program (MMRP) as applicable for grading activities associated within the tract/parcel map boundary. The following project specific conditions do not negate the requirements of the MMRP. Should a conflict arise in language between the MMRP and the Project Specific conditions, the stricter interpretation shall apply as determined by the City Engineer.	On-Going	Planning & Engineering Departments	
2.	The project shall comply with all mitigation measures identified in the approved Traffic Impact Analysis (TIA) as applicable to public improvements associated with this subdivision, including payment of off-site fair share obligations, to the satisfaction of the City Engineer.	On-Going	Planning & Engineering Departments	
3.	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. Consequently, amended entitlement approvals may be necessary.	On-Going	Planning & Engineering Departments	
4.	The Developer/owner or contractor shall apply for an Encroachment Permit for work performed within the public right of way. Compliance with current environmental regulations applies and additional studies and/or permits may be required.	On-Going	Engineering Dept.	
5.	The Developer shall dedicate, design and construct all improvements in accordance the City of Wildomar Road Improvement Standards &	On-Going	Engineering Dept.	

	Specification, Improvement Plan Check Policies and Guidelines, as further conditioned herein and to the satisfaction of the City Engineer.			
6.	The Developer shall be responsible for all costs associated with off-site right-of-way acquisition and offsite easements for required improvements, including any costs associated with the eminent domain process, if necessary.	On-Going	Engineering Dept.	
7.	All flood control plans to be reviewed by the City or Riverside County Flood Control District shall be submitted though the City of Wildomar, unless otherwise directed by the City Engineer. Appropriate fees shall be paid to the reviewing agencies and flood control plans and reports shall be approved prior to recordation of the final map.	On-Going	Engineering Dept.	
8.	The developer shall annex into the City's Community Facility District (CFD Services) and pay associated costs for annexation. Should this project lie within any assessment/benefit district that duplicates the services to be covered under CFD Services then the developer shall de-annex from said assessment/benefit district.	On-Going	Engineering Dept.	
9.	Should this project lie within any assessment/benefit district, the project proponent shall, prior to acceptance of improvements, make application for and pay for their reapportionment of the assessments or pay the unit fees in the benefit district unless said fees are otherwise deferred or covered under the City's Community Facility District (CFD Services).	On-Going	Engineering Dept.	
10.	The Developer shall design and construct all driveways in accordance with the City of Wildomar Improvement Standards.	On-Going	Engineering Dept.	
11.	The Developer shall provide the City with copies of approved Caltrans Permits as applicable.	On-Going	Engineering Dept.	

ATTACHMENT A - EXHIBIT 1 WILDOMAR TOWN CENTER MIXED-USE PROJECT - CONDITIONS OF APPROVAL			
Project No.: TENTATIVE TRACT MAP No. 37494			
Applicant: Karine Kofdarali, Baxter Town Center, LP - APN: 376-180-006 & 376-190-002			
~~TTM No. 37494 Approval Date - September 8, 2021~~ ***TTM No. 37494 EOT #1 Approval Date - September 4, 2024***	~~TTM No. 37494 Expiration Date - September 8, 2024~~ ***TTM No. 37494 EOT #1 Expiration Date - September 8, 2027***		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
Prior to Recordation of the Final Map			
12. The final map shall be submitted to and approved by the Planning Director and the City Engineer prior to scheduling the Final Map for approval by the City Council.	Prior to Map Recordation	Engineering Dept.	
13. Prior to recordation of the final map, the Planning Department shall determine if the deposit-based fees for the project are in a negative balance, and receive the appropriate payment for any negative balance as well as any anticipated additional project-related expenses.	Prior to Map Recordation	Planning Dept.	
14. Approval for the filing of this land division is contingent upon approval of plans and specifications based on the conditions of approval presented herein and the final version of Tentative Tract Map. If the improvements are not installed prior to the filing of this land division, the Developer must submit a Surety Agreement and Faithful Performance and Labor and Materials Bonds (or other surety type acceptable to the City) in the amount approved by the City Engineer guaranteeing the installation of said improvements.	Prior to Map Recordation	Engineering Dept.	
15. Prior to recordation of the final map, Developer shall submit a streetlight plan for approval by the City Engineer and install (or secure) light emitting diode (LED) streetlights. Street lighting shall be designed and installed in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Map Recordation	Engineering Dept.	
16. Prior to recordation of the final map, the Developer shall prepare traffic control plans or post securities for costs to prepare traffic control plans and sureties shall include costs to provide for traffic control during construction.	Prior to Map Recordation	Engineering Dept.	

17.	Prior to recordation of the final map, the Developer shall provide to the City Engineer, evidence of the water and sewer system plans approved and signed by the local water company. Water plan shall also be approved and signed by the Fire Department and shall conform to hydrant type, location, spacing and minimum fire flow. All plans shall be prepared by a registered civil engineer. All public sewer, water and fire facilities shall be constructed or secured prior to recordation of the final map.	Prior to Map Recordation	Engineering Dept.	
18.	All required public utility easements associated with this subdivision of land shall be recorded on or concurrently with the final map and easement widths shall be approved by the governing easement holder. This includes easements for overhead and underground facilities and appurtenances to the satisfaction of the City Engineer.	Prior to Map Recordation	Engineering Dept.	
19.	Prior to recordation of the final map, the improvement plans for the required public street improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the project boundaries at a grade and alignment as approved by the City Engineer.	Prior to Map Recordation	Engineering Dept.	
20.	Above-ground utilities shall be undergrounded by the developer in accordance with City of Wildomar Municipal Code 16.40.010. The undergrounding of utilities shall be reflected on the project improvement plans.	Prior to Map Recordation	Engineering Dept	

	Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
21.	The Developer shall show all existing easements per the Title Report to the satisfaction of Public Works. Conflicting easements shall be relocated or eliminated as applicable and any conflict with existing easements resulting in the site being redesigned potentially requires a minor change or amendment approval by Planning Commission.	Prior to Map Recordation	Engineering Dept.	
22.	Prior to recordation of the final map or issuance of a grading permit, Developer shall prepare a comprehensive drainage study for approval by the City Engineer. The 10-year storm flow shall be contained within the curb and the 100-year storm flow shall be contained within the street right of way. When either of these criteria is exceeded, additional drainage facilities shall be installed.	Prior to Map Recordation or Grading Permit	Engineering Dept.	
23.	The City Engineer shall determine if certain flood control facilities will be maintained by Riverside County Flood Control District (RCFCD) or the City of Wildomar through a CFD. Developer to provide the following list of items for all RCFCD facilities associated with this project: 1) proof of executed maintenance agreement establishing terms and conditions for inspection, operation and maintenance of flood control facilities, 2) proof of approval of drainage plans and reports by RCFCD, 3) proof of flood control facility bonds and 4) proof of required easements. In addition, all drainage plans (weather City or RCFCD) to be submitted to City for plan check and approval with the appropriate plan check fees.	Prior to Map Recordation	Engineering Dept.	
24.	Prior to recordation of the final map, the Developer shall submit landscaping and irrigation plans and install (or secure) landscaping for work within the public right-of-way to the City for approval. These plans shall include water usage calculations, estimate of irrigation and the location of all existing trees that will remain. All plans and calculations shall be designed and calculated per the City of Wildomar Road	Prior to Map Recordation	Engineering Dept. and Planning Dept	

	Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Codes and to the satisfaction of the City Engineer.			
Project Specific Conditions - Prior to Recordation of the Final Map				
25.	Developer shall dedicate, design and construct (or secure) interim street improvements for Baxter Road based on County Standard No. 136 "Collector Rural Road" (60-ft ROW)" in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer. Street improvement shall be installed from White Street to and across the project frontage as shown on the Tentative Tract Map and approved entitlement development plans. '	Prior to Map Recordation	Engineering Dept.	
26.	Developer shall dedicate, design and construct (or secure) full-width street improvements for Margaret Lane based on County Standard No. 105C "local Street (60-ft ROW)" as shown on the tentative map in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Map Recordation	Engineering Dept.	
27.	Developer shall dedicate, design and construct (or secure) a 6 ft sidewalk and parkway improvements on the north side of Cervera Road across the project frontage and easterly to Hunwut Drive based on County Standard No. 104 "Enhanced Local Street Adjacent to a School or Park" (66-ft ROW) as shown on the tentative map in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Map Recordation	Engineering Dept.	
28.	The developer shall re-align, dedicate, design and construct (or secure) Wildomar Trail (old Central/Baxter Road) per the approved tentative tract map, based on Modified Arterial Highway, Standard No. 92. The	Prior to Map Recordation	Engineering Dept.	

	design shall be in accordance with the City of Wildomar Improvement Standards & Specifications and shall be to the satisfaction of the City Engineer. Off-site dedications are required. Inability of the Developer to acquire any necessary offsite dedications may require redesign of project. All property conveyed to the City of Wildomar in fee title shall be free and clear of any encumbrances, except as expressly permitted by the City. The Developer shall provide title insurance in conjunction with all fee title dedications to the City of Wildomar.			
29.	The realignment of Wildomar Trail creates a triangular shaped remnant parcel located north of the project boundary and north of the realigned Wildomar Trail right of way just east of Margaret Lane. Developer shall acquire the entire remnant parcel (even if a portion is owned by the adjacent northerly property owner) and shall vacate excess right of way located within said remnant parcel prior to or concurrently with the recordation of the final map (or shall provide sureties for costs associated with property acquisitions and vacation processes). In addition, Developer shall relocate existing utilities (or post sureties for relocations) within the new alignment of Wildomar Trail to the satisfaction of the City Engineer and utility agencies.	Prior to Map Recordation	Engineering Dept.	
30.	After the right of way in the remnant parcel (located north of the realigned Wildomar Trail and east of Margaret Lane) has been vacated, this property shall be conveyed back to the City in fee title. If Developer is justifiably unable to accomplish this conveyance prior to map recordation, City Engineer may extend the deadline to a later date but no later than occupancy release.	Prior to Map Recordation	Engineering Dept.	
31.	Ultimate street improvements for Wildomar Trail include an 18-ft wide raised landscape median. The medians will not be constructed with this	Prior to Map Recordation or	Engineering Dept.	

	development since a majority of the improved street frontage is in transition. Developer to pay an in-lieu fee for half the cost of the raised landscape median to the satisfaction of the City Engineer.	Issuance of the First Building Permit		
32.	Street improvement and signing & striping plans to include offsite street transitions (entering, exiting tapers and lane drops) for Wildomar Trail in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer. In addition, Developer to provide evidence and or permits from Caltrans (as required) for the Wildomar Trail street transition design from the easterly project entrance to the freeway interchange and verification that the project provides adequate right of way to support ultimate interchange ramp widening improvements.	Prior to Map Recordation or Issuance of the First Building Permit	Engineering Dept.	
33.	Prior to or concurrently with the recordation of the final map, slope easements shall be dedicated to the City along both sides of Wildomar Trail to include right of way adjacent slopes required to construct Wildomar Trail to the satisfaction of the City Engineer. All slope easements (on both sides of the road) shall be annexed into the City's Community Facilities District (CFD) for maintenance.	Prior to Map Recordation	Engineering Dept.	
34.	Prior to the recordation of the final map or issuance of the first building permit, Developer shall submit improvement plans for approval by the City Engineer and construct (or post sureties) for a traffic signal at the intersection of Wildomar Trail and Margaret Lane. In addition, Developer shall dedicate additional offsite right of way required for signal installation and maintenance by separate instrument to the satisfaction of the City Engineer. Offsite right of way dedications shall be completed prior to map recordation (or Developer to provide sureties for costs associated with said acquisitions).	Prior to Map Recordation or Issuance of the First Building Permit	Engineering Dept.	

35.	To determine intersection right of way dedication and ultimate street improvement locations, Developer shall prepare an Alignment Study (horizontal and vertical) at the intersection of Wildomar Trail and Margaret Lane to the satisfaction of the City Engineer. The alignment study shall consider the design requirements for all project mitigation identified in the Traffic Impact Analysis to include lane geometry and capacities, new traffic signal locations, striping transitions, driveway locations and future medians.	Prior to Map Recordation	Engineering Dept.	
36.	Prior to the recordation of the final map or issuance of the first building permit, Developer shall submit improvement plans for approval by the City Engineer and construct (or post sureties) for a traffic signal modification at the intersection of Wildomar Trail and Cervera Road. In addition, Developer shall dedicate additional offsite right of way required for signal installation and maintenance with the map or by separate instrument to the satisfaction of the City Engineer. Offsite right of way dedications shall be completed prior to map recordation (or Developer to provide sureties for costs associated with said acquisitions).	Prior to Occupancy Release	Public Works Dept.	
37.	Prior to recordation of the final map, a signing and striping plan shall be approved by the City Engineer and signing, and striping installed (or secured) to the satisfaction of the City Engineer. The signing striping plan shall establish “No Stopping Anytime Zones” along both Wildomar Trail and Margaret Lane. Developer shall be responsible for any additional paving and/or striping removal caused by the striping plan to the satisfaction of the City Engineer.	Prior to Map Recordation or Issuance of the First Building Permit	Engineering Dept.	

38.	The final map shall relinquish access rights along Wildomar Trail and Margaret Lane except for driveway locations shown on the Tentative Map.	Prior to Map Recordation	Engineering Dept.	
39.	Prior to recordation of the final map or issuance of a grading permit, the Developer shall submit plans for approval by the City Engineer and construct (or secure) public storm drain improvements as shown on the approved Tentative Tract Map. Plans shall include about 800-LF of storm drain facilities in Wildomar Trail from the south project boundary, continuing southerly to connect to an existing box culvert located south of the high school.	Prior to Map Recordation	Engineering Dept.	
40.	Drainage easements shall be dedicated on the final map (or by separate instrument) for public storm drains outside the street right of way as shown on the tentative map. All easement widths shall be approved by the governing agency. In addition, onsite public access easements shall be dedicated to provide appropriate access to all onsite public storm drains to the satisfaction of the City Engineer.	Prior to Map Recordation	Engineering Dept.	
41.	The water quality/retention basin and associated drainage pipes and appurtenances, proposed to be constructed in Lot 8 on the tentative tract map, shall be annexed into the City's CFD for maintenance. The final map shall dedicate Lot 8 to the City of Wildomar or provide a public easement over said lot to be offered to the City in the Owner's Statement on the final map to the satisfaction of the City Engineer.	Prior to Map Recordation	Engineering Dept.	

~~TTM No. 37494 Approval Date - September 8, 2021~~ *TTM No. 37494 EOT #1 Approval Date - September 4, 2024*	~~TTM No. 37494 Expiration Date - September 8, 2024~~ *TTM No. 37494 EOT #1 Expiration Date - September 8, 2027*		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
42. Prior to the recordation of the final map or issuance of the first building permit, the Developer shall record a reciprocal agreement/easement between Lots 1 through 6 (shown on the tentative tract map) for ingress and egress, reciprocal access, parking and drainage acceptance to the satisfaction the Public Works and Planning Director's. A recorded copy of the recorded agreement shall be submitted to the Planning or Public Works Director within 30-days of map recordation.	Prior to Map Recordation or Issuance of Building Permits	Engineering Dept.	

END

ATTACHMENT A - EXHIBIT 2 WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT - CONDITIONS OF APPROVAL			
Project No.: CUP/Plot Plan/FSPOD No. 20-0039			
Applicant: Jack Kofdarali, Baxter Town Center, LP - APN: 376-180-006 & 376-190-002			
~~CUP/Plot Plan/FSPOD Approval Date - September 8, 2021~~ ***CUP/Plot Plan EOT #1 Approval Date - September 4, 2024***	~~CUP/Plot Plan Expiration Date - September 8, 2024~~ ***CUP/Plot Plan EOT #1 Expiration Date - September 8, 2027***		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
PLANNING DEPARTMENT CONDITIONS			
General / Standard Conditions			
1.	~~In compliance with Section 15094 of the CEQA Guidelines, a Notice of Determination (NOD) shall be filed with the Riverside County Clerk within five (5) working days of project approval by the City Council. The notice shall include the required California Department of Fish and Wildlife (Fish and Game Code Section 711.4.d.3) fee, and the Riverside County Clerk administrative fee (paid by the Applicant) in the amount of **$3,495.25**. Failure to pay the required fee will result in the project being deemed null and void (California Fish and Game Code Section 711.4(c)). The above fee shall be made payable to the "Riverside County Clerk" and submitted to the Planning Department at least 2 days prior to the City Council meeting. Said fees are broken down as follows:~~ ~~a. California Department of Fish and Wildlife = $3,445.25~~ ~~b. Riverside County Clerk Administrative Fee = $50.00~~	~~September 15, 2021~~	~~Planning Department~~	Complete Matthew Bassi
2.	*The Applicant shall review, and sign below verifying the "Acceptance of the Conditions of Approval" for CUP/Plot Plan 20-0039 EOT #1 and submit the signed page to the Wildomar Planning Department within two weeks of the Planning Commission approval.* *Applicant Signature* *Date*	*September 20, 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, 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	Ongoing	Planning Department	

	within thirty (30) days of receipt of the invoice. Within fourteen (14) days of an Action being filed, Applicant agrees to post adequate security or a cash deposit with City in an amount to cover the City's estimated attorneys' fees, costs and expenses incurred by City in the course of the defense in order to ensure timely payment of the City's invoices. The amount of the security or cash deposit shall be determined by the City. City shall cooperate with Applicant in the defense of any Action.			
4.	*Approval of EOT #1 for CUP/Plot Plan/FSPOD No. 20-0039 shall expire on September 8, 2027 if grading and/or building permits have not been issued and substantial construction work has commenced on the project site. The Applicant may apply in writing for a 2nd Extension of Time (EOT) for review and approval of the Planning Commission in accordance with Section 17.216.070 of the Wildomar Municipal Code. Said extension of time application and required fixed fee must be submitted to the Planning Department 60 days (7/8/27) prior to the expiration date.*	*September 8, 2027*	*Planning Department*	
5.	Applicant hereby understands and agrees that failure to comply with all Conditions of Approval may result in the City Council 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	
6.	The project shall be developed in accordance with the approved plot plan approved by the City Council on September 8, 2021. The Applicant may request a modification/revision to the approved project, if needed, in accordance with Sections 17.228 of the Wildomar Municipal Code.	Ongoing	Planning Department	
7.	The proposed Project shall comply with existing SCAQMD rules for the reduction of fugitive dust emissions in accordance with SCAQMD Rule 403.	On-Going	Planning Dept.	

ATTACHMENT A - EXHIBIT 2 WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT - CONDITIONS OF APPROVAL			
Project No.: CUP/Plot Plan/FSPOD No. 20-0039			
Applicant: Jack Kofdarali, Baxter Town Center, LP - APN: 376-180-006 & 376-190-002			
~~CUP/Plot Plan/FSPOD Approval Date - September 8, 2021~~ ***CUP/Plot Plan EOT #1 Approval Date - September 4, 2024***	~~CUP/Plot Plan Expiration Date - September 8, 2024~~ ***CUP/Plot Plan EOT #1 Expiration Date - September 8, 2027***		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
8.	All grading shall conform to the California Building Code and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Building Dept.	On-Going	Planning & Engineering Depts.	
9.	Erosion control-landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded (refer to dept. form 284-47). Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The developer shall plant and irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer.	On-Going	Planning & Engineering Depts.	
10.	The Applicant is prohibited from using any sort of blasting device or activity during all grading and/or construction operations.	On-Going	Planning Department	
11.	The proposed development approved by the City Council shall comply with the standards and requirements of the City's Light Pollution Ordinance in accordance with Section 8.64 of the WMC.	On-Going	Planning Department	
12.	As required by Chapter 8.56 of the WMC, subsequent development on the site will need to comply with the County of Riverside, Department of Environmental Health, Local Enforcement Agency (LEA) for all activities related to potential hazardous materials.	On-Going	Planning Department	

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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
13.	The Applicant shall provide EV charging stations throughout the parking lot at designated locations consistent with the plot plan and the requirements of the State Cal Green Building Code.	On-Going	Planning & Building Departments	
14.	The Applicant shall be subject to, and comply with, the following four (4) state mandated codes/ordinances including all other applicable state & local codes/ordinances already in effect: • California Building Code, Chapter 7A; • California Residential Code, Chapter R327; • California Referenced Standards Code, Chapter 12-7A; and • California Fire Code, Chapter 49.	On-Going	Building & Fire Departments	
15.	In accordance with, Chapter 17.216 of the WMC, this project is prohibited from selling 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.	On-Going	Planning Department	
16.	The proposed Project shall comply with the requirements of Chapter 9.48 of the WMC relating to noise.	On-Going	Planning Department	
17.	As required by City of Wildomar Municipal Code Section 13.12.050, Regulatory Consistency, and the MS4 Permit from the San Diego Regional Water Quality Control Board, stormwater drainage improvements must be consistent and in accordance with these provisions.	On-Going	Public Works Department	
18.	As required by City of Wildomar Municipal Code Section 16.40.10, Installation Requirements, the project would comply with all applicable requirements for undergrounding utilities per this code section.	On-Going	Public Works Department	

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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
19. As required by City of Wildomar Municipal Code Section 8.104, Solid Waste Collection and Disposal, the generation, accumulation, handling, collection, transportation, conversion, and disposal of solid waste must be controlled and regulated through the provisions of this chapter.	On-Going	Public Works Department	
20. The RV fueling station is prohibited from allowing dumping of waste or overnight vehicle parking. In addition, parking stalls for semi-trucks shall not be provided at the fueling station, and semi-trucks shall not be allowed to remain at fueling pumps longer than reasonably necessary to re-fuel. *(Added by City Council on 9/8/21)*	On-Going	Planning Department	
CEQA / Environmental Impact Report (EIR) Mitigation Measures (Still in full force and effect with EOT #1):			
5.2 AIR QUALITY			
21. AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to	Prior to issuance of any grading permit	City of Wildomar Planning Department, City of Wildomar Public Works Department	

		review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.			
5.3 BIOLOGICAL RESOURCES					
22.	BIO-1	Prior to vegetation clearance and grading, the Project applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following: ▪ The survey shall be conducted no more than three days prior to the initiation of clearance/construction work; ▪ If pre-construction surveys indicate that bird nests are not present or active inactive, or if potential habitat is unoccupied, no further mitigation is required;	Prior to vegetation clearance and grading	City of Wildomar Planning Department	

		▪ If active nests of birds are found during the surveys, a species-specific no disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (no longer reliant upon the nest).			
23.	BIO-2	The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.	Thirty Days Prior to Construction	City of Wildomar Planning Department	
24.	BIO-3	In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the project's landscape plan shall exclude invasive species such as crimson fountain grass (*Pennisetum setaceaum),* pampas grass (*Cortaderia selloana),* giant reed (*Arundo donax)*, tree of heaven (*Ailanthus altissima)*, Eucalyptus, acacia groundcovers (*Acacia* sp.), and other ornamental landscape elements in accordance with the *Invasive Plants List* referenced by the MSHCP.	During Construction	City of Wildomar Planning Department	

25.	BIO-4	The project applicant shall implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.	During Construction	City of Wildomar Planning Department	
26.	BIO-5	The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite 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. 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) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts, and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. 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.	During Construction	City of Wildomar Planning Department	
5.5 GREENHOUSE GAS EMISSIONS					
27.	GHG-1	Transportation Demand Management (TDM) Program. The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program	Prior to Occupancy	City of Wildomar Planning Department, City of Wildomar	

	must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented: i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building. ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees. iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.		Public Works Department	

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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**

5.6 HAZARDS AND HAZARDOUS MATERIALS					
28.	HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	Prior to the Issuance of Building Permits	City of Wildomar Planning Department	
29.	HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	Prior to Issuance of a Certificate of Occupancy	City of Wildomar Planning Department	
5.9 NOISE					
30.	NOI-1	A 10-foot high wall extending from the exit of the carwash to the commercial driveway shall be constructed in order to reduce daytime noise levels.	Prior to Occupancy	City of Wildomar Planning Department	

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		Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
31.	NOI-2	In order to reduce nighttime noise levels, carwash operations shall be restricted to the hours of 7:00 a.m. to 10 p.m.	During Operations	City of Wildomar Planning Department	
5.12 TRIBAL CULTURAL RESOURCES					
32.	TRI-1	**Inadvertent Archeological Find.** If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s). a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find. b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources. c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate	During Ground Disturbing Activities	City of Wildomar Planning Department	

	mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed. d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property, so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition. e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan. f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act			

		with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.			
33.	TRI-2	**Cultural Resources Disposition.** In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries: a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department: i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains	During Grading Activities	City of Wildomar Planning Department	

	are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request. iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.			

34.	TRI-3	**Archaeologist Retained.** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources. The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors. The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition. In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated	Prior to Issuance of Grading Permit	City of Wildomar Planning Department	

	the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include: a. Project grading and development scheduling; b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in			

		the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.			
35.	TRI-4	**Native American Monitoring (Pechanga).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.	During Ground Disturbing Activities	City of Wildomar Planning Department	
36.	TRI-5	**Native American Monitoring (Soboba).** Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-	During Ground Disturbing Activities	City of Wildomar Planning Department	

		disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.			
37.	TRI-6	**Archeology Report - Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).	Prior to Final Inspection	City of Wildomar Planning Department	
38.	TRI-7	**Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the	If Human Remains are Encountered	City of Wildomar Planning Department	

		Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.			
39.	TRI-8	**Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).	If Human Remains are Encountered	City of Wildomar Planning Department	
5.6 HAZARDS AND HAZARDOUS MATERIALS					
40.	HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction	Prior to the Issuance of Building Permits	City of Wildomar Planning Department	

		methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.			
41.	HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	Prior to Issuance of a Certificate of Occupancy	City of Wildomar Planning Department	
5.14 WILDFIRE					
42.	See Mitigation Measures HAZ-1 and HAZ-2 above				
Project Specific CUP Conditions for Alcohol Sales at the Gas Station					
43.	Notwithstanding any other provision of law, establishments engaged in the concurrent sale of motor vehicle fuel with beer and wine for off-premises consumption, in accordance with Chapter 17.248.030.E of the WMC shall comply with the following conditions: 1) Only the sale of beer and wine can be sold consistent with an ABC Type 20 license (Off Sale Beer & Wine). 2) The owner of each location and the management at each location shall educate the public regarding driving under the influence of		On-Going	Planning Department	

	intoxicating beverages, minimum age for purchase and consumption of alcoholic beverages, driving with open containers and the penalty associated with violation of these laws. In addition, the owner and management shall provide health warnings about the consumption of alcoholic beverages. This educational requirement may be met by posting prominent signs, decals or brochures at points of purchase. In addition, the owner and management shall provide adequate training for all employees at the location as to these matters. 3) No displays of beer or wine shall be located within five (5) feet of any building entrance or checkout counter. 4) Cold beer or wine shall be sold from, or displayed in, the main, permanently affixed electrical coolers only. 5) No beer, wine or other alcoholic beverages advertising shall be located on gasoline islands; and no lighted advertising for beer, wine, or other alcoholic beverages shall be located on the exterior of buildings or within window areas. 6) Employees selling beer and wine between the hours of 10:00 p.m. and 2:00 a.m. shall be at least 21 years of age. 7. No sale of alcoholic beverages shall be made from a drive-in window.			
44.	Prior to an employee selling alcohol from this facility, the alcohol licensee, or employer for the facility shall ensure that the employee has received Licensee Education on Alcohol and Drugs (L.E.AD.) training from the California Department of Alcoholic Beverage Control.	On-Going	Planning Department	
45.	Prior to the issuance of occupancy permits for the gas station/mini-mart use, the Applicant and/or the gas station service provider shall obtain a	Prior to the issuance of occupancy permits	Planning Department	

	Type 20 License from the State Department of Alcohol Beverage Control (ABC). A copy of said license shall be submitted to the Planning Department prior to occupancy of the building.			
Project Specific Plot Plan No. 20-0039 Conditions (Appliable to Commercial / Retail / Office Sites)				
Prior to the Issuance of Grading Permits				
46.	Prior to the issuance of the 1st grading permit for Phase 1 gas station, the Applicant shall have prepared and received approval of a "Vector Control Plan" from the Riverside County Department of Environmental Health/Vector Control Program to ensure that proper and adequate mitigation measures are implemented for the Wildomar Trail Town Center project. *(Added by City Council on 9/8/21)*	Prior to Issuance of Grading Permits	Planning Department	
47.	Prior to the issuance of any grading permit, the Project applicant shall comply with all of the provisions of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), including payment of the MSHCP Local Development Mitigation Fee and Best Management Practices (specifically Appendix C, Standard Best Management Practices, of the MSHCP).	Prior to Issuance of Grading Permits	Planning Department	
48.	Prior to the issuance of the 1st grading permit on the property, the applicant shall submit a haul permit for any import of material to the site or export of material off-site for review and approval by the City Engineer and Planning Director. The request for a haul permit shall include a haul route plan addressing the limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This haul permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site. If the proposed material source or disposal site does	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	

	not have an approved environmental assessment, a grading environmental assessment shall be submitted for review and approval by the Planning Director prior to the issuance of the haul permit.			
49.	The grading plan shall include the following information in the Notes Section of the Grading Plan: "No grubbing/clearing of the site shall occur prior to scheduling the pre-grading meeting with Engineering. All project sites containing suitable habitat for burrowing owls, whether owls were found or not, require a 30-day preconstruction survey that shall be conducted within 30 days prior to ground disturbance to avoid direct take of burrowing owls. If the results of the survey indicate that no burrowing owls are present on-site, then the project may move forward with grading, upon Planning Department approval. If burrowing owls are found to be present or nesting on-site during the preconstruction survey, then the following recommendations must be adhered to: Exclusion and relocation activities may not occur during the breeding season, which is defined as March 1 through August 31, with the following exception: From March 1 through March 15 and from August 1 through August 31 exclusion and relocation activities may take place if it is proven to the City and appropriate regulatory agencies (if any) that egg laying or chick rearing is not taking place. This determination must be made by a qualified biologist."	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	
50.	The grading plan shall include the following information in the Notes Section of the Grading Plan: "If at any time during excavation/construction of the site, archaeological/cultural resources, or any artifacts or other objects which reasonably appears to be evidence of cultural or archaeological resource are discovered, the property owner shall immediately advise the City of such and the City shall cause all further excavation or other disturbance of the affected area to	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	

	immediately cease. The Planning Director at his/her sole discretion may require the property owner to deposit a sum of money it deems reasonably necessary to allow the City to consult and/or authorize an independent, fully qualified specialist to inspect the site at no cost to the City, in order to assess the significance of the find. Upon determining that the discovery is not an archaeological/cultural resource, the Planning Director shall notify the property owner of such determination and shall authorize the resumption of work. Upon determining that the discovery is an archaeological/cultural resource, the Planning Director shall notify the property owner that no further excavation or development may take place until a mitigation plan, or other corrective measures have been approved by the Planning Director.			
51.	Concurrent with the submittal of grading plans, the applicant shall submit two (2) sets of detailed/complete landscape and irrigation construction drawings to the Planning Department, including on-site and public right-of-way and a fence/wall plan for review and approval by the Planning Department. Said landscape and irrigation plans shall be prepared by a licensed Landscape Architect and shall comply with all requirements of Section 17.276 (Water Efficient Landscapes) of the Wildomar Municipal Code, and EVMWD's Water Efficient Landscape Standards as adopted by the City Council on November 12, 2015. The landscape plans shall include the following: *a)* The landscape design and construction required for Phase 1 (gas station development) shall also include the design and construction all of the perimeter landscaping improvements identified for Phase 4 including the Wildomar Trail right-of-way, the Cervera green belt (east side of street/r-o-w) and the entire south property line (15-foot	Concurrent with the submittal of grading plans	Planning and Landscape Depts.	

	depth) of the Phase 4 Townhome site. *(Added by City Council on 9/8/21)* b) Landscape plans shall be drawn at a scale of 20 feet equal to 1 foot or larger. c) No light fixture shall be designed for any location in a planting area, which would make it necessary to eliminate a tree. All overhead light fixtures and utilities shall be identified on the grading and site plan prior to approval of the grading and site plans. d) All above ground utilities shall be shown on the precise grading plans in their exact locations. Building and landscape backflow prevention units and transformers shall be located in shrub areas. Double detector checks shall be fully screened from view. The detector check/backflow device shall be painted a neutral/earth tone color and any pipes extending above ground shall be finished and painted to match the device. The detector check and post indicator shall be set back at least 10 feet away from the driveway or sidewalk in a shrub area. Transformers shall be screened with 5 feet of landscaping outside the required setback (18 inches on sides and 8 feet at the front doors). e) All ground covers shall be installed from living plant materials. Spacing shall be such that 100% coverage is achieved within 1 year of the installation. f) All parking lot planter areas shall be a minimum of 5 feet wide excluding curbs, walkways and required concrete strip adjacent to parking spaces (6" curb with a 12" wide by 4" deep reinforced concrete strip adjacent). A detail shall be drawn on the civil engineer's plan to illustrate this application in all relevant locations.			

	g) All plants within the detention basin shall be California native. The trees shall include *Quercus agrifolia* (coast live oak) and *Platanus racemosa* (sycamore). The shrubs shall include *Heteromeles arbutifolia* (toyon) or as approved by the City Landscape Architect per the project landscape plans. h) All planting areas damaged during construction shall be replaced at the direction of the City Landscape Architect. i) The irrigation controller shall be a weather-based controller that measures evapo-transpiration. A rain shut-off device is required. Drip irrigation is required in all planting areas. j) All soil amendments and fertilizers shall be organic as a storm-water best management practice. Soil analysis and agronomic soil report shall be submitted to the City with the landscape plans, including the following: soil texture, percentage of organic matter, soil infiltration rate (measured or derived from soil texture/infiltration rate tables), pH and total soluble salts, macro-nutrients, micro-nutrients, recommendations for organic fertilizers and amendments. k) No plant materials that could freeze, damage paving, or have thorns are allowed. l) Prior to construction, the job site superintendent and the landscape contractor shall meet with the City's Landscape Architect and Planning Department representative shall meet for a pre-job meeting. No landscaping shall occur prior to the meeting. m) Erosion control-landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457.			

	n) Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. o) The developer shall plant and irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer. p) Several buildings have undersized landscape planters. The plant material for these areas will be further evaluated during the review of construction drawings. Carefully select plant material that will naturally grow within the restricted planter widths. Do not propose shrubs that will require continuous trimming to control width or height. q) Water quality basin bottom is typically planted with material from containers, 4" pots, or plugs. Hydroseed is not preferred. This allowance shall be further evaluated with landscape construction drawings.			
52.	Said landscape and irrigation plans shall be prepared by a licensed Landscape Architect and shall comply with all requirements of Chapter 17.276 (Water Efficient Landscapes) and Section 17.188.070 of the Wildomar Municipal Code, including any future water conservation measures adopted by the City Council or imposed by the State of California in effect at the time of construction, including but not limited to, drought-tolerant landscaping and drip irrigation/micro spray irrigation. The landscape plans shall further include the following items:	Prior to Issuance of Grading Permits	Planning and Landscape Depts.	

	• Slope planting shall achieve full coverage and consist of permanent ground cover adequately planted with shrubs and/or trees to the satisfaction of the Planning Director. Plant material and mulch shall be suitable for slope conditions and prevention of surface erosion. • Stormwater basin slopes shall be planted with spreading, stabilizing ground covers and shrub groupings from containers. • Stormwater basin bottom shall be planted with species suitable for both wet and dry conditions. Basin bottom shall be planted with the plant material from containers, 4" pots, or plugs. Hydroseed is not preferred, and the allowance shall be further evaluated with landscape construction drawings. • Provide a fuel modification plan in compliance with the Fire Department's requirements. All planting shall be designed using approved fire resistive plants, review and modify preliminary plant list to comply. • Fire apparatus access roads shall be illustrated and noted on landscape plan. Trees are to be located so that mature canopies do not encroach into the access road. Remove any tree in conflict with this restriction.			
Prior to Issuance of Building Permits				
53.	Prior to the issuance of the building permits within the commercial/retail/office site, the Applicant shall submit a comprehensive sign program, including a Variance (for sign height), for Planning Commission review and approval. The sign program shall be consistent with all applicable provisions of Section 17.252 (Sign Regulations) of the Wildomar Municipal Code.	Prior to Issuance of Building Permits	Planning Department	

ATTACHMENT A - EXHIBIT 2 WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT - CONDITIONS OF APPROVAL			
Project No.: CUP/Plot Plan/FSPOD No. 20-0039			
Applicant: Jack Kofdarali, Baxter Town Center, LP - APN: 376-180-006 & 376-190-002			
~~CUP/Plot Plan/FSPOD Approval Date - September 8, 2021~~ ***CUP/Plot Plan EOT #1 Approval Date - September 4, 2024***	~~CUP/Plot Plan Expiration Date - September 8, 2024~~ ***CUP/Plot Plan EOT #1 Expiration Date - September 8, 2027***		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
54.	Prior to the issuance of a building permit, the applicant shall comply with Building Department requirements in obtaining all necessary permits to construct said structures, including submittal of plans for all signs to be constructed as part of this project.	Prior to Issuance of a Building Permit	Planning Department	
55.	Prior to issuance of building permits, the Applicant shall submit a detailed/final photometric analysis for review and approval by the Planning and Building departments. The proposed development approved by the City Council shall comply with the standards and requirements of the City's Light Pollution Ordinance in accordance with Chapter 8.64 of the Wildomar Municipal Code.	Prior to Issuance of Building Permits	Planning Department	
56.	Prior to the issuance of the building permits, the applicant shall pay all applicable and current Development Impact Fees and City Mitigation Fees as determined by the Building and Engineering departments, including but not limited to, regional fees such TUMF, MSHCP, K-Rat fees, School Fees, etc. in accordance with the timing outlined in Title 3 of the WMC.	Prior to Issuance of Building Permits	Planning & Building Departments	
57.	Prior to the issuance of the building permits, the applicant shall submit for review and approval by the Planning Department a final exterior lighting/security lighting plan/photometric survey. Said lighting plan shall comply with all applicable provisions of Section 8.64 (Light Pollution Ordinance) of the WMC.	Prior to Issuance of Building Permits	Planning & Building Departments	
Prior to Issuance of a Certificate of Occupancy			
58.	Prior to the issuance of occupancy permits, the following conditions shall be satisfied:	Prior to the Issuance of Occupancy Permits	Planning Dept.	

	• Prior to occupancy permits for Phase 1, the landscape improvements outlined in Planning Condition No. 53(a) above shall be completed. • Performance securities, in the amount determined by the City Landscape Architect and Planning Director, shall be provided to guarantee the adequate maintenance of the landscaping materials and irrigation system in accordance with the approved plans for a period of one (1) year from the date of final clearance of the installed landscaping by the City. Acceptable forms of security shall be limited to cash deposit, cash bonds, or irrevocable letters of credit. The performance securities shall be released one (1) year after final clearance of the installed landscaping by the City, upon written request by the owner, if the landscaping has been adequately maintained in accordance with the approved landscape plans. A deposit to cover re-inspection of the landscape, at the current City rate shall be posted with the Planning Department prior to re-inspection for maintenance bond release. • The project landscape contractor shall provide the City with the Landscape Installation Certification of Completion stating that the landscaping was installed per the approved plans. The City will review the Certificate and conduct inspections to ensure that the landscape installation is in compliance with the approved landscape plans.			
59.	Prior to the issuance of the final Certificate of Occupancy permit, all required onsite landscape planting and irrigation improvements for the planning area shall have been installed and fully operational consistent with the approved construction plans. The plants shall be healthy and free of weeds, disease, or pests. The irrigation system shall be properly	Prior to the Issuance of Occupancy Permits	Planning Dept.	

	constructed and in good working order. The Applicant shall contact the Planning Department to schedule the final inspection(s).			
60.	Prior to the Issuance of the final Certificate of Occupancy permit, all Planning Department conditions listed herein shall be completed to the satisfaction of the Planning Department.	Prior to final Certificate of Occupancy	Planning Dept.	
61.	Prior to the Issuance of the final Certificate of Occupancy permit, all Riverside County Fire Department conditions shall be complied with and cleared by the Fire Department. The Applicant shall provide written verification from County Fire that all applicable conditions have been met.	Prior to final Certificate of Occupancy	Planning Dept.	
62.	Prior to issuance of occupancy permits for the gas station in Phase 1, the Applicant shall post "No Parking Signs" along the entire project frontage of Wildomar Trail and Cervera Road in accordance with Chapter 10.20 of the Wildomar Municipal Code. *(Added by City Council on 9/8/21)*	Prior to Occupancy Permits	Planning and Public Works Depts.	
Project Specific Final Site Plan of Development No. 20-0039 Conditions (Applicable to Residential Townhome Site)				
Prior to the Issuance of Grading Permits				
63.	Prior to the issuance of any grading permit, the Project applicant shall comply with all of the provisions of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), including payment of the MSHCP Local Development Mitigation Fee and Best Management Practices (specifically Appendix C, Standard Best Management Practices, of the MSHCP).	Prior to Issuance of Grading Permits	Planning Department	

64.	Prior to the issuance of the 1st grading permit on the property, the applicant shall submit a haul permit for any import of material to the site or export of material off-site for review and approval by the City Engineer and Planning Director. The request for a haul permit shall include a haul route plan addressing the limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This haul permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site. If the proposed material source or disposal site does not have an approved environmental assessment, a grading environmental assessment shall be submitted for review and approval by the Planning Director prior to the issuance of the haul permit.	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	
65.	The grading plan shall include the following information in the Notes Section of the Grading Plan: "No grubbing/clearing of the site shall occur prior to scheduling the pre-grading meeting with Engineering. All project sites containing suitable habitat for burrowing owls, whether owls were found or not, require a 30-day preconstruction survey that shall be conducted within 30 days prior to ground disturbance to avoid direct take of burrowing owls. If the results of the survey indicate that no burrowing owls are present on-site, then the project may move forward with grading, upon Planning Department approval. If burrowing owls are found to be present or nesting on-site during the preconstruction survey, then the following recommendations must be adhered to: Exclusion and relocation activities may not occur during the breeding season, which is defined as March 1 through August 31, with the following exception: From March 1 through March 15 and from August 1 through August 31	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	

	exclusion and relocation activities may take place if it is proven to the City and appropriate regulatory agencies (if any) that egg laying or chick rearing is not taking place. This determination must be made by a qualified biologist."			
66.	The grading plan shall include the following information in the Notes Section of the Grading Plan: "If at any time during excavation/construction of the site, archaeological/cultural resources, or any artifacts or other objects which reasonably appears to be evidence of cultural or archaeological resource are discovered, the property owner shall immediately advise the City of such and the City shall cause all further excavation or other disturbance of the affected area to immediately cease. The Planning Director at his/her sole discretion may require the property owner to deposit a sum of money it deems reasonably necessary to allow the City to consult and/or authorize an independent, fully qualified specialist to inspect the site at no cost to the City, in order to assess the significance of the find. Upon determining that the discovery is not an archaeological/cultural resource, the Planning Director shall notify the property owner of such determination and shall authorize the resumption of work. Upon determining that the discovery is an archaeological/cultural resource, the Planning Director shall notify the property owner that no further excavation or development may take place until a mitigation plan or other corrective measures have been approved by the Planning Director.	Prior to Issuance of a Grading Permit	Planning & Engineering Depts.	
67.	Concurrent with the submittal of grading plans, the applicant shall submit two (2) sets of detailed/complete landscape and irrigation construction drawings to the Planning Department, including on-site and public right-of-way and a fence/wall plan for review and approval	Concurrent with the submittal of grading plans	Planning and Landscape Depts.	

	by the Planning Department. Said landscape and irrigation plans shall be prepared by a licensed Landscape Architect and shall comply with all requirements of Section 17.276 (Water Efficient Landscapes) of the Wildomar Municipal Code, and EVMWD's Water Efficient Landscape Standards as adopted by the City Council on November 12, 2015. The landscape plans shall include the following: a) Landscape plans shall be drawn at a scale of 20 feet equal to 1 foot or larger. b) No light fixture shall be designed for any location in a planting area, which would make it necessary to eliminate a tree. All overhead light fixtures and utilities shall be identified on the grading and site plan prior to approval of the grading and site plans. c) All above ground utilities shall be shown on the precise grading plans in their exact locations. Building and landscape backflow prevention units and transformers shall be located in shrub areas. Double detector checks shall be fully screened from view. The detector check/backflow device shall be painted a neutral/earth tone color and any pipes extending above ground shall be finished and painted to match the device. The detector check and post indicator shall be set back at least 10 feet away from the driveway or sidewalk in a shrub area. Transformers shall be screened with 5 feet of landscaping outside the required setback (18 inches on sides and 8 feet at the front doors). d) All ground covers shall be installed from living plant materials. Spacing shall be such that 100% coverage is achieved within 1 year of the installation. e) All parking lot planter areas shall be a minimum of 5 feet wide excluding curbs, walkways and required concrete strip adjacent to			

	parking spaces (6" curb with a 12" wide by 4" deep reinforced concrete strip adjacent). A detail shall be drawn on the civil engineer's plan to illustrate this application in all relevant locations. f) All plants within the detention basin shall be California native. The trees shall include *Quercus agrifolia* (coast live oak) and *Platanus racemosa* (sycamore). The shrubs shall include *Heteromeles arbutifolia* (toyon) or as approved by the City Landscape Architect per the project landscape plans. g) All planting areas damaged during construction shall be replaced at the direction of the City Landscape Architect. h) The irrigation controller shall be a weather-based controller that measures evapo-transpiration. A rain shut-off device is required. Drip irrigation is required in all planting areas. i) All soil amendments and fertilizers shall be organic as a storm-water best management practice. Soil analysis and agronomic soil report shall be submitted to the City with the landscape plans, including the following: soil texture, percentage of organic matter, soil infiltration rate (measured or derived from soil texture/infiltration rate tables), pH and total soluble salts, macro-nutrients, micro-nutrients, recommendations for organic fertilizers and amendments. j) No plant materials that could freeze, damage paving, or have thorns are allowed. k) Prior to construction, the job site superintendent and the landscape contractor shall meet with the City's Landscape Architect and Planning Department representative shall meet for a pre-job meeting. No landscaping shall occur prior to the meeting.			

	l) Erosion control-landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457. m) Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. n) The developer shall plant and irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer. o) Several buildings have undersized landscape planters. The plant material for these areas will be further evaluated during the review of construction drawings. Carefully select plant material that will naturally grow within the restricted planter widths. Do not propose shrubs that will require continuous trimming to control width or height. p) Water quality basin bottom is typically planted with material from containers, 4" pots, or plugs. Hydroseed is not preferred. This allowance shall be further evaluated with landscape construction drawings.			
68.	Said landscape and irrigation plans shall be prepared by a licensed Landscape Architect and shall comply with all requirements of Chapter 17.276 (Water Efficient Landscapes) and Section 17.188.070 of the Wildomar Municipal Code, including any future water conservation measures adopted by the City Council or imposed by the State of	Prior to Issuance of Grading Permits	Planning and Landscape Depts.	

	California in effect at the time of construction, including but not limited to, drought-tolerant landscaping and drip irrigation/micro spray irrigation. The landscape plans shall further include the following items: • Slope planting shall achieve full coverage and consist of permanent ground cover adequately planted with shrubs and/or trees to the satisfaction of the Planning Director. Plant material and mulch shall be suitable for slope conditions and prevention of surface erosion. • Stormwater basin slopes shall be planted with spreading, stabilizing ground covers and shrub groupings from containers. • Stormwater basin bottom shall be planted with species suitable for both wet and dry conditions. Basin bottom shall be planted with the plant material from containers, 4" pots, or plugs. Hydroseed is not preferred, and the allowance shall be further evaluated with landscape construction drawings. • Provide a fuel modification plan in compliance with the Fire Department's requirements. All planting shall be designed using approved fire resistive plants, review and modify preliminary plant list to comply. • Fire apparatus access roads shall be illustrated and noted on landscape plan. Trees are to be located so that mature canopies do not encroach into the access road. Remove any tree in conflict with this restriction.			
Prior to Issuance of Building Permits (Applicable to All Phases)				
69.	Prior to the issuance of the building permits, the Applicant shall submit a comprehensive sign program, including a Variance (for sign height), for Planning Commission review and approval. The sign program shall	Prior to Issuance of Building Permits	Planning Department	

	be consistent with all applicable provisions of Section 17.252 (Sign Regulations) of the Wildomar Municipal Code.			
70.	Prior to the issuance of a building permit, the applicant shall comply with Building Department requirements in obtaining all necessary permits to construct said structures, including submittal of plans for all signs to be constructed as part of this project.	Prior to Issuance of a Building Permit	Planning Department	
71.	Prior to issuance of building permits, the Applicant shall submit a detailed/final photometric analysis for review and approval by the Planning and Building departments. The proposed development approved by the City Council shall comply with the standards and requirements of the City's Light Pollution Ordinance in accordance with Chapter 8.64 of the Wildomar Municipal Code.	Prior to Issuance of Building Permits	Planning Department	
72.	Prior to the issuance of the building permits, the applicant shall pay all applicable and current Development Impact Fees and City Mitigation Fees as determined by the Building and Engineering departments, including but not limited to, regional fees such TUMF, MSHCP, K-Rat fees, School Fees, etc. in accordance with the timing outlined in Title 3 of the WMC.	Prior to Issuance of Building Permits	Planning & Building Departments	
73.	Prior to the issuance of the building permits, the applicant shall submit for review and approval by the Planning Department a final exterior lighting/security lighting plan/photometric survey. Said lighting plan shall comply with all applicable provisions of Section 8.64 (Light Pollution Ordinance) of the WMC.	Prior to Issuance of Building Permits	Planning & Building Departments	

ATTACHMENT A - EXHIBIT 2 WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT - CONDITIONS OF APPROVAL			
Project No.: CUP/Plot Plan/FSPOD No. 20-0039			
Applicant: Jack Kofdarali, Baxter Town Center, LP - APN: 376-180-006 & 376-190-002			
~~CUP/Plot Plan/FSPOD Approval Date - September 8, 2021~~ ***CUP/Plot Plan EOT #1 Approval Date - September 4, 2024***	~~CUP/Plot Plan Expiration Date - September 8, 2024~~ ***CUP/Plot Plan EOT #1 Expiration Date - September 8, 2027***		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
Prior to Issuance of a Certificate of Occupancy (Applicable to All Phases)			
74. Prior to the issuance of occupancy permits, the following conditions shall be satisfied: • Performance securities, in the amount determined by the City Landscape Architect and Planning Director, shall be provided to guarantee the adequate maintenance of the landscaping materials and irrigation system in accordance with the approved plans for a period of one (1) year from the date of final clearance of the installed landscaping by the City. Acceptable forms of security shall be limited to cash deposit, cash bonds, or irrevocable letters of credit. The performance securities shall be released one (1) year after final clearance of the installed landscaping by the City, upon written request by the owner, if the landscaping has been adequately maintained in accordance with the approved landscape plans. A deposit to cover re-inspection of the landscape, at the current City rate shall be posted with the Planning Department prior to re-inspection for maintenance bond release. The project landscape contractor shall provide the City with the Landscape Installation Certification of Completion stating that the landscaping was installed per the approved plans. The City will review the Certificate and conduct inspections to ensure that the landscape installation is in compliance with the approved landscape plans.	Prior to the Issuance of Occupancy Permits	Planning Dept.	
75. Prior to the issuance of the final Certificate of Occupancy permit, all required onsite landscape planting and irrigation improvements for the planning area shall have been installed and fully operational consistent with the approved construction plans. The plants shall be healthy and free of weeds, disease, or pests. The irrigation system shall be properly	Prior to the Issuance of Occupancy Permits	Planning Dept.	

	constructed and in good working order. The Applicant shall contact the Planning Department to schedule the final inspection(s).			
76.	Prior to the Issuance of the final Certificate of Occupancy permit, all Planning Department conditions listed herein shall be completed to the satisfaction of the Planning Department.	Prior to final Certificate of Occupancy	Planning Dept.	
77.	Prior to the Issuance of the final Certificate of Occupancy permit, all Riverside County Fire Department conditions shall be complied with and cleared by the Fire Department. The Applicant shall provide written verification from County Fire that all applicable conditions have been met.	Prior to final Certificate of Occupancy	Planning Dept.	

ATTACHMENT A - EXHIBIT 2 WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT - CONDITIONS OF APPROVAL			
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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
PUBLIC WORKS/ENGINEERING/BUILDING DEPARTMENT CONDITIONS			
General Requirements/Conditions			
1. The project shall comply with all conditions of approval for Tentative Tract Map No. 37494 to the satisfaction of the City Engineer.	Prior to Issuance of any permits	Public Works Dept.	
2. The project shall comply with all mitigation measures identified in the approved Traffic Impact Analysis (TIA); this is to include Transportation Demand Management mitigation as identified within the TIA to reduce Vehicle Miles Traveled (VMT) consistent with the intent of SB 743 and to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	
3. 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	Public Works Dept.	
4. No grading shall be performed without the prior issuance of a grading permit by the City. Further, the Applicant shall grade the entire site concurrently with Phase 1 improvements. *(Added by City Council on 9/8/21)*	Prior to Issuance of Grading Permits/On-Going	Public Works Dept.	
5. Prior to issuance of any permits, the Developer shall provide a current Title Report and show all easements, rights-of-way, and encumbrances to the satisfaction of the Public Works Director. Any conflict with existing easements resulting in the site being redesigned potentially requires a minor change or amendment approval by City Council. If the Developer is different than the owner identified in the Title Report, then a notarized letter authorizing the Developer to improve the property shall be provided	Prior to Issuance of any permits	Public Works Dept. Building Dept.	

ATTACHMENT A - EXHIBIT 2 WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT - CONDITIONS OF APPROVAL			
Project No.: CUP/Plot Plan/FSPOD No. 20-0039			
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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
6.	All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. The Developer shall obtain a grading permit from the Building Department for any grading which includes 50 or more cubic yards.	On-Going	Public Works Dept. Building Dept.	
7.	All necessary measures to control dust shall be implemented by the Developer during grading to the satisfaction of the City Engineer. A PM10 plan may be required at the time a grading permit is issued.	Prior to Issuance of Grading Permits/On-Going	Public Works Dept.	
8.	Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the City Engineer. Contour grade to mimic natural slopes in the area.	On-Going	Public Works Dept.	
9.	Grading in excess of 199 cubic yards will require a grading agreement and a performance security to be posted with the City. Grading Agreements require City Council Approval unless authority is delegated to the City Engineer.	On-Going	Public Works Dept.	
10.	The Developer/owner or contractor shall apply for an Encroachment Permit for work performed within the public right of way. Compliance with current environmental regulations applies and additional studies and/or permits may be required.	On-Going	Public Works Dept.	
11.	Storm water and non-storm water discharges from the project site shall be mitigated in conformance with the applicable Regional Water Quality Control Board permit(s) and/or site specific SWPPP prior to entering into the MS4s.	On-Going	Public Works Dept.	
12.	For commercial/industrial projects, the Developer shall submit a Business Registration application to the city for approval. The Business Registration shall indicate that this business in required to submit a	On-Going	Public Works Dept.	

	Stormwater Compliance Deposit to the City for ongoing Commercial/Industrial Inspection requirements of the City's MS4 permit (NPDES Inspection). The requirement for stormwater compliance deposits and NPDES inspections are recurring for the duration of the conditional use permit. The Developer shall also provide to the Planning Department, as part of the Business' Statement of Operations, a copy of the educational materials, business' handbook, training or similar documents describing the business' best management practices for storm water pollution prevention.			
13.	The Developer shall provide all tenants/employees/homeowners with educational materials regarding Best Management Practices for Stormwater Pollution Prevention. Educational materials are available on the Riverside County Flood Control and Water Conservation District's website. .	On-Going	Public Works Dept.	
14.	The developer/owner/tenant shall comply with all applicable laws and regulations regarding the proper disposal of waste materials generated from the business.	On-Going	Public Works Dept.	
15.	The project shall include recycling facilities per current California State Standards and to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	
16.	The Developer shall dedicate, design and construct all improvements in accordance the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, as further conditioned herein and to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	
17.	The Developer shall be responsible for all costs associated with off-site right-of-way acquisition for required improvements, including any costs associated with the eminent domain process, if necessary.	On-Going	Public Works Dept.	

18.	Erosion control – landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded. The soils engineer shall review the erosion control plans for conformance with the Geotechnical Report's Findings and Recommendations. Erosion control shall be placed within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The Developer shall plant & irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with soil stabilizers and ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer and City Planner.	Prior to Issuance of a Grading Permit/On-Going	Public Works Dept. Planning Dept.	
19.	Should this project lie within any assessment/benefit district, the project proponent shall, prior to acceptance of improvements, make application for and pay for their reapportionment of the assessments or pay the unit fees in the benefit district unless said fees are otherwise deferred or covered under the City's Community Facility District (CFD Services).	On-Going	Public Works Dept.	
20.	The Developer shall annex into the City's Community Facility District (CFD Services) and/or Landscape Lighting & Maintenance District and pay associated costs for annexation. Should this project lie within any assessment/benefit district that duplicates the services to be covered under CFD Services then the Developer shall de-annex from said assessment/benefit district.	Prior to issuance of a Building Permit	Public Works Dept.	
21.	The Developer shall design and construct all driveways in accordance with the City of Wildomar Improvement Standards.	On-Going	Public Works Dept.	
22.	The improvement plans for the required public improvements must be prepared and shall be based upon a design profile extending a	On-Going	Public Works Dept.	

	minimum of 300 feet beyond the project boundaries at a grade and alignment as approved by the City Engineer.			
23.	Improvement Plans for underground utilities (e.g. Water, sewer, electrical, telecommunications, etc.) to be placed in public right of way or easement that will be owned and maintained by other entities shall be reviewed by the City. The City shall have a place on the Title Sheet to accept the plans with a statement "The city's acceptance is limited to the placement of utilities relative to public infrastructure clearances, uses and future plans within the right of way." The plans shall be attached to a City Encroachment Permit.	On-Going	Public Works Dept.	
24.	All flood control plans to be reviewed by the City or the Riverside County Flood Control District (RCFCD) shall be submitted through the City of Wildomar, unless otherwise directed by the City Engineer. For projects requiring RCFCD review the Developer shall pay the appropriate fees to RCFCD.	On-Going	Public Works Dept.	
25.	Prior to issuance of an encroachment permit, the Developer shall submit traffic control plans for approval for construction located in a public right of way to ensure the continued flow of traffic during construction. Bonds/sureties to include costs for traffic control implementation.	Prior to Issuance of an Encroachment Permit	Public Works Dept.	
Prior to the Issuance of Grading Permits				
26.	Prior to issuance of a grading permit, the Developer shall submit a grading and erosion control plan for review and approval by the City Engineer.	Prior to Issuance of a Grading Permit	Public Works Dept.	

27.	Prior to issuance of a grading permit, the Developer shall submit drainage plans and plans for bio-basins and retention basins for review and approval by the City Engineer.	Prior to Issuance of a Grading Permit	Public Works Dept.	
28.	The Developer shall submit a geotechnical soils report to the City Engineer for review and approval prior to issuance of grading permit. The findings and recommendations shall reflect current conditions and the report shall be no older than one (1) year. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by City of Wildomar.	Prior to Issuance of a Grading Permit	Public Works Dept.	
29.	Prior to the issuance of a grading permit, it shall be the sole responsibility of the Developer to obtain any and all easements and/or permissions necessary to perform grading and or install facilities outside the project boundaries. A notarized letter of permission or copy of recorded easements from all affected property owners shall be submitted to the Public Works Department.	Prior to Issuance of a Grading Permit	Public Works Dept.	
30.	The project specific SWPPP and an Erosion/Sediment Control plan shall be approved by the City Engineer.	Prior to Issuance of a Grading Permit	Public Works Dept.	
31.	The Developer shall provide the Engineering Department evidence of compliance with the National Pollutant Discharge Elimination System (NPDES); obtain a construction permit from the State Water Resource Control Board (SWRRCB); and, reference the WDID number on the improvement/grading plans.	Prior to Issuance of a Grading Permit	Public Works Dept.	
32.	The Developer's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto	Prior to Issuance of a Grading Permit	Public Works Dept.	

	public roads. Hauled material shall be to/from an environmentally approved site.			
33.	When import/export of earthwork is required, Developer shall obtain approval for the import/export location from the City of Wildomar. Additionally, if either location was not previously approved by an Environmental Assessment, a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the City Engineer for approval, prior to issuing a grading permit.	Prior to Issuance of a Grading Permit	Public Works Dept.	
34.	A licensed engineer shall prepare and submit a Water Quality Management Plan (WQMP) Applicability Checklist; determine if a WQMP is applicable for this project; and, sign and stamp the WQMP checklist with their license seal.	Prior to Issuance of a Grading Permit	Public Works Dept.	
35.	Prior to the issuance of a grading permit, the Developer shall submit a Final Water Quality Management Plan (WQMP), in conformance with the requirements of the San Diego and/or Santa Ana Regional Water Quality Control Board. Developer shall confirm the watershed requirements relative to their project location shall be approved by the City Engineer prior to issuance of a grading permit. All stormwater quality treatment devices shall be located outside of the ultimate public right of way unless otherwise approved by the City Engineer. The Developer shall design the stormwater quality treatment devices to accommodate all project runoff, ensuring post-construction flows and volumes do not exceed pre-construction levels, in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. These BMPs shall be consistent with the Final WQMP and installed and maintained to the satisfaction of	Prior to Issuance of a Grading Permit	Public Works Dept.	

	the City Engineer. The project shall use the following hydromodification criteria for the project site: "The runoff flow rate, volume, velocity, and duration for the post development condition of the Priority Development Project do not exceed the pre-development (i.e. naturally occurring) condition for the 2-year, 24 hour and 10-year, 24-hour rainfall events. This condition must be substantiated by hydrologic modelling acceptable to City of Wildomar."			
36.	If this project is within a priority land use as defined by California Regional Water Quality Control Board San Diego Region Order No. R9-2017-0077 (Trash Amendments), it will be required to install, operate, and maintain full trash capture systems for all storm drains within or adjacent to the project. The Final WQMP shall include the design, specifications, and operation/maintenance procedures of the trash capture systems. The trash capture systems must comply with the Trash Amendments. Trash capture systems that will require City maintenance must receive approval from the City Engineer for their use, prior to acceptance of the final WQMP, and shall be included in the Community Facilities District (CFD) maintenance costs.	Prior to Issuance of a Grading Permit	Public Works Dept.	
37.	If the project location is within the Santa Ana River Watershed: Prior to the issuance of a grading permit, the Developer is to provide the appropriate documentation that will allow this project a waiver for mitigation volume related to the Lake Elsinore sub watershed of the Santa Ana Watershed. Please note the City is not a permittee in the MS4 permit for the Santa Ana River Watershed (Lake Elsinore) and is governed only by the MS4 permit for the Santa Margarita Watershed, therefore the Developer needs to provide evidence that this waiver has been approved by the Santa Ana Regional Water Quality Control Board. Otherwise, volume has to be addressed.	Prior to Issuance of a Grading Permit	Public Works Dept.	

38.	A Grading Agreement and a Storm Water Management Facilities Agreement shall be approved by the City Engineer and/or City Council.	Prior to Issuance of a Grading Permit	Public Works Dept.	
39.	The Developer shall prepare and submit a comprehensive drainage study and plan that includes, but is not limited to: definition with mapping of the existing watersheds; a detailed pre- and post-project hydrologic and hydraulic analysis of the project and project impacts; definition of the local controlling 100-year frequency water levels existing and with project; the proposed method of flow conveyance to mitigate the potential project impacts with adequate supporting calculations; any proposed improvements to mitigate the impacts of increased runoff from the project and any change in runoff; including quality, quantity, volume, and duration in accordance with City of Wildomar's Hydrology Manual, Improvement Standards, and to the satisfaction of the City Engineer. Specifically, the study will: a. Analyze the detention basin drainage area for a project using the Rational Method 100-year storm event for the pre-project and post-project. b. Analyze 4 hydrographs for the detention basin drainage area for a project using the Unit Hydrograph 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour storm durations for post-project condition. c. Using the Unit Hydrographs determine which duration provides the highest flow rate. Adjust parameters such as lag time, flow line roughness coefficient or other parameters to calibrate Unit Hydrograph model to provide results similar to the Rational Method.	Prior to Issuance of a Grading Permit	Public Works Dept.	

	d. Using the calibrated Unit Hydrograph for the detention basin drainage area perform basin routing analysis to demonstrate that the outflow is less than the pre-project Rational Method flow rate.			
40.	Prior to issuance of a grading permit, Developer shall obtain permits/agreements or authorizations from US Army Corps, Department of Fish and Wildlife and Regional Water Quality Control Board (as applicable) for project impacts to jurisdictional areas located within the project limits.	Prior to Issuance of a Grading Permit	Public Works Dept	
41.	Prior to issuance of a grading permit, Developer shall obtain permits/agreements or authorizations from Caltrans for offsite grading and drainage facilities, or any other construction located within the Caltrans right of way.	Prior to Issuance of a Grading Permit	Public Works Dept	
42.	All retaining walls shall require a separate permit from the Building Department. Retaining Wall plans shall be approved concurrent with Grading Plan approval. The retaining wall calculations shall address earth and hydrostatic loads associated with adjacent water basins	Prior to Issuance of a Grading or Building Permit	Public Works Dept. and Building Dept.	
Prior to Issuance of Building Permits				
43.	Prior to the issuance of the first building permit, the final map shall be recorded, rough grading, precise grading, water quality treatment, and improvement plans shall be approved by the City Engineer and public improvements shall be constructed or secured by the Developer.	Prior to Issuance of a Building Permit	Public Works Dept.	
44.	Prior to the issuance of any building permit, Developer shall obtain a grading permit and/or approval to construct from the City Engineer.	Prior to Issuance of a Building Permit	Building Dept. Public Works Dept.	
45.	Water and sewer plans shall be approved by Elsinore Valley Municipal Water District (EVMWD) and City Engineer prior to issuance of a building permit. All water and sewer plans to be reviewed by (EVMWD)	Prior to Issuance of a Building Permit	Public Works Dept.	

	shall be submitted to EVMWD. The City of Wildomar shall be copied on the transmittal with a copy of the improvement plans and all correspondence. Developer shall pay the appropriate plan review fees to EVMWD. Estimate of Costs for water and sewer facilities shall be approved by EVMWD and the City.			
46.	The Developer shall pay the appropriate impact mitigation fee to the Riverside County Flood Control and Water Conservation District and provide the City receipt of payment.	Prior to Issuance of a Building Permit	Building Dept.	
47.	Fire service improvement plans shall be approved by Riverside County Fire Department (RCFD) prior to issuance of all applicable building permits. The City of Wildomar shall be copied on all FCFD transmittals with a copy of the improvement plans and all correspondence. Developer shall pay the appropriate plan review fees to RCFD. Estimate of Costs for fire service facilities shall be approved by RCFD and the City.	Prior to Issuance of a Building Permit	Building Dept. Fire Dept.	
48.	The Developer shall submit landscaping and irrigation plans to the Planning Department for approval for landscaping within the public right-of-way and within the project site. These plans shall include water usage calculations, estimate of irrigation and the location of all existing trees that will remain.	Prior to Issuance of a Building Permit	Public Works Dept. Planning Dept.	
49.	Prior to the issuance of a building permit, the Developer shall demonstrate compliance with the California Title 24.	Prior to Issuance of a Building Permit	Building Dept.	
Project Specific Conditions - Prior to Issuance of a Building Permit				
50.	Prior to issuance of a building permit, Developer shall provide, to the City Engineer, evidence of approval from the local water agency for the offsite sewer system plans to include approximately 4,300 feet of sewer	Prior to Issuance of a Building Permit	Public Works Dept.	

	from the south project boundary, southerly on Wildomar Trail, to the connection point at Front Street or as otherwise required by the water agency. Developer shall also provide evidence of sureties as required by sewer agency.			
51.	Prior to issuance of the first building permit, the Developer shall record a reciprocal agreement/easement between Lots 1 through 6 (shown on the tentative tract map) for ingress and egress, reciprocal access, parking and drainage acceptance to the satisfaction the Public Works and Planning Director's. A recorded copy of the recorded agreement shall be submitted to the Planning or Public Works Director within 30-days of map recordation.	Prior to Issuance of a Building Permit	Public Works Dept.	
Prior to Certificate of Occupancy, Final Inspection or Surety Release				
52.	Prior to occupancy release, all public and private improvements required by the project conditions of approval and as shown on the approved project improvement plans, including onsite and offsite public street improvements, water, sewer and utility improvements, flood control improvements and onsite grading, stormwater quality treatment improvements and landscaping, shall be constructed/installed and approved.	Prior to Occupancy Release	Public Works Dept.	
53.	Above-ground utilities shall be undergrounded by the developer in accordance with City of Wildomar Municipal Code 16.40.010. The undergrounding of utilities shall be reflected on the project improvement plans.	Prior to Occupancy Release	Public Works Dept.	
54.	Prior to occupancy release, flood control facilities shall be constructed per the approved plans in accordance with applicable standards. All required maintenance agreements shall be executed and	Prior to Occupancy Release	Public Works Dept.	

	easements/right of way conveyances recorded to the satisfaction of the governing agency and the City Engineer.			
55.	The Developer shall install light emitting diode (LED) streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Occupancy Release	Public Works Dept.	
56.	The Developer shall install all street name signs at intersections within or adjacent to the project, and/or replace street name signs in accordance with the City of Wildomar Standard Details and to the satisfaction of the City Engineer.	Prior to Occupancy Release	Public Works Dept.	
57.	Prior to final occupancy release, Covenants, Conditions, and Restrictions (CC&R's) or a Property Owner's Agreement (POA) shall be submitted to and approved by the City. The CC&R's/POA shall provide for the effective establishment, operation, management, use, repair and maintenance of all common areas, private drainage facilities, landscaping, parking areas, private roads, basins, BMP's, etc. Said CC&R's/POA shall be recorded prior to final occupancy release and one hard copy, and an electronic copy of the final recorded document shall be provided to the Planning Department.	Prior to Occupancy Release	Public Works Dept. and Planning Dept.	
58.	Prior to occupancy release, Developer shall construct the stormwater quality treatment devices to accommodate all project runoff in accordance with the approved WQMP to the satisfaction of the City Engineer. All stormwater quality treatment devices shall be constructed outside of the ultimate public right of way except as shown on the tentative map or as otherwise approved by the City Engineer. The proposed Tree Well BMP shown on the tentative map requires approval by the City Engineer prior to final Street Plan approval.	Prior to Occupancy Release	Public Works Dept.	

59.	Prior to final occupancy release, Developer shall enter into a maintenance agreement with the City to identify maintenance responsibilities for the variety of drainage facilities proposed for this development. Maintenance of onsite water quality basins and storm drains to be by Homeowners/Property Owners Association (HOA/POA) or Community Facilities District (CFD) as determined by the City Engineer. The maintenance agreement shall include, but not be limited to: 1) defining responsible parties for maintenance of underground and above ground retention basins, bio-basins, storm drain pipes and appurtenances, 2) for private facilities, Developer shall establish a mechanism for future takeover of maintenance responsibilities of water quality facilities by City/CFD if deemed necessary, 3) establish access rights should City/CFD take over maintenance in future, 4) include manufacturers specification and maintenance instructions for the perpetual maintenance of said basins	Prior to Occupancy Release	Public Works Dept.	
60.	The Developer shall provide letters addressed to the City of Wildomar from all applicable outside agencies (e.g., RCFCD, EVMWD, RCFD, Caltrans, etc.) involved in the approval and acceptance of improvements.	Prior to Occupancy Release	Public Works Dept. Building Dept.	
61.	The Developer shall annex into all applicable Maintenance Districts, Community Service Areas and Landscaping Maintenance District for landscaping, lighting, drainage and maintenance to the satisfaction of the City Engineer or otherwise form a District where one is not currently in place.	Prior to Occupancy Release	Public Works Dept. Building Dept.	
62.	Prior to occupancy or surety release, permanent survey monuments shall be set at project boundaries, lot boundaries, the intersection of street centerlines, beginning and end of curves in centerlines, and at	Prior to Occupancy Release	Public Works Dept.	

	other locations designated on the final map. All monuments shall be placed in accordance with standard survey practices.			
63.	The Developer shall file a letter with the SWRCB or submit information to the SMART System stating that the construction activity is complete. A copy of this letter shall be submitted to the City prior to occupancy or surety release.	Prior to Occupancy Release	Public Works Dept.	
64.	Prior to occupancy release, the Developer shall post agency required no dumping messages on all catch basins and storm drain inlet facilities as required by the City Engineer.	Prior to Occupancy Release	Public Works Dept.	
Project Specific Conditions - Prior to Certificate of Occupancy				
65.	No sooner than issuance of a building permit or prior to Certificate of Occupancy, Developer shall demonstrate that all development related fees have been satisfactorily paid. These fees include, but are not limited to, fees associated with Transportation Uniform Mitigation Fee (TUMF), City Development Impact Fees and Fair Share fees to mitigate project impacts as shown on Table 6-2 of the project's approved Traffic Impact Analysis. Improvements constructed by Developer which are identified within any Fee program may be eligible for a Credit/Reimbursement Agreement to be approved by City Council.	Prior to Occupancy Release	Planning & Public Works Departments	
66.	Prior to the first certificate of occupancy, Developer shall construct a traffic signal at the intersection of Wildomar Trail and Margaret Lane to the satisfaction of the City Engineer.	Prior to Occupancy Release	Public Works Dept.	
67.	Prior to the first certificate of occupancy, Developer shall construct a traffic signal modification at the intersection of Wildomar Trail and Cervera Road to the satisfaction of the City Engineer.	Prior to Occupancy Release	Public Works Dept.	

68.	Developer shall provide right of way dedications and construct (and secure) right turn lanes for the southbound on-ramp at Wildomar Trail and the I-15 Freeway in accordance with the Alignment Plan included as part of the approved Traffic Impact Analysis (TIA) to the satisfaction of the City Engineer.	Design Prior to Building Permit/Const. Prior to Occupancy	Public Works Departments	
69.	In addition to payment of Development Impact Fees (DIF), Developer shall pay fair share improvement costs as required in the TIA for the intersection of Monte Vista Drive and Bundy Canyon Road to the satisfaction of the City Engineer.	Prior to Occupancy Release	Planning & Public Works Departments	
70.	In addition to payment of Development Impact Fees (DIF), Developer shall pay fair share improvement costs as required in the TIA for the intersection of Monte Vista Drive and Wildomar Trail to the satisfaction of the City Engineer.	Prior to Occupancy Release	Planning & Public Works Departments	
71.	All existing utilities located in the remnant parcel between the south project boundary and the new Wildomar Trail shall be relocated to the new alignment of Wildomar Trail to the satisfaction of the City Engineer.	Prior to Occupancy Release	Public Works Dept.	

ATTACHMENT A - EXHIBIT 2 WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT - CONDITIONS OF APPROVAL			
Project No.: CUP/Plot Plan/FSPOD No. 20-0039			
Applicant: Jack Kofdarali, Baxter Town Center, LP - APN: 376-180-006 & 376-190-002			
~~CUP/Plot Plan/FSPOD Approval Date - September 8, 2021~~ ***CUP/Plot Plan EOT #1 Approval Date - September 4, 2024***	~~CUP/Plot Plan Expiration Date - September 8, 2024~~ ***CUP/Plot Plan EOT #1 Expiration Date - September 8, 2027***		
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
BUILDING DEPARTMENT CONDITIONS			
General Conditions			
1. The design of the construction drawings submittal post entitlement must be reviewed and stamped by an architect or engineer licensed in the State of California – (Business and Professions code Sections 5537, 5538 and 6737.1).	On-Going	Building Department	
2. A building permit shall be obtained for the proposed construction and site development. The design of the building shall comply with the 2019 California Building Codes.	On-Going	Building Department	
3. All grading shall conform to the 2019 California Building Code, and all other relevant laws, ordinances and resolutions governing grading as adopted by the City of Wildomar. The applicant shall obtain a grading permit from the Building & Safety Division prior to commencing any grading or site excavation.	On-Going	Building Department	
4. A Final geotechnical and/or soils reports shall be submitted to the Building Official for review and approval prior to issuance of a grading permit. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by the City of Wildomar.	On-Going	Building Department	
5. All proposed work shall comply with the 2019 California Energy Code and all other relevant laws, ordinances and resolutions governing Energy conservation as adopted by the City of Wildomar.	On-Going	Building Department	
6. Proposed project shall comply with the 2019 California Green Building Standards Code and all other relevant laws, ordinances and resolutions governing sustainable design as adopted by the City of Wildomar.	On-Going	Building Department	

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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
7. Proposed project shall be sprinklered and comply with all other relevant laws, ordinances and resolutions governing residential sprinklers as adopted by the City of Wildomar.	On-Going	Building Department	
8. Building Department comments and conditions are subject to plan check. Comments are based on information provided.	On-Going	Building Department	
9. A Fence and wall plan required will be required prior to the issuance of any building permits for construction of any fences/walls.	On-Going	Building Department	

ATTACHMENT A - EXHIBIT 2 WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT - CONDITIONS OF APPROVAL			
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Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
RIVERSIDE COUNTY FIRE DEPARTMENT CONDITIONS			
General Conditions			
1. The applicant or developer must provide a fire hydrant system capable of delivering fire flow as required by the California Fire Code and Fire Department standards. Fire hydrants shall be spaced in accordance with the California Fire Code. Based on current standards, the required fire flow is estimated to be 2,500 GPM at 20 PSI for a 2 hour duration. Estimated fire flow is based on a 36,000 square foot building area with Type V-B construction and an approved fire sprinkler system per 2019 California Fire Code.	On-Going	Fire Department	
2. Prior to building permit issuance, install the approved water system, approved access roads, and contact the Fire Department for a verification inspection.	On-Going	Fire Department	
3. Emergency vehicle access roads must meet fire department standards at the time of building permit application. Current standards require minimum 24-foot wide roads. Roads must be capable of supporting at least 80,000 pounds. Gates must have a Knox Rapid Entry System.	On-Going	Fire Department	
4. All structures 3,600 square feet and larger will require a fire sprinkler system per Wildomar Fire Code.	On-Going	Fire Department	

END

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #2.2
PUBLIC HEARING
Meeting Date: September 8, 2021

TO: Mayor and Members of the City Council

FROM: Matthew C. Bassi, Planning Director

SUBJECT: Wildomar Trail Town Center Mixed-Use Project (PA 20-0039) – City Council review of the Wildomar Trail Town Center Mixed-Use project located at the southwest corner of Wildomar Trail and the I-15 Freeway.

STAFF REPORT

RECOMMENDATION:
The Planning Commission recommends the City Council take the following actions:

1. Adopt a Resolution entitled:

RESOLUTION NO. 2021-____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, CERTIFYING AN ENVIRONMENTAL IMPACT REPORT (SCH# 2020090408), INCLUDING ADOPTION OF FINDINGS OF FACT, STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) FOR THE PROPOSED WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT, LOCATED AT THE SOUTHWEST CORNER OF WILDOMAR TRAIL AND THE I-15 FREEWAY (APN: 376-180-006 AND 376-190-002)

2. Adopt a Resolution entitled:

RESOLUTION NO. 2021-____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT NO. 2021-02 (PA 20-0039) TO CHANGE THE EXISTING LAND USE DESIGNATION FROM BUSINESS PARK (BP) TO HIGHEST DENSITY RESIDENTIAL (HHDR) FOR THE NORTHERLY 10-ACRES OF THE PROPERTY LOCATED AT APN 380-250-019 TO COMPLY WITH SB 166 “NO NET LOSS” STATE LAW PROVISIONS LOCATED ON THE NORTHEAST CORNER OF PRIELIPP ROAD AND YAMAS DRIVE

3. Introduce for first reading an Ordinance entitled:

ORDINANCE NO. ____
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING CHANGE OF ZONE NO. 20-0039 TO: 1) REMOVE THE MIXED-USE OVERLAY ZONE DESIGNATION FOR THE ENTIRE WILDOMAR TRAIL TOWN CENTER PROJECT SITE, AND CHANGE THE EXISTING ZONING DESIGNATION FOR THE 6.07-ACRE RESIDENTIAL PORTION OF PROJECT SITE FROM C-P-S (SCENIC HIGHWAY COMMERCIAL) TO R-3 (GENERAL RESIDENTIAL) LOCATED AT THE SOUTHWEST CORNER OF WILDOMAR TRAIL AND THE I-15 FREEWAY (APN: 376-180-006 AND 376-190-002); AND 2) CHANGE THE EXISTING ZONING DESIGNATION FOR THE NORTHERLY 10-ACRES OF THE JAMES CARTER PROPERTY FROM I-P (INDUSTRIAL PARK) TO R-3 (GENERAL RESIDENTIAL) LOCATED AT THE NORTHEAST CORNER OF YAMAS DRIVE AND PRIELIPP ROAD (APN: 380-250-019) TO COMPLY WITH THE PROVISIONS OF SB 166

4. Adopt a Resolution entitled:

RESOLUTION NO. 2021-____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING TENTATIVE TRACT MAP NO. 37494, SUBJECT TO CONDITIONS, TO SUBDIVIDE A 25.8 ACRE PROJECT SITE INTO NINE (9) LOTS TO DEVELOP THE WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT LOCATED AT THE SOUTHWEST CORNER OF WILDOMAR TRAIL AND THE I-15 FREEWAY (APN: 376-180-006 AND 376-190-002)

5. Adopt a Resolution entitled:

RESOLUTION NO. 2021-____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT NO. 20-0039, SUBJECT TO CONDITIONS TO ESTABLISH A GAS STATION/MINI-MART WITH CONCURRENT BEER AND WINE SALES IN ACCORDANCE WITH SECTION 17.248 OF THE WILDOMAR MUNICIPAL CODE, AND APPROVAL OF PLOT PLAN / FINAL SITE PLAN OF DEVELOPMENT NO. 20-0039, SUBJECT TO CONDITIONS, TO DEVELOP THE WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT CONSISTING OF 41,609 SQUARE FEET OF COMMERCIAL/RETAIL USES, 72,000 SQUARE FEET OF PROFESSIONAL OFFICE SPACE AND A 109-UNIT FOR-SALE TOWNHOME COMMUNITY LOCATED AT THE SOUTHWEST CORNER OF WILDOMAR TRAIL AND THE I-15 FREEWAY (APN: 376-180-006 AND 376-190-002)

PLANNING COMMISSION ACTION:

The Planning Commission reviewed the Wildomar Trail Town Center project August 18, 2021 meeting. Staff provided a detailed power point presentation for the Commission and general public. The Applicant also provided a presentation and provided supporting reasons for their proposal. There were 12 public speakers for this agenda item primarily for the Windsong Community.

Concerns from the public focused on traffic impacts, view obstruction, rodent infestation, noise, proposed land use types, Cervera Road landscaping, crime, and street improvements. Other concerns were presented from residents of the Lennar Briarwood community on Prielipp Road in opposition to the proposed land use amendment and zone change for the James Carter property resulting from implementation of the SB 166 action. The primary concern was that the land use and zone change would more apartments in this area.

The Applicant was given an opportunity to provide responses to the public comments. During Commission deliberations, the Applicant proposed to make several changes to the project to address Commission and public comments. Those changes resulted in several new (some revised) conditions of approval which are summarized as follows:

- The RV fueling station is prohibited from allowing dumping of waste or overnight vehicle parking. In addition, parking stalls for semi-trucks shall not be provided at the fueling station, and semi-trucks shall not be allowed to remain at fueling pumps longer than reasonably necessary to re-fuel (Planning Condition No. 23);
- Preparation and approval of a “Vector Control Plan” from the Riverside County Department of Environmental Health (Planning Condition No. 49);
- Phase 1 landscape design and construction will also include design and construction all of the perimeter landscaping improvements identified for Phase 4 including the Wildomar Trail right-of-way, the Cervera green belt (east side of street/r-o-w) and the entire south property line (15-foot depth) of the Phase 4 Townhome site to be complete prior to occupancy of Phase 1 buildings (Planning Condition No. 54);
- Prior to issuance of occupancy permits for the gas station in Phase 1, the Applicant will post “No Parking Signs” along the entire project frontage of Wildomar Trail and Cervera Road in accordance with Chapter 10.20 of the Wildomar Municipal Code (Planning Condition No. 65); and
- The Applicant will grade the entire site concurrently with the Phase 1 grading improvements (Public Works Condition No. 4).

With the proposed changes to the project, the Commission voted unanimously 5-0 to adopt PC Resolution No. 2021-10, -11, -12, -13, -14 and -15 recommending City Council certification of the EIR, and approval of the General Plan Amendment, Change of Zone, Tentative Tract Map and CUP/Plot Plan/Final Site Plan of Development for the Wildomar Trail Town Center project.

PROJECT DESCRIPTION:

The Applicant (JNT Management, Inc., Jack Kofdarali) is proposing the Wildomar Trail Mixed-Use project (PA 20-0039) consisting of an Environmental Impact Report, General Plan Amendment, Change of Zone, Tentative Tract Map, Conditional Use Permit, Plot Plan and Final Site Plan of Development. The proposed project consists of the following applications for review and consideration by the Planning Commission and City Council:

1) Environmental Impact Report (EIR) - The proposed project requires the preparation, review and certification of an Environmental Impact Report (SCH#: 2020090408) in accordance with Public Resources Code § 21080(d) and § 21082.2(d);

2) General Plan Amendment (GPA) No. 2021-02 - In accordance with Section 17.08.040 of the Wildomar Municipal Code, the proposed project requires approval of General Plan Amendment No. 2021-02 (PA 20-0039) to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR) for the northerly 10-acres of the property located at APN: 380-250-019 to comply with SB 166 ("no net loss" state law provisions) to accommodate the proposed mixed-use project.

3) Change of Zone No. 20-0039 – In accordance with Section 17.280 of the Wildomar Municipal Code, the proposed project requires the approval of Change of Zone No. 20-0039 to: 1) remove the Mixed-Use Overlay Zone designation for the entire WIldomar Trail Town Center project site, and change the existing zoning designation for the 6.07-acre residential portion of project site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) located at the southwest corner of Wildomar Trail and the I-15 Freeway (APN: 376-180-006 and 376-190-002); and 2) change the existing zoning designation for the northerly 10-acres of the James Carter property (APN: 380-250-019) from I-P (Industrial Park) to R-3 (General Residential) located at the northeast corner of Yamas Drive and Prielipp Road to comply with the provisions of SB 166.

4) Tentative Tract Map No. 37494 (PA20-0039) - In accordance with Title 16.12 (Subdivisions) of the Wildomar Municipal Code, the proposed project requires approval of Tentative Tract Map No. 37494, subject to conditions, to subdivide the 25.8 acre site into 9 lots to develop the mixed-use project for commercial/retail, office, and townhomes uses.

5) Conditional Use Permit (CUP) No. 20-0039 - In accordance with Section 17.248.030 of the Wildomar Municipal Code, the proposed project requires approval of a CUP, subject to conditions, to establish a gas station/mini-mart with concurrent beer and wine sales.

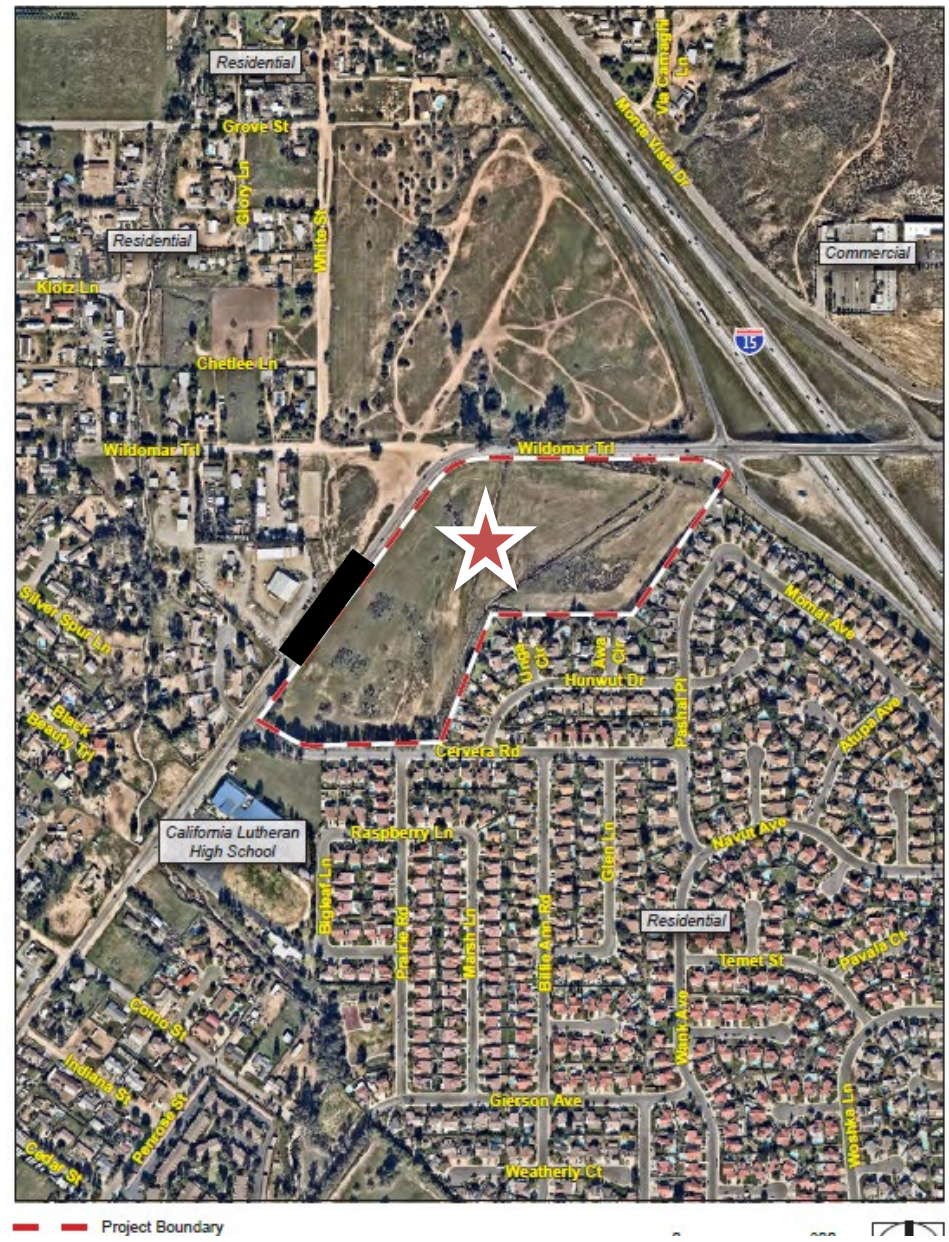
6) Plot Plan/Final Site Plan of Development No. 20-0039 – In accordance Section 17.216 of the Wildomar Municipal Code, the proposed project requires approval of Plot Plan/Final Site Plan of Development, subject to conditions, to develop the 25.8 acre site into a mixed-use development consisting of 41,609 square feet of retail uses (mini-market & gas station, restaurants, shops, and car/rv wash), 72,000 square feet of professional office space/uses in compliance with the city's adopted

commercial design standards and guidelines, and development of a 109-unit townhome community (for-sale) consistent with the city's multi-family residential design standards and guidelines, with full on-site and off-site improvements.

Surrounding Land Uses:

The project site is located at the southwest corner of the I-15 freeway and Wildomar Trial and encompasses approximately 25.8± acres. Refer to the vicinity/location map on the following pages.

Aerial Photo Exhibit of the Project Site



Aerial Photo Exhibit of the Carter Site



The project site (and the James Carter site) is currently vacant. The project site is surrounded primarily by residential uses to the northwest, south and west with other nearby uses that will include the Baxter Village Medical Office Building and Hotel projects to the north and the I-15 freeway to the east. The surrounding uses on the Carter site includes vacant lands and residential. The tables below summarize the current uses, land use and zoning designations related to the project sites and surrounding properties.

ADJACENT LAND USE, GENERAL PLAN AND ZONING (Project Site)			
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)
North	Baxter Village Mixed Use Project (currently vacant)	General Commercial (CR)	C-P-S (Scenic Highway Commercial)
South	Windsong Community (Residences)	Medium Density Residential (MDR)	R-1 (One Family Dwelling)
East	I-15 Freeway	N/A	N/A
West	Single Family Residences and Commercial uses	Low Density Res. (LDR) and Light Industrial (LI)	R-R (Rural Res.) and M-SC (Manufacturing Service Commercial)

ADJACENT LAND USE, GENERAL PLAN AND ZONING (James Carter Site)			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning Designation**
Subject Property	Vacant	Business Park (BP)	I-P (Industrial Park)
North	Vacant	Business Park (BP)	I-P (Industrial Park)
South	Single Family Residences	Medium High Density Residential (MHDR)	R-R (Rural Residential)
East	Vacant	High Density Res. (HDR) Commercial Retail (CR)	R-3 (General Res) C-1/C-P (General Commercial)
West	Santa Rosa Apts.	Very High Density Residential (VHDR)	R-3 (General Residential)

Environmental Impact Report (SEIR):

In the course of the preliminary review of the proposed project, the Planning Director determined that there was substantial evidence that the Wildomar Trail Town Center project may have one or more significant effects on the environment. Therefore, in accordance with Public Resources Code § 21080(d) and § 21082.2(d) 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. The findings for the DEIR are provided in EIR Council Resolution (Attachment A).

General Plan Amendment No. 2021-02 (PA 20-0039):

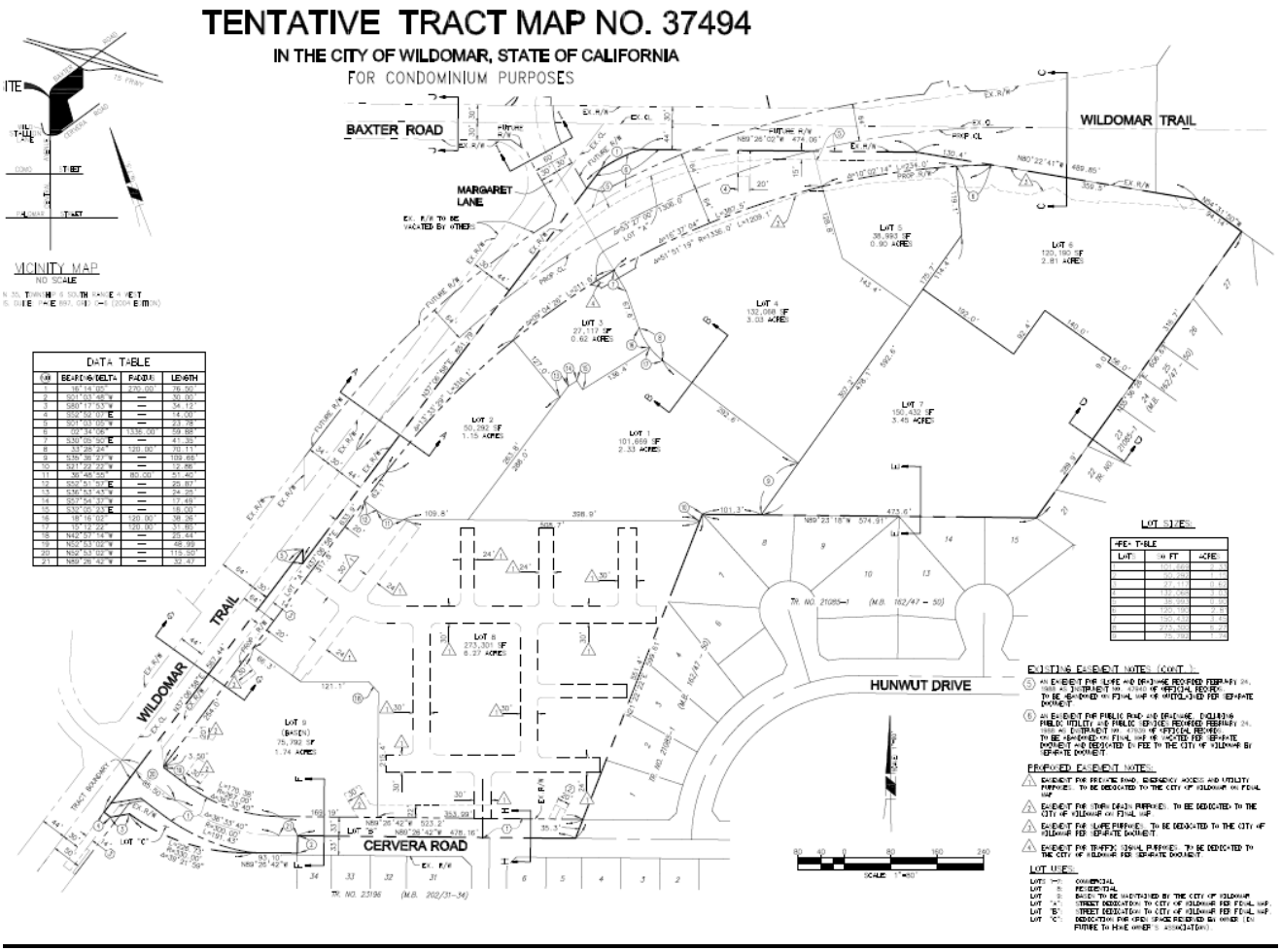
The Applicant is requesting approval of a general plan land use designation change to accommodate the proposed project in accordance with Section 17.08.040 of the Wildomar Municipal Code. The proposed GPA is a request to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR) for the northerly 10-acres of the "James Carter property" located at APN: 380-250-019 (NEC of Yamas Drive & Prielipp Road). This request is a direct result of the Applicant's desire to remove the Mixed-Use Overlay District zoning designation from the town center project site, which initiates compliance with SB 166 ("no net loss" state law provisions) because the project site was included in the current Housing Element as a potential site for the development of high density housing to satisfy the City's RHNA allocation. The SB 166 discussion and analysis for the GPA is provided in the Analysis section of the staff report. The findings for the GPA are provided in GPA Council Resolution (Attachment B).

Change of Zone No. 20-0039:

In accordance with Section 17.280 of the Wildomar Municipal Code, the proposed project requires the approval to remove the "Mixed-Use Overlay Zone" designation (Applicant's request) for the entire site, and to change the existing zoning designation for the 6.07-acre residential portion of the project site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) to accommodate the 109-unit townhouse (for sale) community. In addition, the project requires approval of a change of zone from I-P (Industrial Park) to R-3 (General Residential) for the Carter property on the northerly 10-acres (APN: 380-250-019) to comply with SB 166 "no net loss" state law provisions and to maintain compliance with City's overall RHNA allocation. The SB 166 discussion and analysis for the change of zone is provided in the Analysis section of the staff report. The findings for the change of zone are provided in Change of Zone Council Resolution (Attachment C).

Tentative Tract Map No. 37494:

The Applicant is requesting approval of a tentative tract map in accordance with Title 16.12 (Subdivisions) of the Wildomar Municipal Code. The proposed Tentative Tract Map No. 37494 is a request to subdivide the 25.8 acre site into nine (9) lots to develop the mixed-use project for commercial/retail, office, and townhomes uses. The analysis for the tentative tract map are provided in the Analysis section of the staff report. The findings for the TTM No. 37494 are provided in tentative tract map Council Resolution (Attachment D).



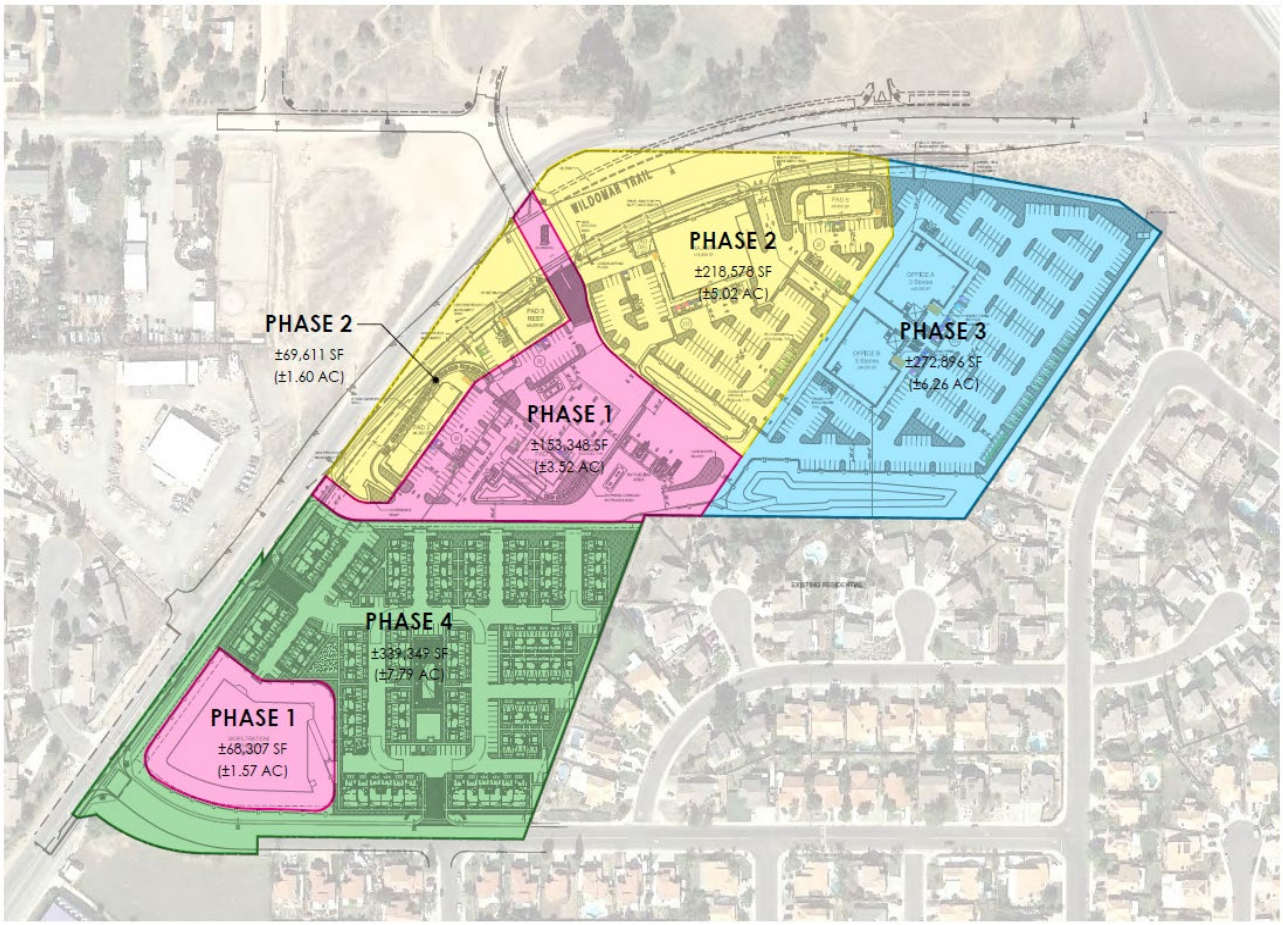
Conditional Use Permit No. 20-0039:

The Applicant is requesting approval of a CUP to establish concurrent beer and wine sales in the gas station mini-mart. In accordance with Section 17.248.030 of the Wildomar Municipal Code, a CUP is required. The CUP analysis is provided in the Analysis section of the staff report. The findings for the CUP are provided in CUP Council Resolution (Attachment E).

Plot Plan/Final Site Plan of Development No. 20-0039:

The proposed mixed-use project has been designed so that it achieves a horizontal mixed-use design versus a vertical mixed-use design. This design concept is similar to the Baxter Village mixed-use project approved by City Council back in July 2016. The proposal will be built in four (4) phases (see exhibit below) consisting of 41,609 square feet of retail uses (mini-market & gas station, restaurants, groceries, shops, and car/rv wash) and 72,000 square feet of professional office space/uses. The residential portion of the project consists of a 109-unit multi-family townhome community (for-sale product). Both development areas have been designed in compliance with the city's adopted commercial design standards and guidelines and multifamily design standards. An exhibit showing the phased project is provided below.

Project Phasing Exhibit



The Plot Plan analysis is provided in the Analysis section of the staff report. The findings for the plot plan are provided in the Council Resolution (Attachment E). The proposed project is described in more detail below.

Commercial Retail/Office Site Plan Layout:
The proposed commercial, retail and office areas of the project includes 41,609 square feet of retail uses (mini-market & gas station, restaurants, shops, grocery store and car/rv wash) and a 72,000 square feet of professional office space/uses (2 buildings). The building sizes are as follows:

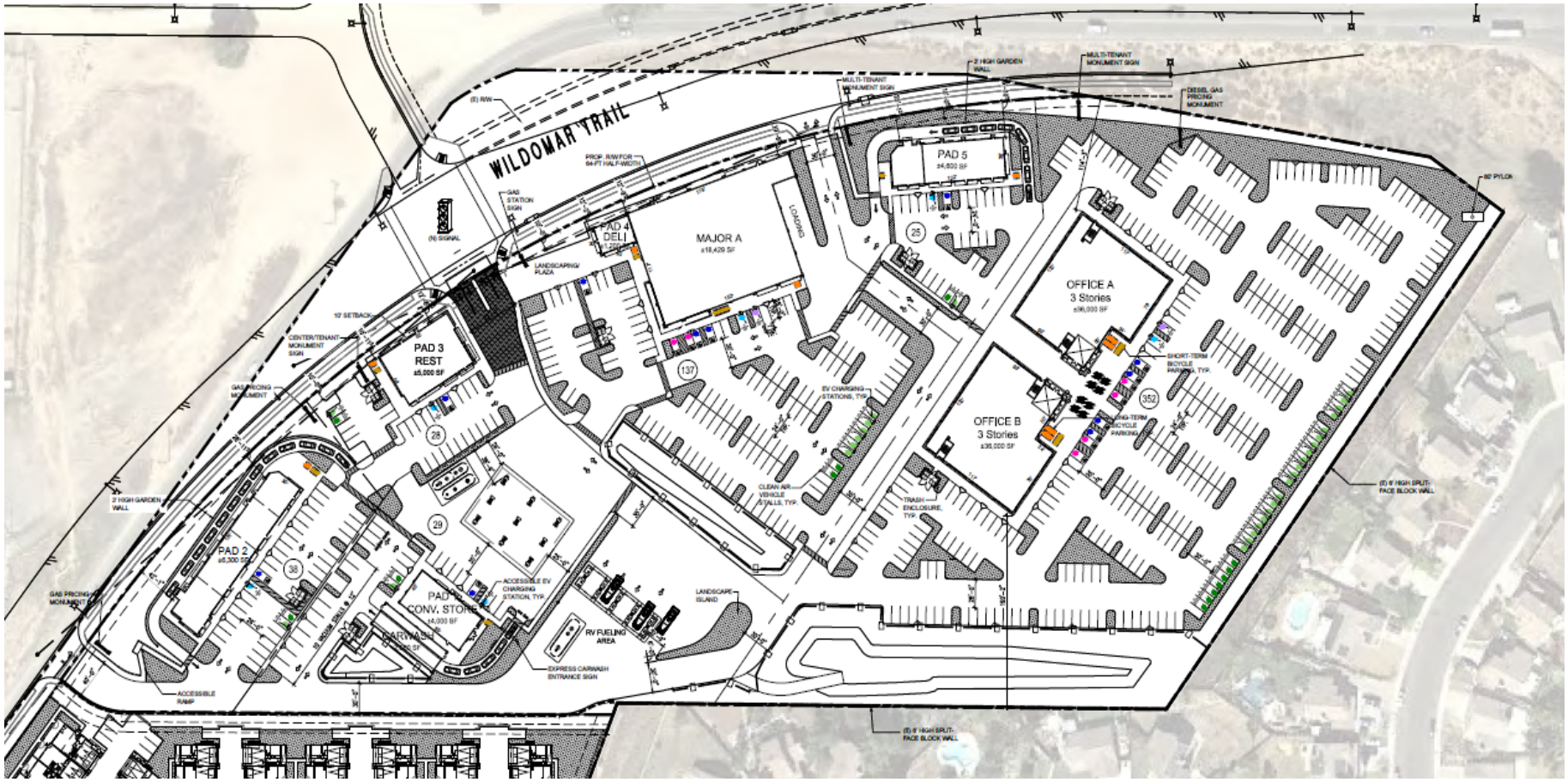
- Office Buildings A & B – both buildings are 3-stories and 36,000 square feet each with associated parking. No leases have been secured at this time.
- Major A – this building is 18,429 square feet in size and is planned for a grocery store use with associated parking. No lease has been secured at this time.
- Pad 1 Building – this building is 4,000 square feet in size and is intended as a gas station/mini-mart with associated parking and a drive through "express" car wash. The Applicant is requesting approval of a CUP to have concurrent alcohol sales (see

CUP description below). This pad area will also have an RV fueling station but will not include a waste dumping area.

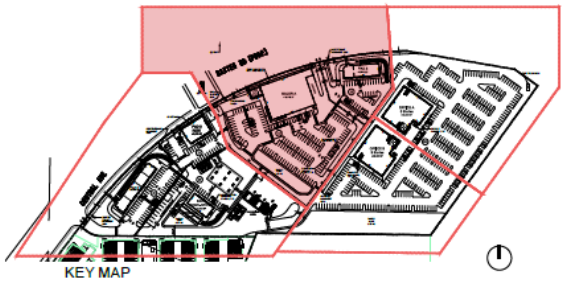
- Pad 2 Building - this building is 6,300 square feet in size and is intended as a multi-tenant retail building with an associated fast food/drive through restaurant with associated parking. No leases have been secured at this time.
- Pad 3 Building – this building is 5,000 square feet in size and is intended to accommodate a single uses "sit-down" restaurant with associated parking. No lease has been secured at this time.
- Pad 4 Building - this building is 1,200 square feet in size and is intended to be used for single tenant deli/sandwich shop (attached to the grocery store) with associated parking. No lease has been secured at this time. This area also has a planned landscape/plaza sitting area for outdoor use.
- Pad 5 Building - this building is 4,600 square feet in size and is intended as a multi-tenant retail building with an associated fast food/drive through restaurant with associated parking. No leases have been secured at this time.

The uses planned for the commercial retail and office development areas are permitted uses in the C-P-S zone as allowed in Chapter 17.76 of the WMC. Since there are no specific users identified for any building at this time, except the gas station/mini-mart, any future uses seeking a business registration will be evaluated to determine if the use is permitted by right or if a conditional use permit is required. A copy of the overall site plan and individual site area exhibits is shown on the following pages.

Proposed Site Plan Layout



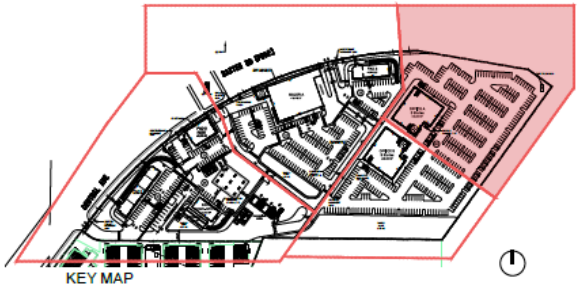




PARKING STALL LEGEND

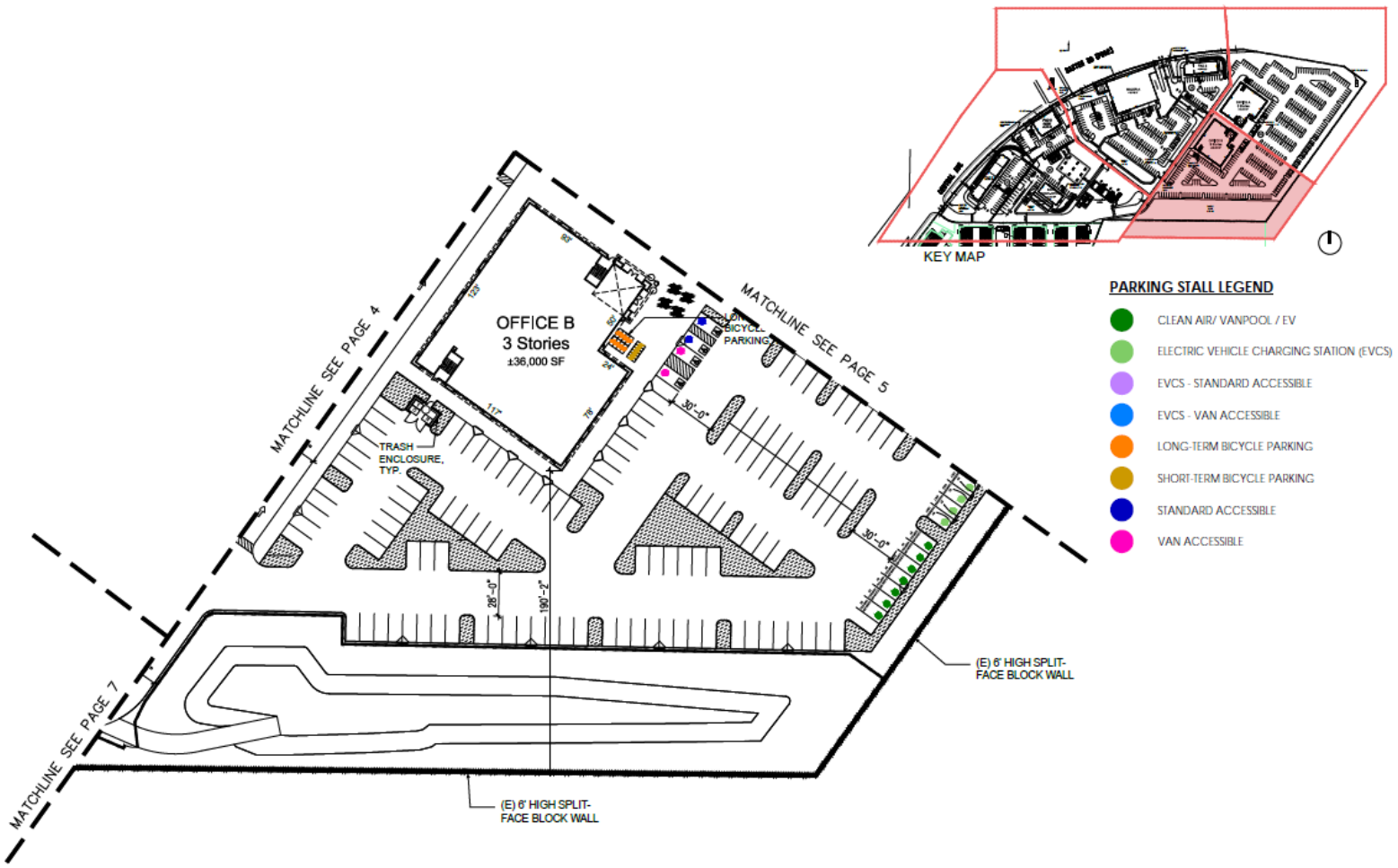
- CLEAN AIR/ VANPOOL / EV
- ELECTRIC VEHICLE CHARGING STATION (EVCS)
- EVCS - STANDARD ACCESSIBLE
- EVCS - VAN ACCESSIBLE
- LONG-TERM BICYCLE PARKING
- SHORT-TERM BICYCLE PARKING
- STANDARD ACCESSIBLE
- VAN ACCESSIBLE

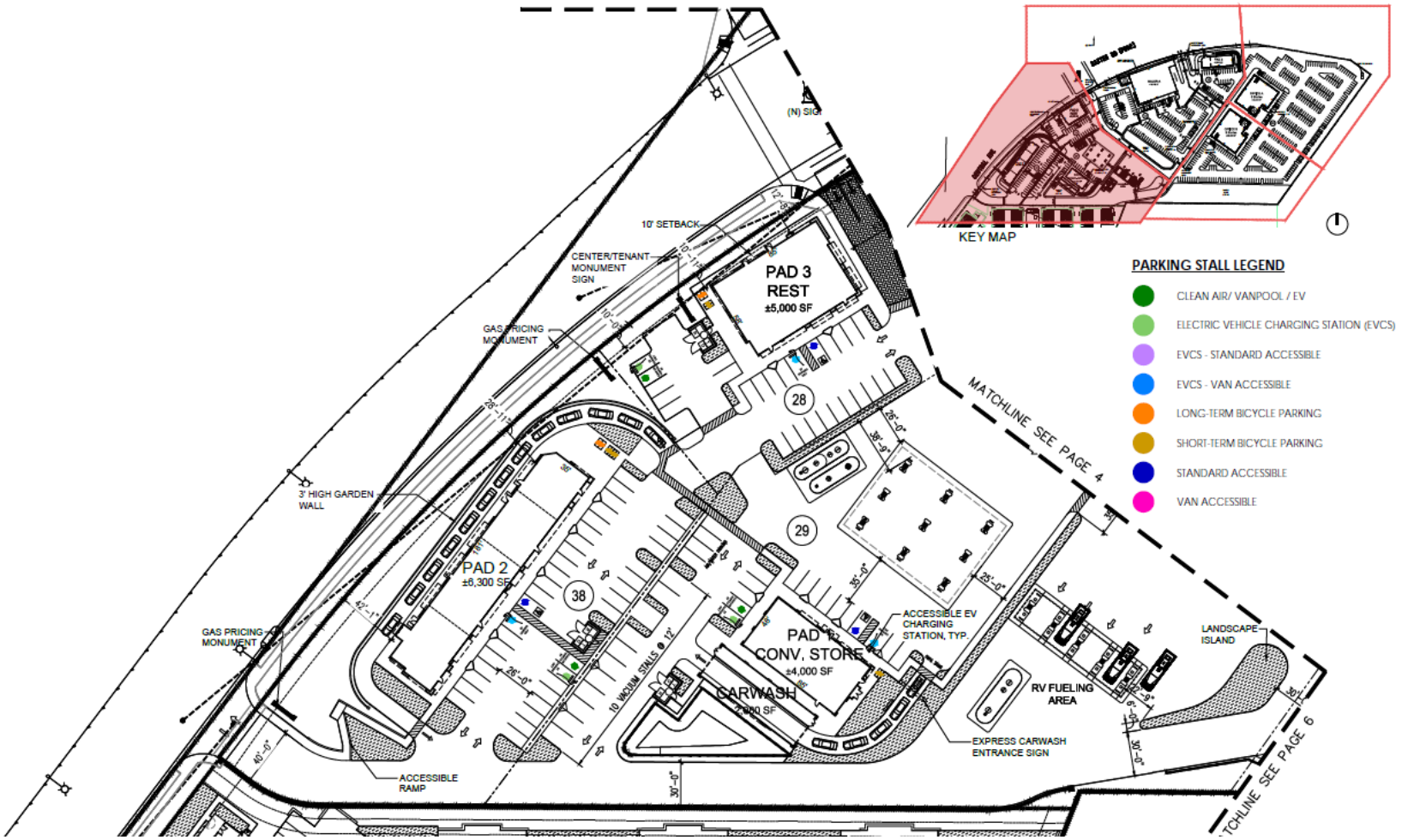


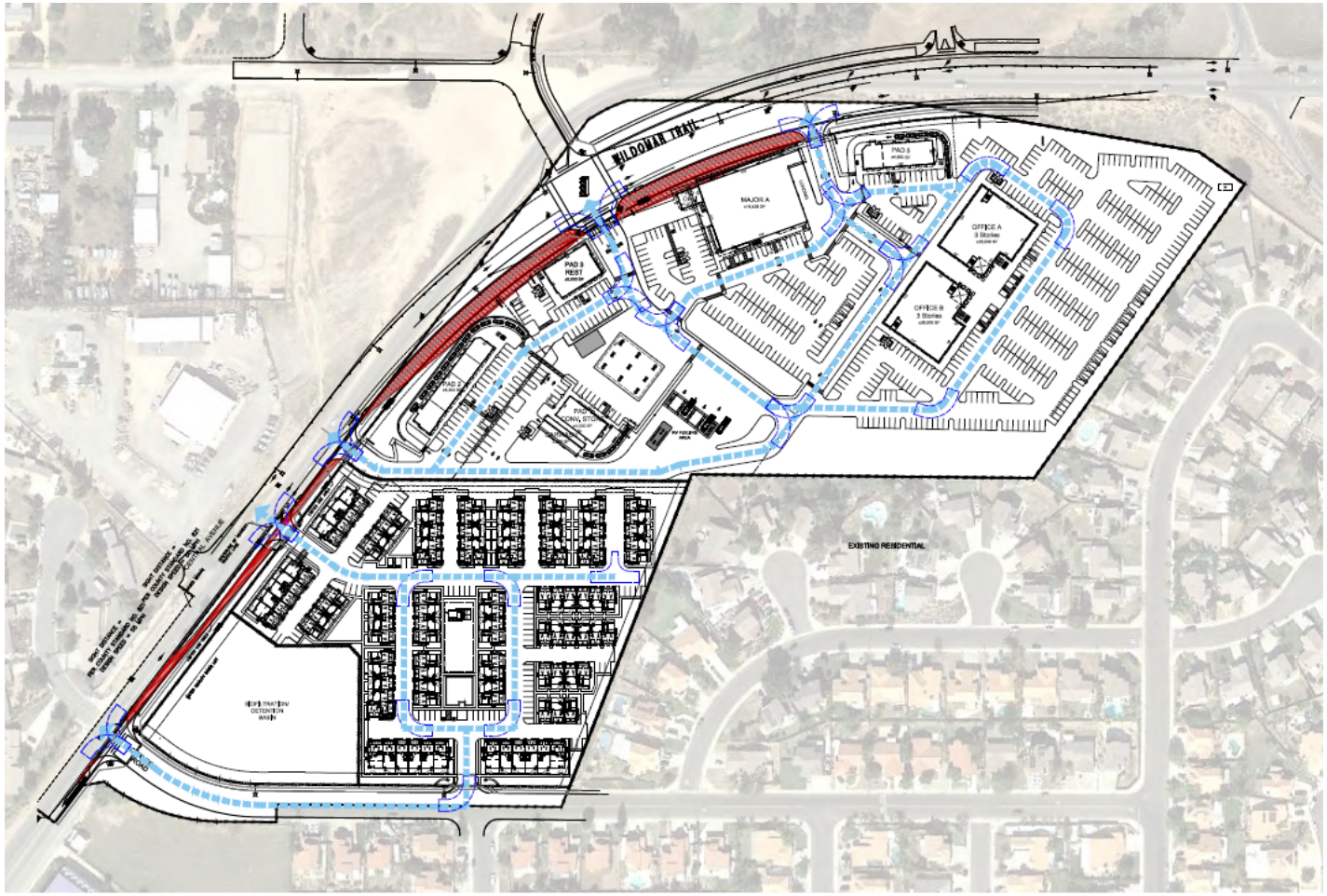


PARKING STALL LEGEND

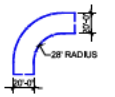
- CLEAN AIR/ VANPOOL / EV
- ELECTRIC VEHICLE CHARGING STATION (EVCS)
- EVCS - STANDARD ACCESSIBLE
- EVCS - VAN ACCESSIBLE
- LONG-TERM BICYCLE PARKING
- SHORT-TERM BICYCLE PARKING
- STANDARD ACCESSIBLE
- VAN ACCESSIBLE


KEY MAP
PARKING STALL LEGEND
CLEAN AIR/ VANPOOL / EV
ELECTRIC VEHICLE CHARGING STATION (EVCS)
EVCS - STANDARD ACCESSIBLE
EVCS - VAN ACCESSIBLE
LONG-TERM BICYCLE PARKING
SHORT-TERM BICYCLE PARKING
STANDARD ACCESSIBLE
VAN ACCESSIBLE
OFFICE B
3 Stories
±36,000 SF
BICYCLE PARKING
TRASH ENCLOSURE, TYP.
MATCHLINE SEE PAGE 4
MATCHLINE SEE PAGE 5
MATCHLINE SEE PAGE 7
(E) 6' HIGH SPLIT-FACE BLOCK WALL
(E) 6' HIGH SPLIT-FACE BLOCK WALL
30'-0"
30'-0"
28'-0"
190'-2"


KEY MAP
PARKING STALL LEGEND
CLEAN AIR/ VANPOOL / EV
ELECTRIC VEHICLE CHARGING STATION (EVCS)
EVCS - STANDARD ACCESSIBLE
EVCS - VAN ACCESSIBLE
LONG-TERM BICYCLE PARKING
SHORT-TERM BICYCLE PARKING
STANDARD ACCESSIBLE
VAN ACCESSIBLE
(N) SIGN
10' SETBACK
CENTER/TENANT MONUMENT SIGN
PAD 3
REST
±5,000 SF
GAS PRICING MONUMENT
28
MATCHLINE SEE PAGE 4
3' HIGH GARDEN WALL
29
PAD 2
±6,300 SF
38
GAS PRICING MONUMENT
ACCESSIBLE EV CHARGING STATION, TYP.
PAD 1
CONV. STORE
±4,000 SF
CARWASH
±3,000 SF
10 MEDIUM STALLS @ 9'-0"
LANDSCAPE ISLAND
RV FUELING AREA
EXPRESS CARWASH ENTRANCE SIGN
ACCESSIBLE RAMP
MATCHLINE SEE PAGE 6



SERVICE VEHICLE PATH/
FIRE LANE



FIRE TRUCK TURNING RADIUS

DRIVEWAY SIGHT DISTANCE

ktgy

Architecture + Planning
888.456.5849
ktgy.com

J&T Business Management
139 Radio Road
Corona, CA 92879

WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA # 2017-0651

ENTITLEMENT SUBMITTAL
APRIL 28TH, 2021

0 40 80 160
SCALE: 1" = 80'-0"

EMERGENCY VEHICLE PATH EXHIBIT

10

C-P-S Development Standards (Chapter 17.76.030):

Physical development of the commercial retail and office sites is subject to the development standards of Chapter 17.76.030 of the C-P-S zone. The architectural design of all buildings must also comply with the city's Commercial Design Standards and Guidelines document. This code 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)

Development Standards	Minimum Development Standard	All Buildings & Gas Station	Meets/Exceeds Requirements
Lot Area	No minimum lot area	0.62 – 6.27 acres (refer to tract Map for individual lot sizes)	Yes
Building Height	50 ft. max.	18' to 49' – 6" (lowest to highest point)	Yes
Required Setbacks			
Front Setback	0 ft. (up to 35' bld. ht.)	10' to 42' (along Wildomar Trail)	Yes
Rear Setback	0 ft. (up to 35' bld. ht.)	30 to 200'	Yes
Side Setback	0 ft. (up to 35' bld. ht.)	25' to 115' (along I-15 freeway)	Yes

Off-Street Parking (Chapter 17.188):

The proposed commercial, retail and office development is subject to the parking requirements outlined in Chapter 17.188.030 of the WMC. Based on the square-footage of the proposed project, the Applicant is required to provide 5.5 spaces/1,000 square feet of net leasable floor area for the retail portion, and 1 space/200 square feet of net leasable floor area for the 2 professional offices.

Given these requirements, the commercial/retail parking requirements must have 229 parking spaces and the offices must have 360 parking spaces for a total of 589 parking spaces. The Applicant is providing a total of 609 parking spaces which exceeds the minimum standard by 20 parking spaces. The Applicant has proposed and is conditioned to record a reciprocal access and parking agreement for the entire site that will allow flexibility in the location of the stalls. The design of the parking stalls and aisle width meet and exceed code requirements, including Riverside County Fire standards. Below are exhibits that shows site and parking information.

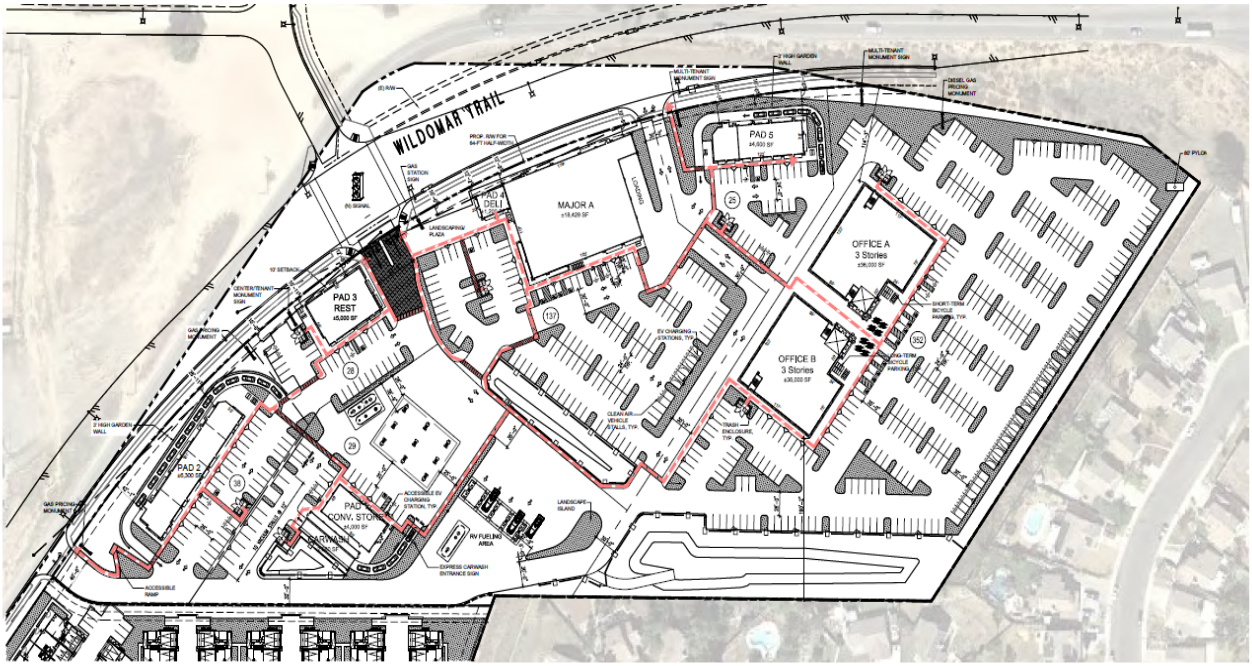
Site Summary					
Retail Site Area	±	441,537	SF	10.14	AC
Office Site Area	±	272,896	SF	6.26	AC
Gross Area	±	714,433	SF	16.40	AC
Retail Building Area	±	41,609	SF		
Office Building Area	±	72,000	SF		
Total Building Area	±	113,609	SF		
Building Footprints	±	67,209	SF[1]		
Lot Coverage:		9.4%			

Parking Calculations		
Stalls required for General Retail	229	Stalls[2]
Stalls required for Professional Business Office	360	Stalls[2]
Total Parking Stalls Required	589	Stalls
Clean Air/Vanpool/ EV stalls required	49	Stalls[3]
EVCS Stalls required	37	Stalls[4]
Bicycle Parking required		
Short Term Parking	31	Stalls[5]
Long Term Parking	25	Stalls[6]

Parking Stalls Provided	609	Stalls
Clean Air/Vanpool/ EV stalls provided	51	Stalls
EVCS Stalls provided	38	Stalls
Bicycle Parking provided		
Short Term Parking	32	Stalls
Long Term Parking	26	Stalls

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. It is staff's opinion that the project provides adequate onsite circulation for pedestrians that allow customers and residents of the townhome community to walk to the commercial retail center in a safe and efficient manner. Refer to exhibit below.

Pedestrian Circulation Exhibit



Traffic / Roadway / Vehicular Access:
Primary vehicular access to and from the commercial retail site will be provided via a signalized "entrance" on Wildomar Trail. This signal will safely link this project with the Baxter Village project. The primary access road leading into the site will also provide access for the office buildings and all of the retail uses. Secondary access to and from the site will occur from Wildomar Trail also located at the southwestern end of the commercial site. This will be a "right-in and right-out" turning movement.

A detailed traffic study was prepared for the project as part of the EIR process. The proposed Wildomar Trail Town Center mixed-use project will generate traffic that will have impacts in the immediate area surrounding the project site. Based on the traffic analysis, the Public Works department is proposing several conditions requiring specific improvements to create safe vehicular access to and from the site. The site has been planned appropriately and the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion has been addressed. Both Wildomar Trial and Cervera Road will be improved along the project boundaries in accordance with 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 detailed traffic impact analysis was prepared as part of the DEIR which was extensively analyzed.

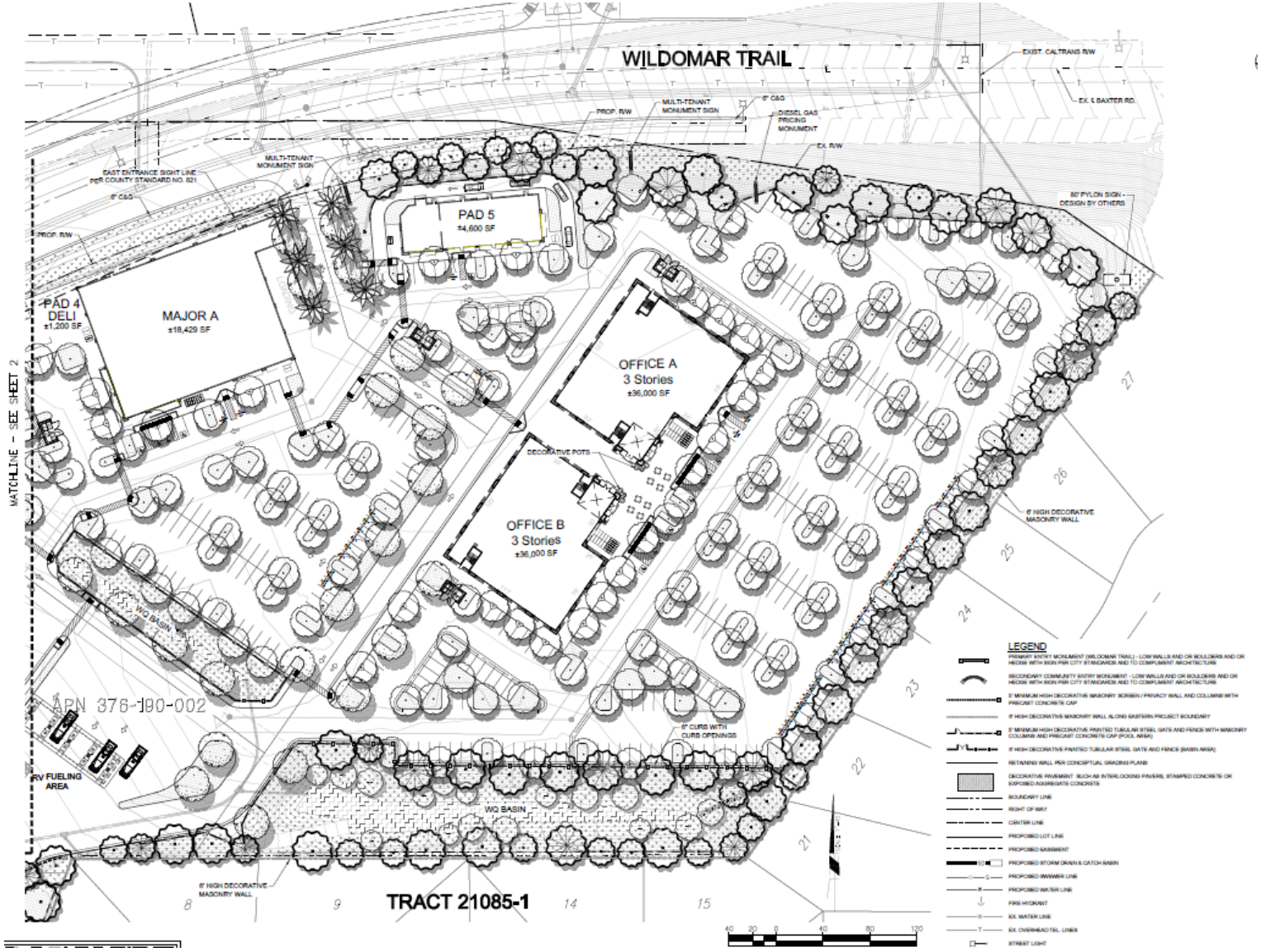
The project must comply with all improvement measures identified in the approved Traffic Impact Analysis (TIA) and must include Transportation Demand Management mitigation as identified within the TIA to reduce Vehicle Miles Traveled (VMT) consistent with the intent of SB 743 and to the satisfaction of the City Engineer. Also, prior to the first certificate of occupancy, the Applicant shall construct a traffic signal at the intersection of Wildomar Trail and Margaret Lane and construct a traffic signal modification at the intersection of Wildomar Trail and Cervera Road. In addition, the Applicant will also provide right of way dedications and construct (and secure) right turn lanes for the southbound on-ramp at Wildomar Trail and the I-15 Freeway in accordance with the Alignment Plan included as part of the approved Traffic Impact Analysis (TIA). Based on this, the proposed final site plan of development meets this finding.

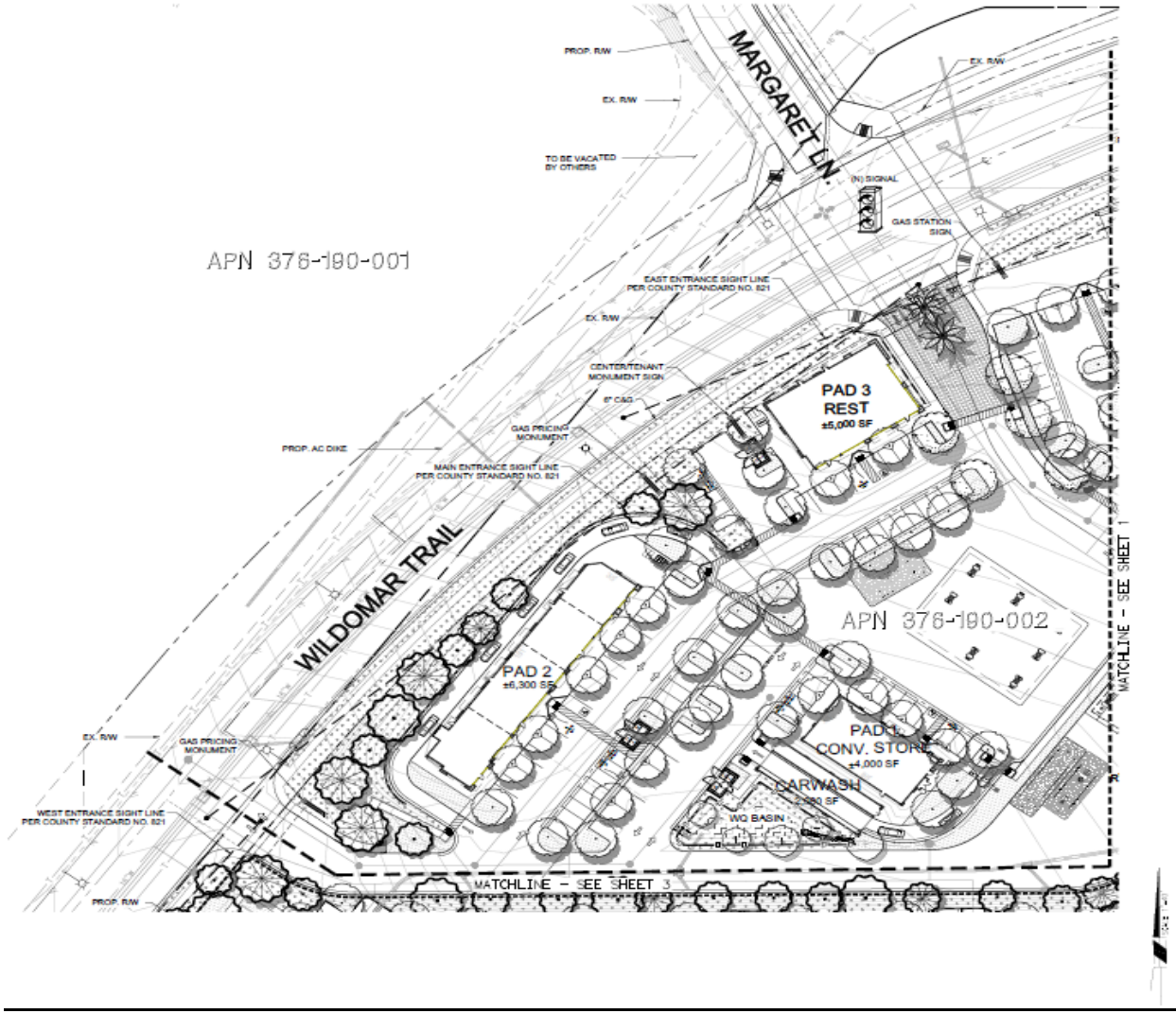
Landscaping/Water Efficient Standards (Section 17.276):
The Applicant has provided a detailed conceptual landscape plan for staff's review. The purpose of Chapter 17.276 of the Zoning Ordinance is to establish water efficient landscape regulations that are "at least as effective in conserving water as" 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. An exhibit showing the overall landscape plan is shown on the next page.

Landscape Plan Exhibits




WILDOMAR TRAIL
EXIST. CALTRANS R/W
EX. S BAXTER RD.
PROP. R/W
MULTI-TENANT MONUMENT SIGN
6' C&G
DIESEL GAS PRICING MONUMENT
EX. R/W
EAST ENTRANCE SIGHT LINE PER COUNTY STANDARD NO. 821
MULTI-TENANT MONUMENT SIGN
6' C&G
PROP. R/W
80' PYLON SIGN - DESIGN BY OTHERS
PAD 5
±4,600 SF
PAD 4
DELI
±1,200 SF
MAJOR A
±18,429 SF
OFFICE A
3 Stories
±36,000 SF
DECORATIVE POTS
OFFICE B
3 Stories
±36,000 SF
6' HIGH DECORATIVE MASONRY WALL
MATCHLINE - SEE SHEET 2
WQ BASIN
APN 376-190-002
6' CURB WITH CURB OPENINGS
RV FUELING AREA
WQ BASIN
6' HIGH DECORATIVE MASONRY WALL
TRACT 21085-1
LEGEND
BOUNDARY LINE
RIGHT OF WAY
CENTER LINE
PROPOSED LOT LINE
PROPOSED EASEMENT
PROPOSED STORM DRAIN & CATCH BASIN
PROPOSED SEWER LINE
PROPOSED WATER LINE
FIRE HYDRANT
EX. WATER LINE
EX. OVERHEAD TEL. LINES
STREET LIGHT


MARGARET LN.
WILDOMAR TRAIL
PROP. R/W
EX. R/W
TO BE VACATED BY OTHERS
(N) SIGNAL
GAS STATION SIGN
APN 376-190-001
EAST ENTRANCE SIGHT LINE PER COUNTY STANDARD NO. 821
CENTER/TENANT MONUMENT SIGN
6" CMU
GAS PRICING MONUMENT
PROP. AC DIKE
MAIN ENTRANCE SIGHT LINE PER COUNTY STANDARD NO. 821
PAD 3
REST
±5,000 SF
APN 376-190-002
PAD 2
±6,300 SF
PAD 1
CONV. STORE
±4,000 SF
CARWASH
WQ BASIN
WEST ENTRANCE SIGHT LINE PER COUNTY STANDARD NO. 821
MATCHLINE - SEE SHEET 3
MATCHLINE - SEE SHEET 1

Proposed Architecture:
The architectural theme for the commercial retail center and office site can be characterized as a blend of “Farm Chic and “Modern Cottage” which is allowed and encouraged in the city’s Commercial Design Standards and Guidelines.

Farm Chic, or Modern Farmhouse, is a contemporary interpretation of traditional rural forms adapted to a commercial setting. This style reflects Wildomar’s agricultural and ranching history and regional context. As indicated in the accompanying precedent images and illustrative diagram, the style utilizes elements of recognizable farm and ranch forms such as barns, sheds, silos, tank houses and granary towers. Common materials such as metal, wood and stone are utilized. Board and batten siding and corrugated metal panels are used to give texture and variation to exterior walls. Roofs are typically medium to high-pitched. Large openings are patterned after the functional design of typical agricultural buildings.

A contemporary interpretation of residential architectural styles popular in the late 19th and early 20th centuries, the Modern Cottage commercial style is often found in coastal communities. This style reflects Wildomar’s residential character and Southern California context. As indicated in the accompanying precedent images and illustrative diagram, recognizable elements include the use of wood siding, often painted white, with contrasting awnings and trim treatments. Flat or low-pitched roofs are typical. High interior visibility is achieved through the use of large window and glass doors. Board and batten siding adds texture and depth to exterior facades.

Staff has provided reduced size exhibits of the architectural elevations on the following pages. The full size plans are provided in Attachment F.

Architectural Elevation Exhibits



ktgy Architecture + Planning 888.456.5849 ktgy.com | J&T Business Management 139 Radio Road Corona, CA 92879 | WILDOMAR TRAIL TOWN CENTER WILDOMAR, CA # 2017-0651 | ENTITLEMENT SUBMITTAL APRIL 28TH, 2021 | PAD 2 CONCEPTUAL RENDERING | 31


Bookhouse


PACIFIC SAIL


CARISLE'S


MARKET
OK
MARKET
OK
MARKET


Watering Hole
Jos. Crew
Landing Penguin


OFFICE
OFFICE


OFFICE
OFFICE
OFFICE

Final Site Plan of Development / Townhome Community Plot Plan

In accordance Section 17.216 of the Wildomar Municipal Code, the Wildomar Trial Town Center multi-family townhome community requires approval of a final site plan of development plot plan. The Applicant has proposed development of a 109-unit townhome community (for-sale) and is consistent with the city's multi-family residential design standards. Given the 6.27 acre site, the proposed density of the townhome community is 17.3 units/acre which is compatible with the density of the Baxter Village community north of the project site. The project will include site will include 22, 2- and 3-story buildings with attached/tucked under parking garages. The site plan also includes a 2,064 square-foot recreation building, community pool area (5,900 square feet) and several passive pocket park areas, including a dog park for residents. Entries into the project will occur from Wildomar Trail and Cervera Road. The table below summarizes compliance with these standards.

The proposed project is subject to the development standards of the R-3 zone (Chapter 17.44.020 of the WMC). This section establishes standards and requirements related to lot area, setbacks, building height, etc. The table below summarizes compliance with these standards. A full set of the development plans is illustrated for Commission consideration in Attachment G & H.

Development Standards Table (17.44.020 – R-3 Zone)

Development Standards	Development Standard	Proposed Project	Meets/Exceeds Requirements
Minimum Lot Area	7,200 square feet (60' x 100')	6.27 acres	Yes
Required Setbacks			
Front Street Setbacks (along Cervera and Wildomar Trail)	20' min. since buildings are 40' in height	20' min. along Cervera and Wildomar Trail (all buildings are 40' in height)	Yes
Rear Setbacks	20' min. since buildings are 40' in height	30' min. along entire rear property line (facing retail center)	Yes
Side Setback (adjacent to Windsong property line)	15' min. since buildings are 40' in height	15' min. (along Windsong property line)	Yes
Building Height	50' maximum	40' maximum at its highest point	Yes
Density Range (MUPA)	20 - 40 units/acre typical	17.3 units/acre	Yes

Off-Street Parking (Section 17.188):
The townhome project is subject to the multi-family parking requirements outlined in Chapter 17.188.030 of the WMC. Based on the number of units (109) and bedroom (2 & 3 bedrooms units), the project is required to provide a minimum of 294 parking spaces. The site plan shows 294 parking spaces distributed between attached garage spaces (218 spaces) and open/visitor spaces (76 spaces). The table below summarizes compliance with the R-3 parking standards. The development plans illustrate this information (refer to Attachment D).

Parking Standards Table (17.188)

Development Standards	Minimum Parking Requirement Standard	Proposed Project	Meets/Exceeds Requirements
Proposed Apartments			
2 bedroom units (12 units @ 2.25 spaces/unit)	27 spaces	27 spaces	Yes
3 + bedroom units (97 units @ 2.75 spaces/unit)	267 spaces	267 spaces	Yes
Total Spaces	**294 spaces[1]**	**294 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:			
Single Car Garage Size	9' x 20'	10'-8" x 20'-9"	Yes
2 Car Garage Size)	18' x 20'	20'-6" x 20'-2"	Yes
On-site Drive Aisles	28 feet	28 feet	Yes

Proposed Unit Type / Floor Plans:
The 109 townhome units will be provided in 22 buildings with that with 4 – 6 units per building. The design layout of each unit will be townhouse design with attached garages with interior access to the units above. There are 12, 2-bedroom units (11%) and 97, 3 - 4 bedroom units (89%) in each building (evenly distributed throughout the site). Each unit will direct access to a private patio or deck (for 2nd/3rd story units) that is about 56 to 190 square feet in size. The 2-bedroom units range in size from 1,206 to 1,257 square feet in size, while the 3 & 4-bedroom units range in size 1,516 to 1,949 square feet in size. Attached garages range in size from 434 to 494 square feet in size.

The table on the following page summarizes the units breakdown.

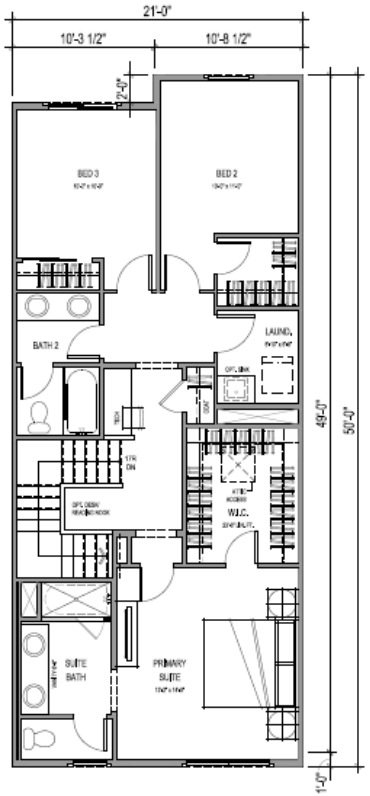
[1] The total number of spaces includes open/visitor parking spaces in the ratio. There is no separate standard for open/visitor parking.

Unit Breakdown and Size Table

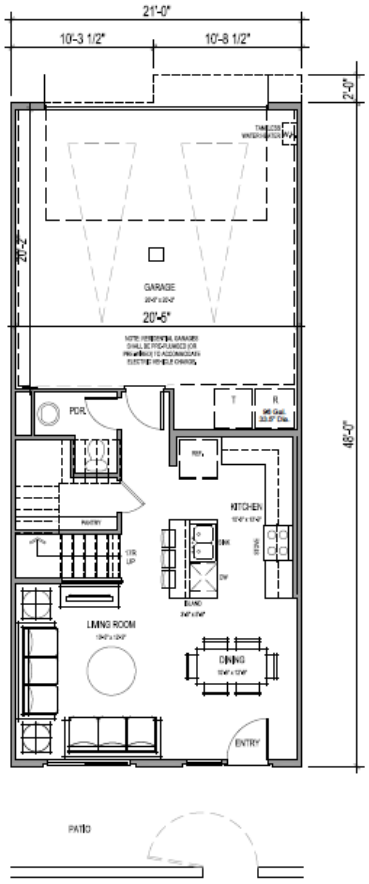
Unit Type	Unit Quantity	Unit Size(s)	# of Bedrooms
2-Bedroom Townhouse	12 units	1,206 to 1,257 s.f.	2
3 & 4 Bedroom Townhouse	97 units	1,516 to 1,949 s.f.	3 & 4
Total Count	**109 Units**	**1,206 s.f. to 1,949 s.f.**	

The following exhibits reflect the proposed floor plan layout for this apartment project. For more detailed (clearer) information on floor plan layout refer to the development plans (Attachment G).

Floor Plan Layout Exhibits



SECOND FLOOR



FIRST FLOOR

siness Management
dio Road
, CA 92879

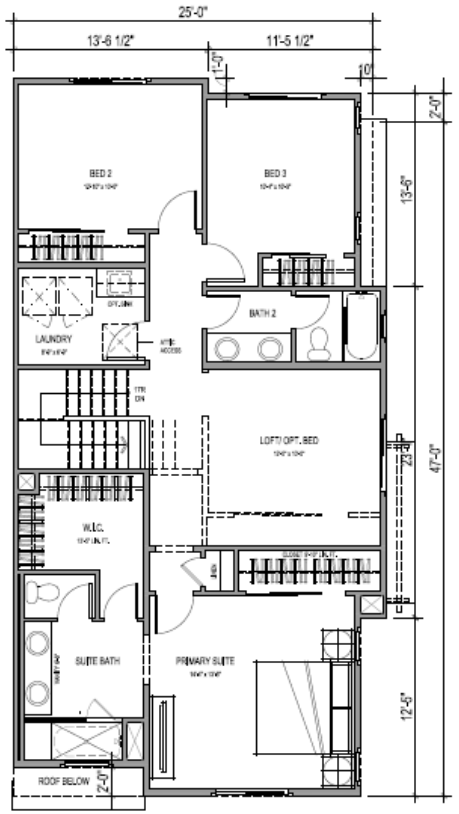
WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA #2018-1182

SCHEMATIC DESIGN

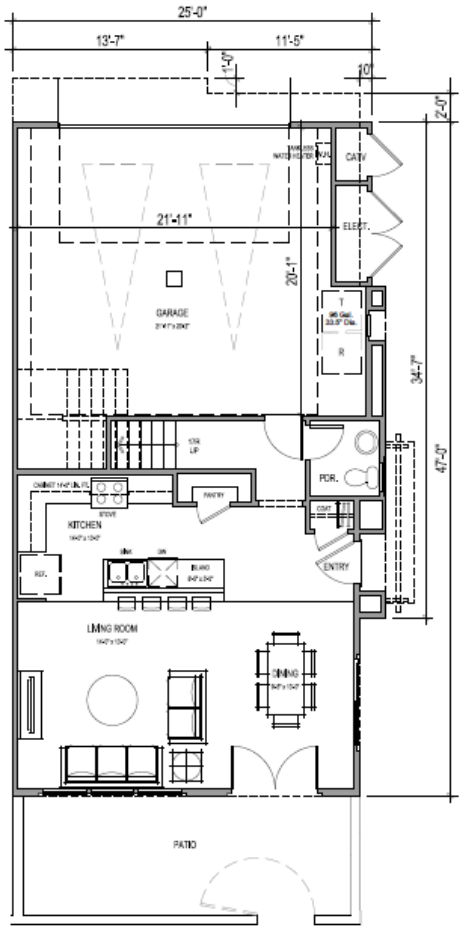
Plot Date:	February 23, 2021
1st Submittal :	April 24, 2020
2nd Submittal :	September 28, 2020
3rd Submittal :	February 26, 2021

SCALE: 1/4" = 1'-0"
0 2 4 8

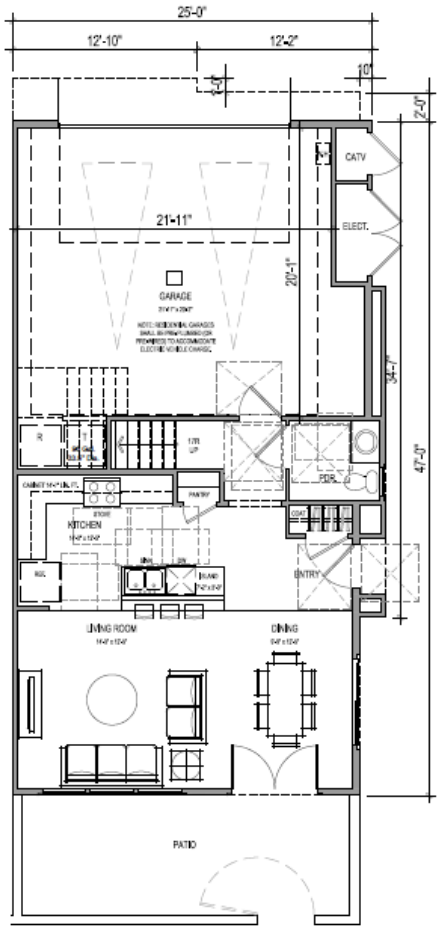
PLAN 1 - FLOOR PLAN



SECOND FLOOR



FIRST FLOOR



FIRST FLOOR - ACCESSIBLE

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Suite 200
Irvine, CA 92614
949.851.2133

J&T Business Management
139 Radio Road
Corona, CA 92879

WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA #2018-1182

SCHEMATIC DESIGN
Plot Date: February 23, 2021
1st Submittal : April 24, 2020

SCALE: 1/4" = 1'-0"
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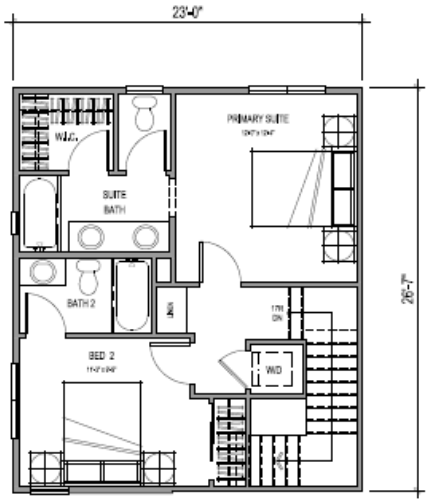
PLAN 2 - FLOOR PLAN



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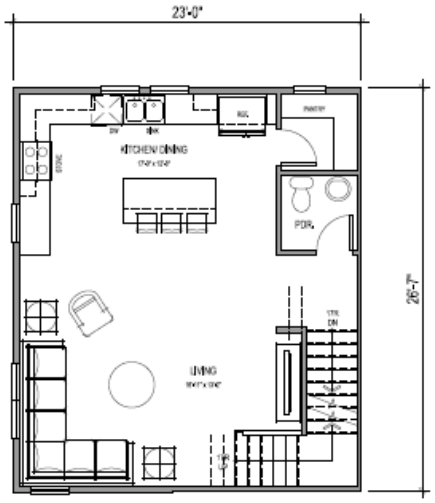

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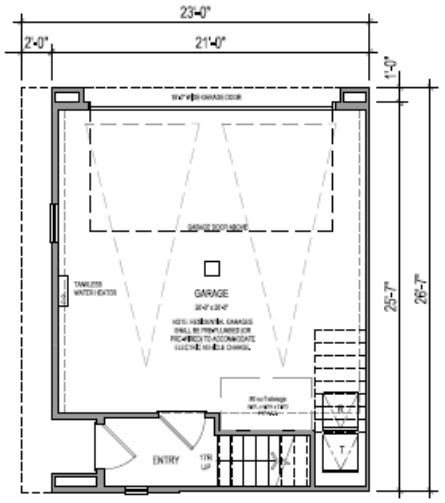

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Suite 200
Irvine, CA 92614
949.851.2133
ktgy.com

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139 Radio Road
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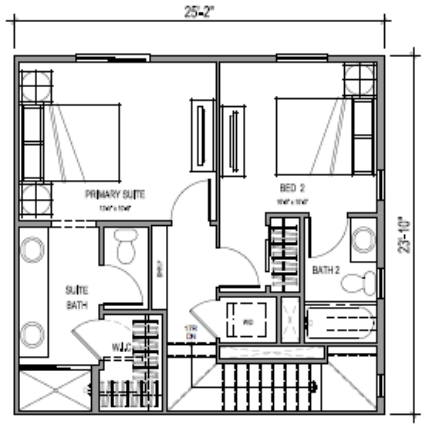
SCALE: 1/4" = 1'-0"
0 2 4 8

PLAN 3 - FLOOR PLAN



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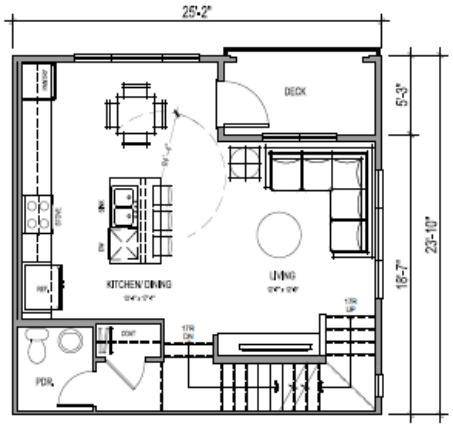

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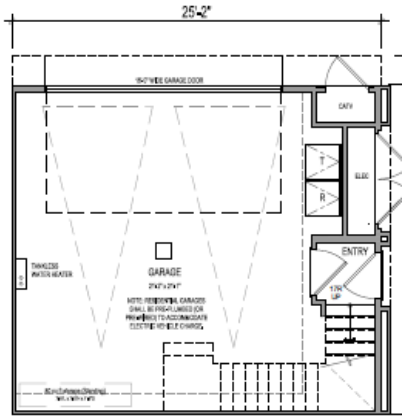

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Architecture + Planning
17911 Von Karman Ave,
Suite 200
Irvine, CA 92614
949.851.2133
tgy.com

J&T Business Management
139 Radio Road
Corona, CA 92879

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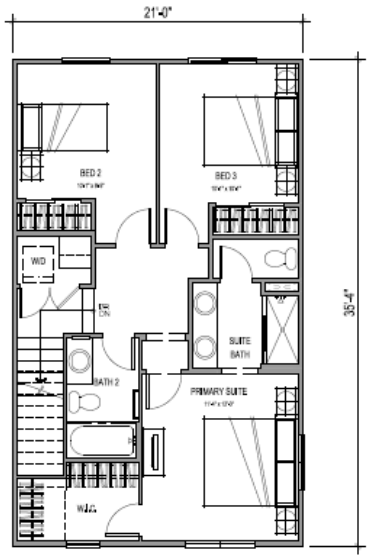
SCALE: 1/4" = 1'-0"
0 2 4 8

PLAN 4 - FLOOR PLAN



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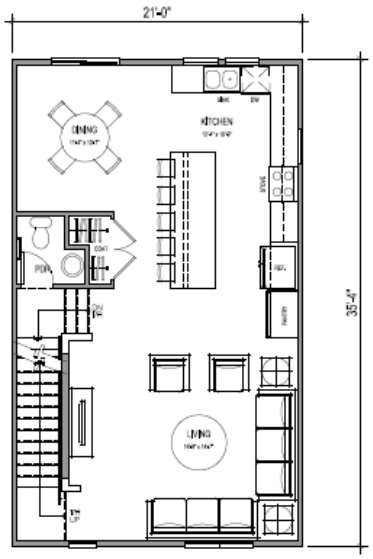

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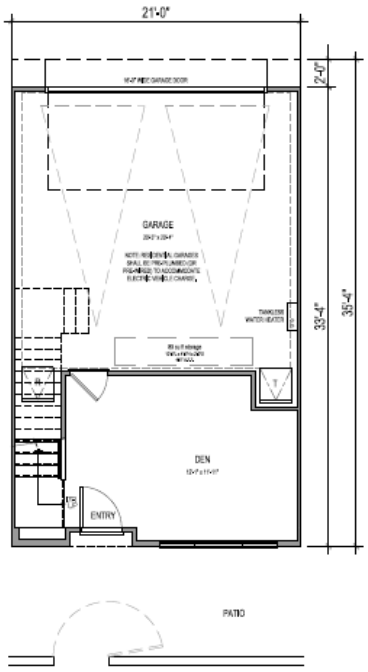

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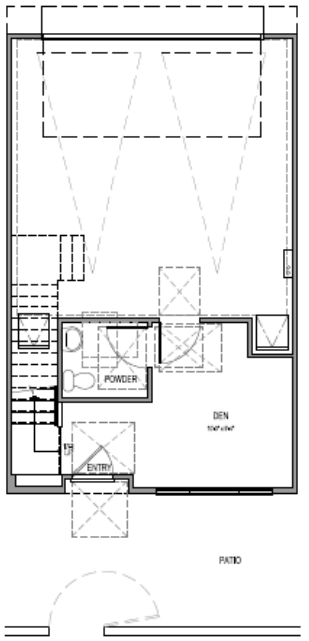

FIRST FLOOR - ACCESSIBLE

3 BEDS / 2,5

GRC	
1ST FLOOR	
2ND FLOOR	
3RD FLOOR	
TOTAL LIVING	
GARAGE	
DECK	
PATIO	

NE	
1ST FLOOR	
2ND FLOOR	
3RD FLOOR	
TOTAL LIVING	

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SCALE: 1/4" = 1'-0"
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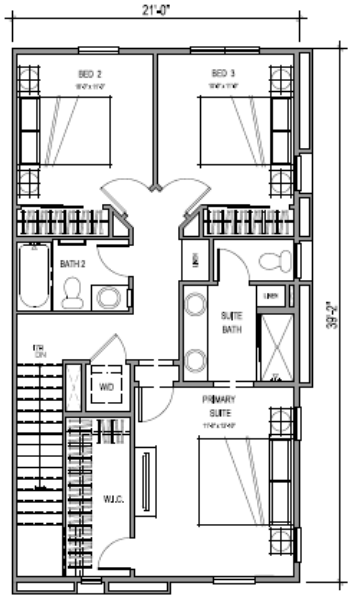
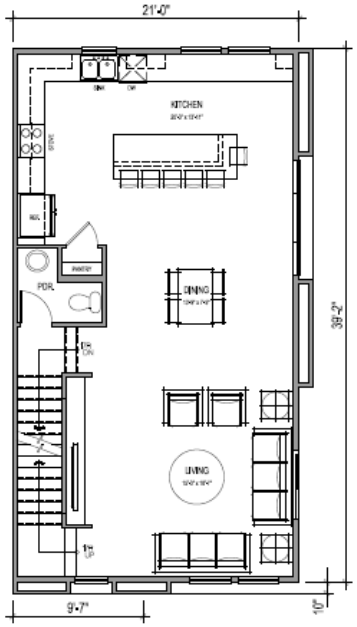
PLAN 5 - FLOOR PLAN



THIRD FLOOR



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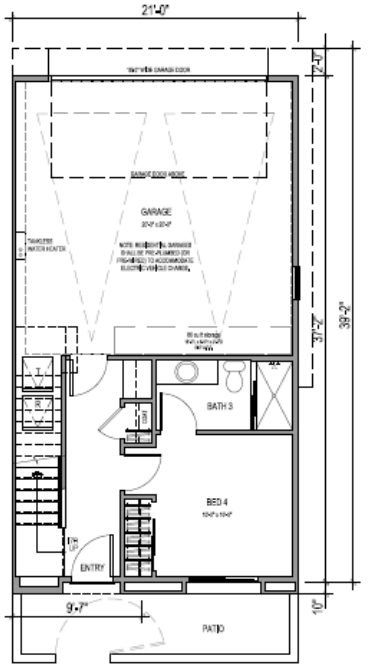

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SCALE: 1/4" = 1'-0"
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PLAN 6 - FLOOR PLAN

Proposed Architecture:

The architectural design of the townhome community is consistent with the city's multi-family objective design standards and guidelines. Of the four (4) design themes approved by the Commission and Council, the Applicant has chosen to use the "Farm Chic" style that is compatible with the design of the commercial retail and office development. Our design standards and guidelines provide general criteria for architecture and landscaping in order to ensure a high-quality development and strong community character. The overall goal is to create a unique, community within the context of the mixed-use project.

Farm Chic is a contemporary interpretation of traditional rural forms. This contemporary interpretation of residential architectural styles popular in the late 19th and early 20th centuries, the Farm Chic style is often found in coastal communities. This style reflects Wildomar's residential character and Southern California context. As indicated on the following pages, recognizable elements include the use of wood siding, often painted white, with contrasting awnings and trim treatments. Flat or low-pitched roofs are typical. High interior visibility is achieved through the use of large window and glass doors. Board and batten siding adds texture and depth to exterior facades

The architectural design and theme for the Phase 2 apartments is consistent with the city's multi-family design standards and guidelines design. Detailed exhibits of the architectural elevations are provided in Attachment G. The following exhibits reflect the proposed elevation designs.

Architectural Elevation Exhibits



FRONT PERSPECTIVE OF BUILDING TYPE 400 (4-PLEX)



REAR PERSPECTIVE OF BUILDING TYPE 400 (4-PLEX)



FRONT PERSPECTIVE OF BUILDING TYPE 410 (4-PLEX)



REAR PERSPECTIVE OF BUILDING TYPE 410 (4-PLEX)



FRONT PERSPECTIVE OF BUILDING TYPE 500 (5-PLEX)



REAR PERSPECTIVE OF BUILDING TYPE 500 (5-PLEX)



FRONT PERSPECTIVE OF BUILDING TYPE 610 (6-PLEX)



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. A full set of the landscape plans is provided for Commission consideration in Attachment G.

Landscape Plan Exhibit – Overall Site



PROJECT ANALYSIS / FINDINGS OF FACT:

In accordance with state law and city ordinances, the following findings are presented to the Commission in support of staff's recommendations to certify the SEIR, and approve the proposed general plan amendment, specific plan amendment, zoning ordinance amendment and plot plan for the Wildomar Trail Town Center project.

CEQA Analysis and Determination:

The proposed Wildomar Trail Town Center project is considered a "project" as defined by the California Environmental Quality Act, Public Resources Code § 21000 et seq. ("CEQA"). Thus, in accordance with Public Resources Code §§ 21000 – 21189.3, and the CEQA Guidelines, 14 CCR §§ 15000-15387, the Planning Department determined that preparation of a Supplemental Environmental Impact Report (SEIR) was warranted. The SEIR must be certified by the City Council prior to the approval of the project. The Planning Commission has the authority to make a recommendation on the SEIR which staff is recommending they do. A copy of the SEIR package is provided for Commission consideration in Attachment A, Exhibits 1 -4 (under separate cover).

SB 18/AB 52 Tribal Consultation Compliance:

Enacted as of July 1, 2015, AB 52 established a new category of resources under CEQA called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigations. The Bill was built on the concept that California Native American tribes have the expertise "with regard to tribal history and practices" to identify significant cultural resources. To this end, AB 52 requires early consultation in the CEQA process to ensure that local and Tribal governments, public agencies, and project proponents have information available, early in the CEQA environmental review process, for the purpose of identifying and addressing potential adverse impacts to tribal cultural resources. Since the project includes a general plan amendment, early consultation under this bill is also required. Both can be accomplished simultaneously.

The planning department contacted (in writing) all culturally affiliated tribes that could be affected by a project within 14 days of deeming a development application complete. The notice commences a 30-day period for the tribe to request consultation. The City has complied with notification requirements and has initiated consultation as required under AB 52 with both the Soboba and Pechanga Band of Luiseno Indians. Staff has met with both tribes, and a series of standard mitigation measures intended to protect tribal cultural resources were agreed to. These have been placed into the SEIR mitigation measures (MMRP) as well as the conditions of approval. As a result, consultation has been completed.

Notice of Preparation (NOP):

In accordance with Section 15082 of the CEQA Guidelines, the city is required to prepare and distribute an NOP letting resource agencies and interested person know that the city has begun preparation of the SEIR. The Planning Department on September 17, 2020

released the NOP notice starting the required 30-day public review/comment period which concluded on October 16, 2020. During this time, the City received five (5) public comments. As part of the NOP process, the Planning Department conducted a public scoping meeting which was held on October 5, 2020. The purpose of the scoping meeting was to receive input from the public on what environmental issues should be addressed in the Wildomar Trail Town Center EIR. The scoping meeting only had one public participant.

EIR Preparation:
In the months following the NOP period and scoping meeting, the City completed the draft Environmental Impact Report (DEIR) for the Wildomar Trail Town Center project. The required Notice of Completion (NOC) was provided to the State Clearinghouse (OPR) on May 12, 2021 notifying the State of the availability of the Wildomar Trail Town Center project DEIR (SCH# 2020090408). In accordance with CEQA Guidelines §15087 and §15105(a), the DEIR was also circulated to the state responsible agencies, general public and other interested parties, including the City's local distribution list for a 45-day review/comment period commencing on May 12, 2021 and concluding on June 25, 2021. The Planning Department also posted the Notice of Availability (NOA) with the Riverside County Clerk and published a legal notice in the Press Enterprise, a local newspaper of general circulation, on May 12, 2021 giving notice to the general public and all interested parties about the Wildomar Trail Town Center DEIR 45-day public review period.

The City received three (3) comment letters on the DEIR during the 45-day public review period. In accordance with CEQA guidelines, staff has prepared detailed responses to each comment letter which is provided in the final SEIR (Attachment A, Exhibit 3). In accordance with CEQA requirements, the final DEIR was mailed out to each commenter on August 9, 2021. As required by CEQA Guidelines Sections 15091 and 15093, the final EIR package also includes the required Findings of Fact and Statement of Overriding Considerations. In accordance with CEQA Guideline 15097, the Planning Department has also prepared a Mitigation Monitoring and Reporting Program (MMRP) for the Wildomar Trail Town Center project DEIR. The MMRP outlines the proposed mitigation measures for the project and the timing and department responsibility for implementing the mitigation measures. The mitigation measures have also been included with the project conditions of approval matrix.

The City Council has the authority to review and certify the Wildomar Trail Town Center project EIR, including the final EIR package. The findings for the EIR certification are provided in the Council Resolution (attachment A).

General Plan Amendment 2021-02 Analysis:
General Plan Amendment No. 2021-02 is a request to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR) for the northerly 10-acres of the James Cater property located at the northeast corner of Yamas Drive and Prielipp Road (APN: 380-250-019). One component of the Wildomar Trail Town Center project is a request for a change of zone to remove the Mixed-Use Overlay (MU) zone designation that is on the entire project site.

The MU zone overlay district was applied to the project site as part of the 2013 Housing Element Update (GPA 2013-01), along with the accompanying zone changes approved by City Council at that time. The site was also designated in the 2013 Housing Element to meet the City's Regional Housing Needs Allocation (RHNA) with approximately 227 low income units applicable to the site.

Removal of the MU overlay zone automatically initiates the "no net loss" provisions and requirements of SB 166 which essentially states that if the approval of a development project results in the removal of approved lower income RHNA units from a designated housing element site, the jurisdiction shall identify an alternative site where the units can be "relocated" and approve the proper zoning and land use designation on this replacement site. If this action is not approved by Commission and Council, the city will be out of compliance with our 2013 Housing Element, and the applicant could not move forward with the current proposal of 109-unit townhome (market rate/for sale) development.

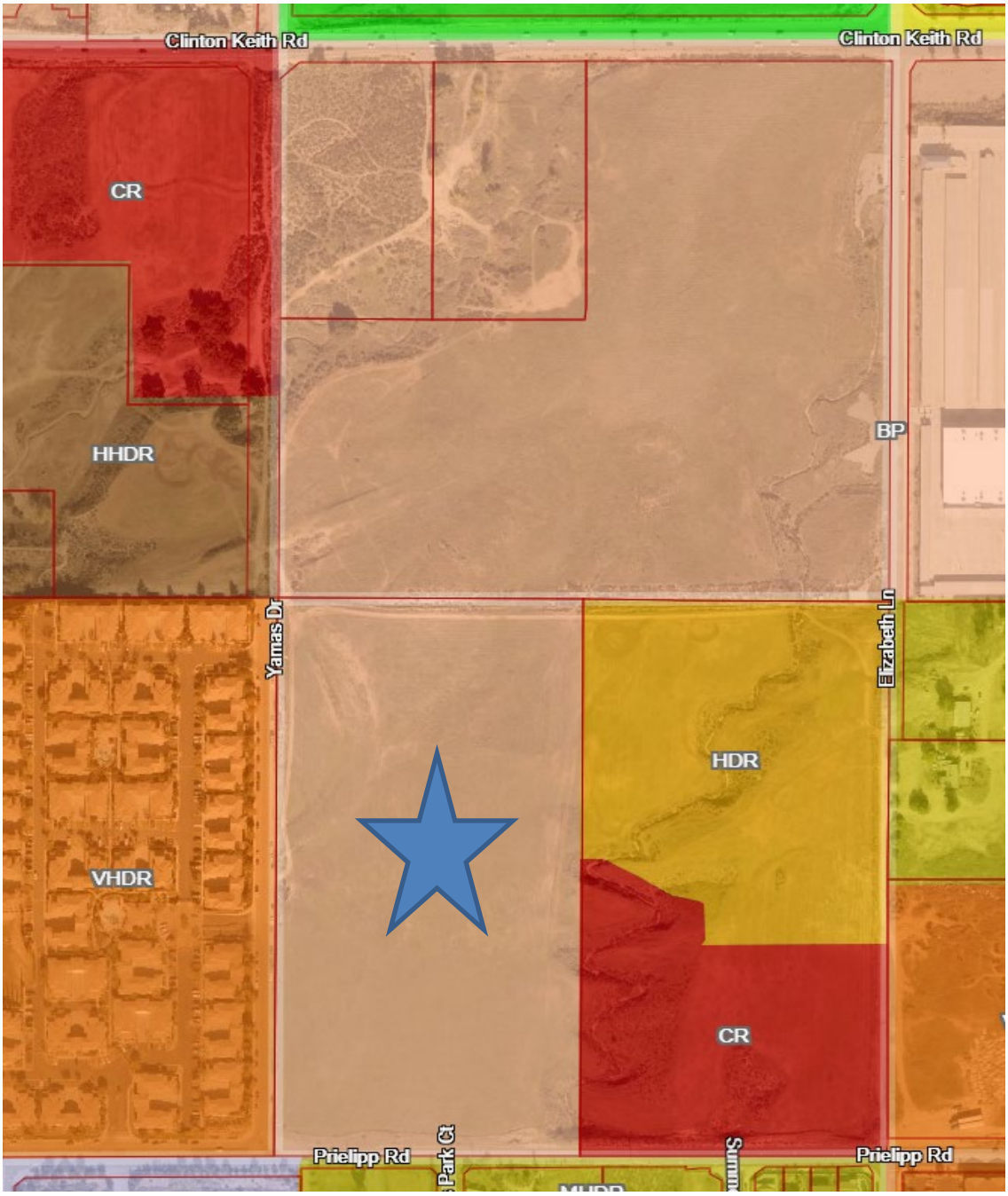
As part of the development review process for the Wildomar Trial Town Center project, staff was able to find a replacement site and negotiate with a local property owner (Mr. James Carter) who owns 20 acres at the northeast corner of Yamas Drive and Prielipp Road (APN: 380-250-019). Mr. Carter is agreeable to take on the 227 replacement units from the project site by committing the northerly 10 acres of his property. This requires a general plan amendment to change the existing land use from Business Park (BP) Highest Density Residential (HHDR) and a zone change from I-P (Industrial Park) to R-3 (General Residential) on the northerly 10 acres which is concurrently being processed with the Applicant's project (refer to PC Resolutions No. 2021-11 and 2021-12).

By accommodating these changes, the City will not be in violation of SB 166, nor will we be out of compliance with our Housing Element RHNA numbers. Further, the potential environmental impacts from the land use and zoning change on the Carter property was evaluated as part of the project EIR work. Based on that analysis, it was determined that the general plan amendment and change of zone did not create any impacts, and therefore, did not require any mitigation at this time. Development of the Carter site for multi-family in the future will undergo additional CEQA review when the city receives a formal development application from Mr. Carter.

Lastly, this action has been addressed in the 2021/2029 Housing Element Update (on tonight's Commission agenda) which has been reviewed by the state department of Housing and Community Development Department (HCD). Based on HCD's review and analysis of the proposal, it was determined by HCD that the City would be in compliance with SB 166 and not impact our RHNA numbers, thus, maintaining our Housing Element status.

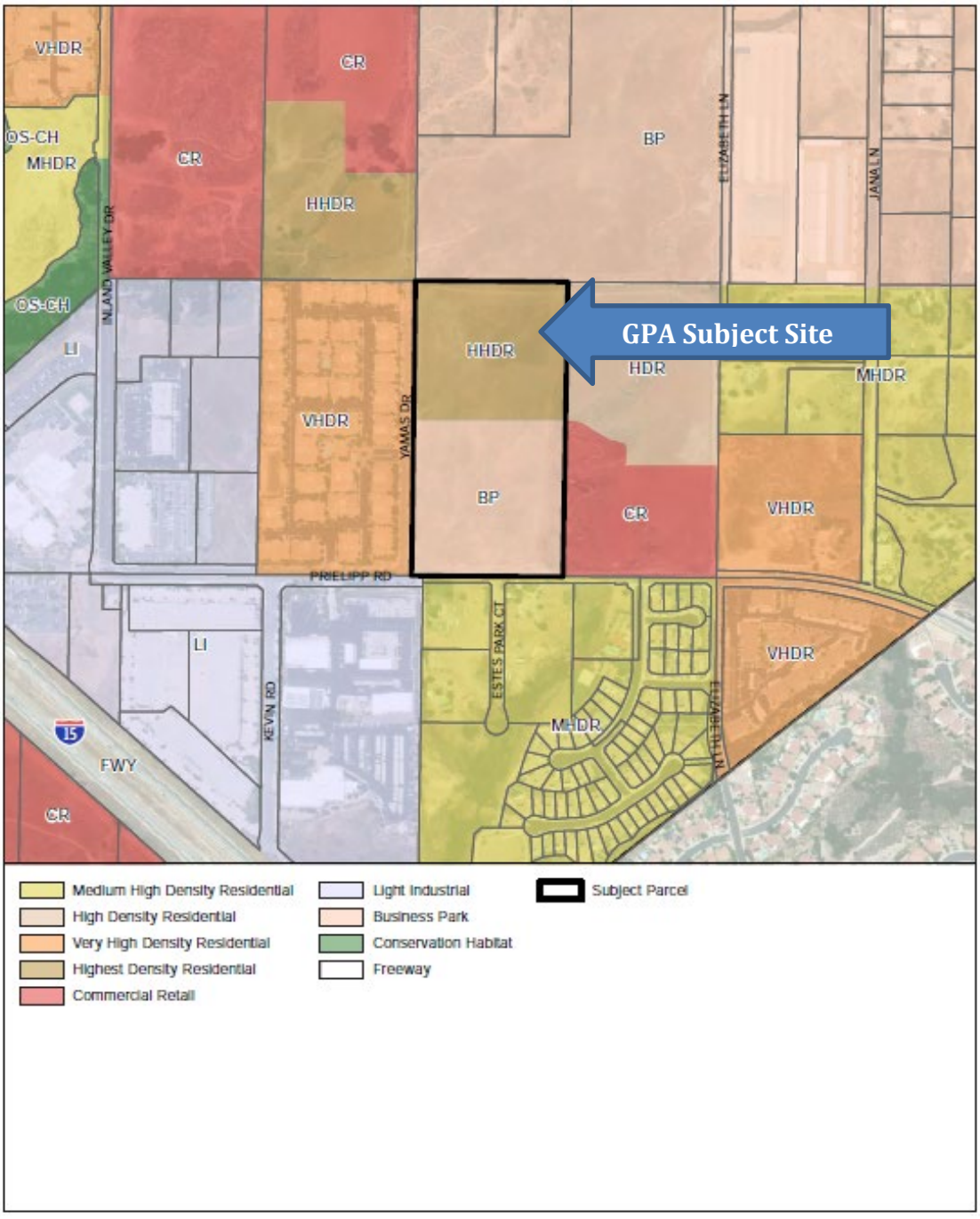
The following exhibits reflect the existing and proposed land use designation for the Carter property.

Existing GP Land Use Exhibit



Proposed GP Land Use Exhibit

Figure 3-7 - General Plan Land Use Designation



Note: Unincorporated county areas are shown in white.
Source: PlaceWorks, 2020

0 675
Scale (Feet)

PlaceWorks

The Planning Commission has recommended approval of the proposed general plan amendment for the Carter property as part of the Wildomar Trail Town Center project, as this designation will promote and encourage the development of multi-family residential as outlined in our Housing Element and help keep our RHNA units from being impacted. The findings to support approval of the general plan amendment are provided in the Council Resolution (Attachment B).

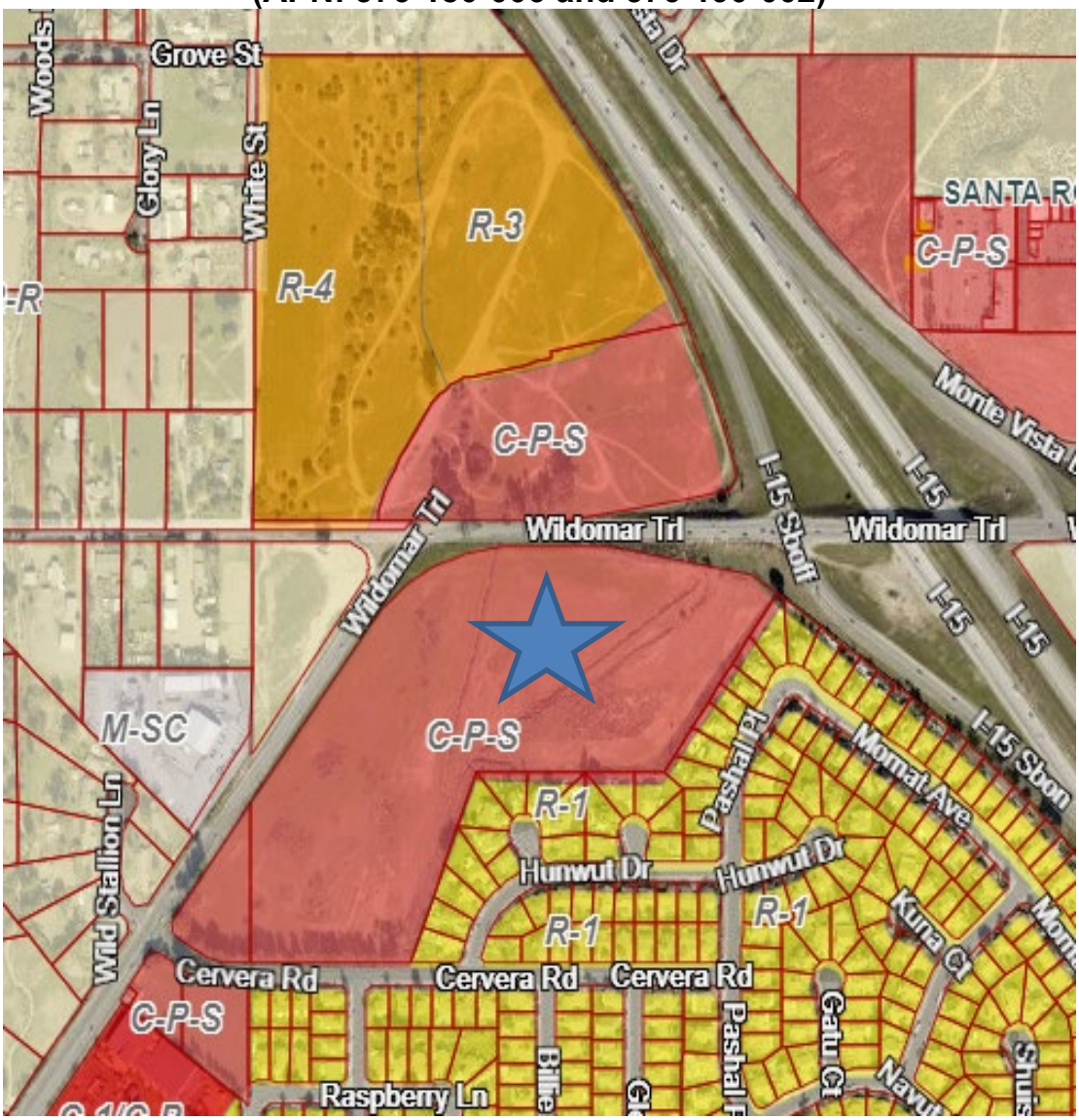
Change of Zone 20-0039 Analysis:

The Applicant is proposing to remove the "Mixed-Use Overlay Zone" designation for the entire site, and to change the existing zoning designation for the 6.07-acre residential portion of the project site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) to accommodate the 109-unit townhouse (for sale) community. The entire 25.8-acre project site currently has the zoning designation of C-P-S (Scenic Highway Commercial) which would not allow the proposed 109-unit townhome/condominium community. Thus, staff believes it is appropriate to support the zone change on the 6.07-acre residential portion of project site to R-3 (General Residential). The R-3 zoning designation is consistent with the MUPA land use designation and the proposed 109-unit townhome/condominium community is consistent with the R-3 zone use and development standards as outlined in Section 17.44 of the WMC.

In addition, the project also requires approval of a change of zone from I-P (Industrial Park) to R-3 (General Residential) for the Carter property on the northerly 10-acres (APN: 380-250-019) to comply with SB 166 "no net loss" state law provisions and to maintain compliance with City's overall RHNA allocation. Please refer to the GPA analysis above for details. The findings to support approval of the change of zone are provided in the Council Resolution (Attachment C).

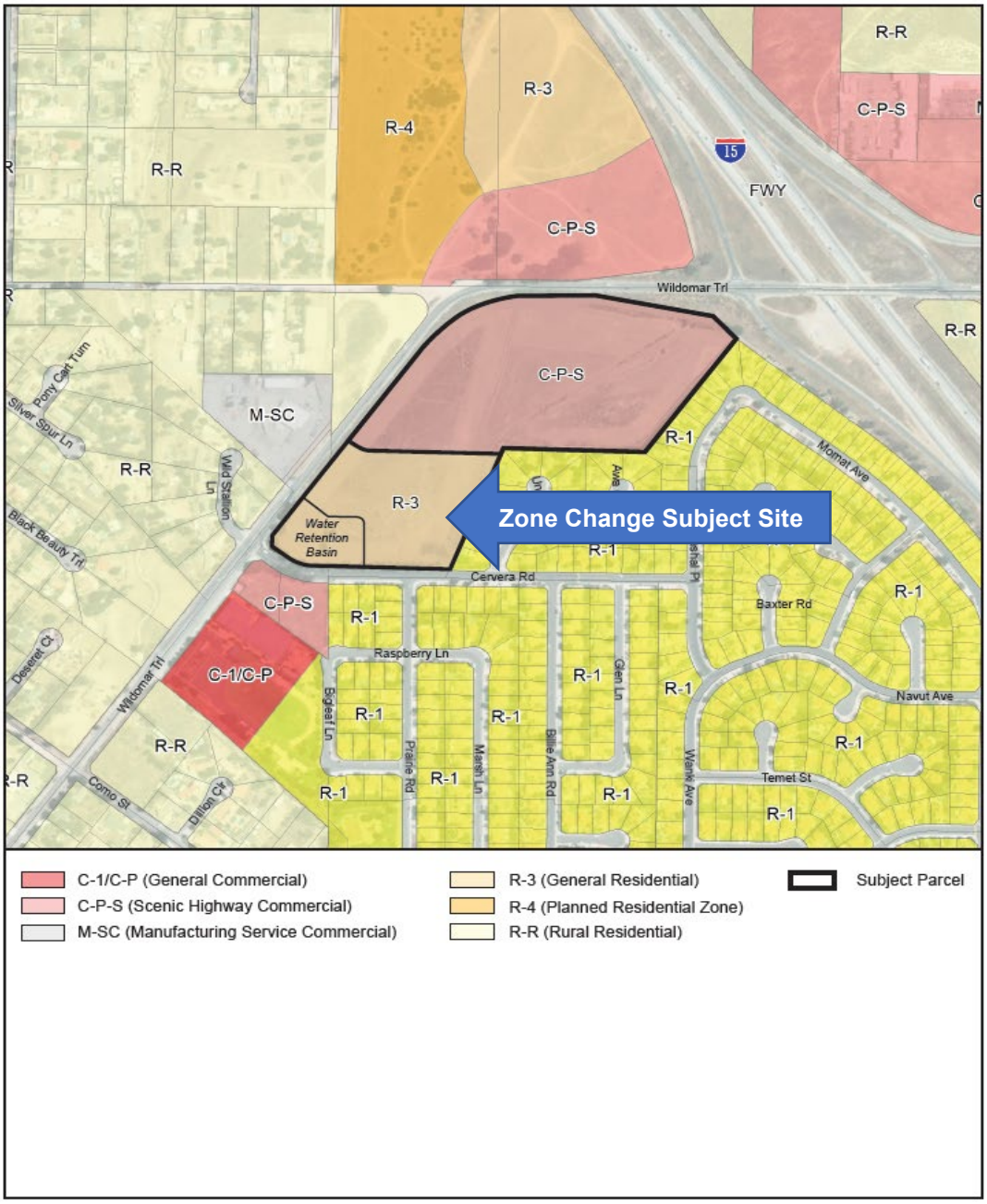
The following exhibits reflect the existing and proposed zoning designations for the Wildomar Trail Town Center project site and the Carter property.

Existing Zoning Designation Exhibit / WTTC Project Site
(APN: 376-180-006 and 376-190-002)



Proposed Zone Change Exhibit / WTTC Project Site (APN: 376-180-006 and 376-190-002)

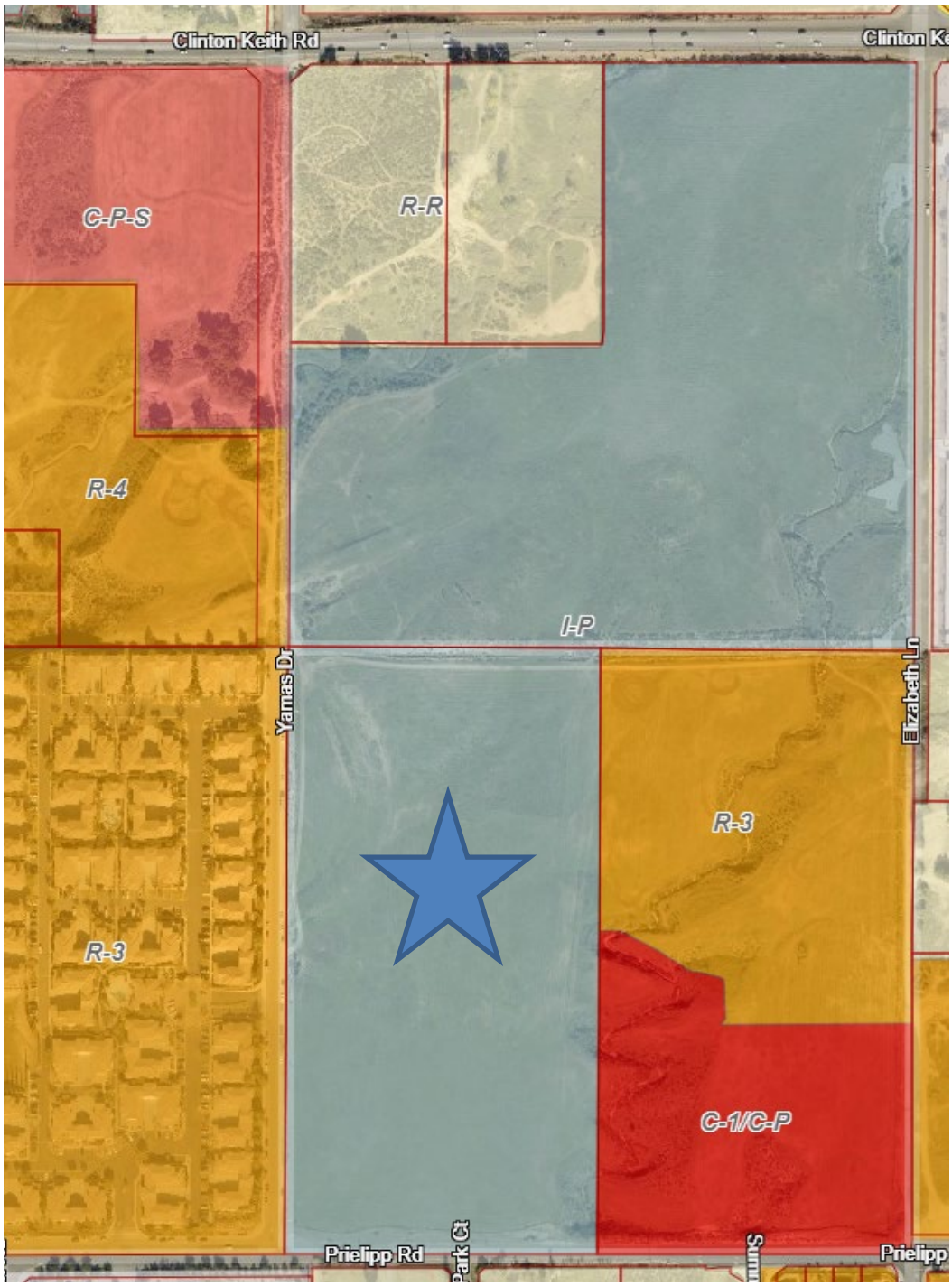
Figure 1 - Zoning Designation for Mixed-Use Site



Source: PlaceWorks, 2021

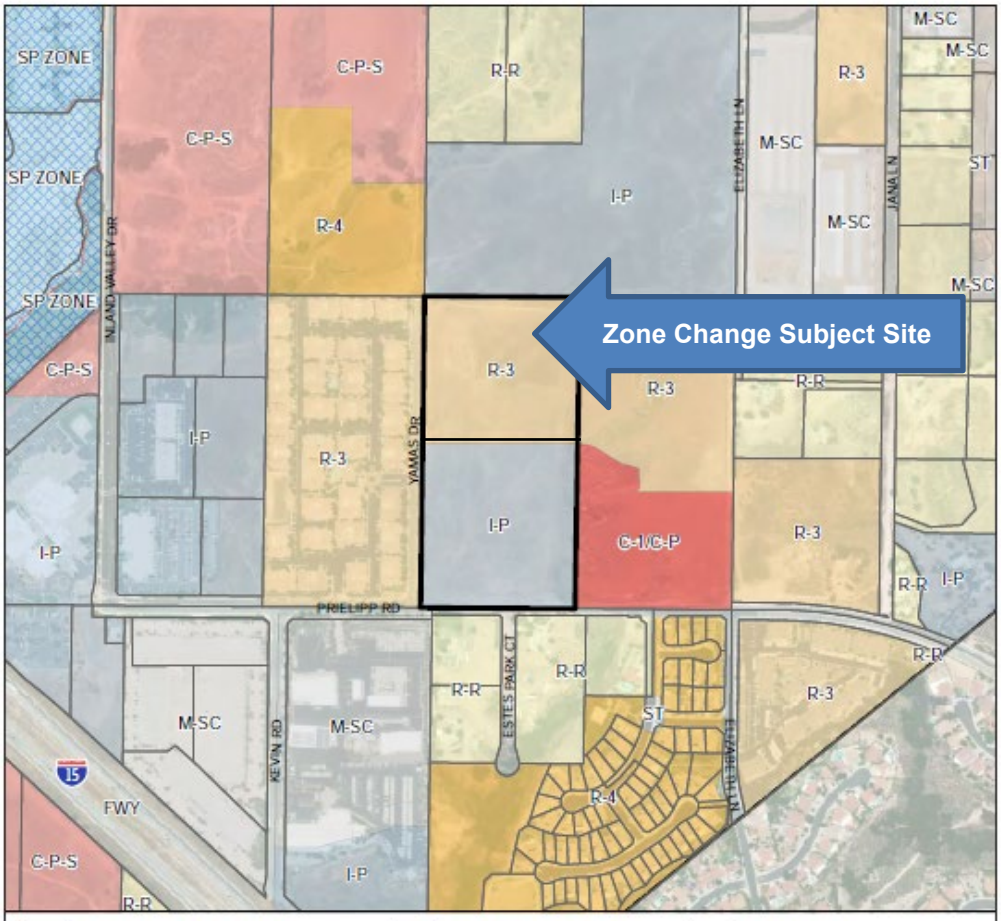
PlaceWorks

Existing Zoning Designation Exhibit / Carter Property
(APN: 380-250-019)



Proposed Zone Change Exhibit / Carter Property (APN: 380-250-019)

Figure 3-8 - Zoning Designation



Note: Unincorporated county areas are shown in white.
Source: PlaceWorks, 2020

0 675
Scale (Feet)

PlaceWorks

Tentative Tract Map 37494 Analysis:

The Applicant is requesting approval of a tentative tract map in accordance with Title 16.12 (Subdivisions) of the Wildomar Municipal Code. The proposed Tentative Tract Map No. 37494 is a request to subdivide the 25.8 acre site into nine (9) lots to develop the Wildomar Town Center mixed-use project for commercial/retail, office, and townhomes uses. Since the site is zoned C-P-S and R-3 (with approval of Change of Zone 20-0039), the tract map needs to comply with the lot size requirements of these zones. Based on staff's review of the tentative tract map, all lots meet and exceed the minimum requirements of the C-P-S and R-3 zones. Refer to the table below for details.

Lot/Parcel Number	Proposed Parcel Size	Minimum Lot Size Requirement	Meets Code Standards
1	101,669 s.f.	No Minimum Size	Yes
2	50,292 s.f.	No Minimum Size	Yes
3	27,117 s.f.	No Minimum Size	Yes
4	132,608 s.f.	No Minimum Size	Yes
5	38,993 s.f.	No Minimum Size	Yes
6	120,190 s.f.	No Minimum Size	Yes
7	150,432 s.f.	No Minimum Size	Yes
8	273,300 s.f.	7,200 s.f.	Yes
9	75,792 s.f.	7,200 s.f.	Yes

The findings to support approval of TTM No. 37494 are provided in the Council Resolution (Attachment D).

Conditional Use Permit 20-0039 Analysis:

The Applicant is proposing to establish a gas station/mini-mart with concurrent beer and wine sales. In accordance with Section 17.248.030 of the Wildomar Municipal Code, this requires approval of a Conditional Use Permit. In addition, it must comply with the requirements of Section 17.248 of the WMC which sets up conditions for concurrent sales of gas and alcohol. Based on staff's review, the CUP can be supported. The findings to support approval of the CUP are provided in the Council Resolution (Attachment E).

Plot Plan 20-0039 Analysis (Commercial, Retail and Office Uses):

As noted, the proposed commercial, retail and office development requires approval of a plot plan to develop the Wildomar Trail Town Center mixed-use project consisting of 41,609 square feet of retail uses (mini-market & gas station, restaurants, shops, and car/rv wash) and 72,000 square feet of professional office space/uses. The Applicant intends to build Phase 1 (see phasing exhibit in project description section) which will include the gas station/mini-mart, car/rv washes and detention basin. The remainder of the 3 phases will be marketed to specific buyers. All adjacent street improvements will be constructed with phase 1. Development of the commercial, retail and office development complies with all the development standards of the C-P-S zone related to

setbacks, building height, landscaping, parking, etc. In addition, the development standards of Chapter 17.188 (Parking) and 17.276 (Water Efficient/Landscaping) were reviewed in detail and the project is in compliance with these provisions. Please refer to the project description section for specific details. A copy of the full development plans is provided for Commission consideration in Attachment F & H.

The project as proposed as conditioned is also consistent with the General Plan. Further, all environmental impacts created by the project have been mitigated to a level of non-significance, and each mitigation measure has been incorporated into the project conditions and mitigation monitoring and reporting program. Based on these facts, staff supports the proposed plot plan. The findings to support approval of the Plot Plan are provided in the Council Resolution (Attachment E).

Final Site Plan of Development Analysis (Residential Townhomes):

The proposed final site plan of development is needed to develop the 109-unit townhome (for sale) community. The townhome development plans, and architecture is designed in compliance with the city's Multi-family Residential Design Standards (refer to project description discuss for specific details). The final site plan of development was reviewed and analyzed in detail as part of the city's development review process to ensure that the R-3 development standards related to setbacks, building height, landscaping, parking, etc. were complied with. In addition, the development standards of Chapter 17.188 (Parking) and 17.276 (Water Efficient/Landscaping) were reviewed in detail and the project is in compliance with these provisions. Based on this review, the proposed final site plan of development meets and/or exceeds the R-3 development standards.

The project as proposed and conditioned is also consistent with the General Plan. Further, all environmental impacts created by the project have been mitigated to a level of non-significance, and each mitigation measure has been incorporated into the project conditions. Based on these facts, staff supports the proposed final site plan of development. The findings to support approval of the final site plan of development are provided in the Council Resolution (Attachment E).

FISCAL IMPACTS:

The Wildomar Trail Town Center project will not have a fiscal impact on the city's general fund. In accordance with the Development Impact Fee (DIF) ordinance adopted by Council (including parkland acquisition and park improvement fees), the Applicant will pay the City approximately $1,820,000 in DIF fees. Required regional impact fees (i.e., TUMF, MSHCP, LEUSD, etc.) are about $1,350,000. Total impact fees equal approximately $3,170,000. These fees are paid typically prior to the issuance of building permits or occupancy permits. In addition, the project is conditioned to be annexed into the city-wide CFD 2013-1 which will pay its fair share of park maintenance fees through the CFD services and the equivalent share of the Measure Z tax of $28/year. The CFD revenue will be determined and finalized based on final plans and the level of maintenance required.

PUBLIC NOTICING:

In accordance with Chapters Chapter 16.12.140 and 17.192.040 of the Wildomar Municipal Code, the Planning Department the Planning Department, on August 25, 2021 mailed a public notice to all property owners within a 1,000-foot radius of the project boundary notifying said property owners of the September 8, 2021 City Council meeting at which time the Council would consider the Wildomar Trail Town Center project. In accordance with Ordinance No. 135, the Planning Department on August 27, 2021 posted two (2) public hearing notice "sign boards" along Wildomar Trial and Cervera Road, and a public hearing notice "sign board" at the Carter site notifying the general public of the September 8, 2021 City Council meeting at which time the Council would consider the Wildomar Trail Town Center project. In accordance with Chapter 16.12.140 and 17.192.040 of the Wildomar Municipal Code, the Planning Department on August 28, 2021 published a legal notice in the "Press Enterprise", a local newspaper of general circulation notifying the general public of the September 8, 2021 City Council meeting at which time the Council would consider the Wildomar Trail Town Center project.

Respectfully Submitted,	Reviewed By,
Gary Nordquist	Thomas D. Jex
City Manager	City Attorney

ATTACHMENTS:

A. City Council Resolution for EIR
   - Exhibit 1 - Wildomar Trail Town Center DEIR (SCH#: 2020090408)
   - Exhibit 2 - DEIR Technical Appendices
   - Exhibit 3 - Final EIR / City Response to Comments
   - Exhibit 4 - Findings of Fact and Statement of Overriding Considerations
   - Exhibit 5 - Mitigation Monitoring & Reporting Program (MMRP)

B. City Council Resolution for General Plan Amendment
C. City Council Ordinance for Change of Zone
D. City Council Resolution for TTM No. 37494
   - Exhibit 1 - Conditions of Approval Matrix

E. City Council Resolution for CUP/Plot Plan/FSPOD
   - Exhibit 1 - Conditions of Approval Matrix

F. WTTC Commercial/Retail/Office Development Plans-Final
G. WTTC Townhome-FSPOD Development Plans-Final
H. WTTC Project Grading-Civil Plans-Complete Set
I. Tentative Tract Map No. 37494 Map Exhibit

INCORPORATED HEREIN BY REFERENCE THE FOLLOWING:

- City of Wildomar General Plan and General Plan EIR
- City of Wildomar Subdivision Ordinance (Title 16, Subdivisions)
- City of Wildomar Zoning Ordinance (Title 17, Zoning)

May 2021 | Draft Environmental Impact Report
State Clearinghouse No. 2020090408

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT (PA 20-0039)

City of Wildomar

Prepared for:

City of Wildomar
Contact: Matthew C. Bassi, Planning Director
23873 Clinton Keith Road, Suite 201
Wildomar, California 92595
951.677.7751

Prepared by:

PlaceWorks
Contact: Mark Teague, AICP, Principal
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

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ABBREVIATIONS AND ACRONYMS

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ADT	average daily traffic
amsl	above mean sea level
AQMP	air quality management plan
AST	aboveground storage tank
BAU	business as usual
bgs	below ground surface
BMP	best management practices
CAA	Clean Air Act
CAFE	corporate average fuel economy
CalARP	California Accidental Release Prevention Program
CalEMA	California Emergency Management Agency
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
cfs	cubic feet per second
CGS	California Geologic Survey
CMP	congestion management program

Abbreviations and Acronyms

CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
Corps	US Army Corps of Engineers
CSO	combined sewer overflows
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	United States Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gases
GWP	global warming potential
HCM	Highway Capacity Manual
HQTA	high quality transit area
HVAC	heating, ventilating, and air conditioning system
IPCC	Intergovernmental Panel on Climate Change
L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level
LBP	lead-based paint
LCFS	low-carbon fuel standard
LOS	level of service
LST	localized significance thresholds
M_W	moment magnitude
MCL	maximum contaminant level
MEP	maximum extent practicable

Abbreviations and Acronyms

mgd	million gallons per day
MMT	million metric tons
MPO	metropolitan planning organization
MT	metric ton
MWD	Metropolitan Water District of Southern California
NAHC	Native American Heritage Commission
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O_3	ozone
OES	California Office of Emergency Services
PM	particulate matter
POTW	publicly owned treatment works
ppm	parts per million
PPV	peak particle velocity
RCRA	Resource Conservation and Recovery Act
REC	recognized environmental condition
RMP	risk management plan
RMS	root mean square
RPS	renewable portfolio standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SIP	state implementation plan
SLM	sound level meter
SoCAB	South Coast Air Basin
SO_X	sulfur oxides
SQMP	stormwater quality management plan
SRA	source receptor area [or state responsibility area]
SUSMP	standard urban stormwater mitigation plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board

Abbreviations and Acronyms

TAC	toxic air contaminants
TNM	transportation noise model
tpd	tons per day
TRI	toxic release inventory
TTCP	traditional tribal cultural places
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
V/C	volume-to-capacity ratio
VdB	velocity decibels
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WQMP	water quality management plan
WSA	water supply assessment

1. Executive Summary

1.1 INTRODUCTION

This draft environmental impact report (DEIR) addresses the environmental effects associated with the implementation of the proposed Wildomar Trail Town Center Mixed-Use project. The California Environmental Quality Act (CEQA) requires that local government agencies consider the environmental consequences before taking action on projects over which they have discretionary approval authority. An environmental impact report (EIR) analyzes potential environmental consequences in order to inform the public and support informed decisions by local and state governmental agency decision makers.

This DEIR has been prepared pursuant to the requirements of CEQA and the City of Wildomar's CEQA procedures. The City of Wildomar, as the lead agency, has reviewed and revised all submitted drafts, technical studies, and reports as necessary to reflect its own independent judgment, including reliance on City technical personnel from other departments and review of all technical subconsultant reports.

Data for this DEIR derive from onsite field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (aesthetics, air quality, biological resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, noise, population and housing, transportation, tribal cultural resources, utilities and service systems, and wildfire).

1.2 ENVIRONMENTAL PROCEDURES

This DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. CEQA established six main objectives for an EIR:

1. Disclose to decision makers and the public the significant environmental effects of proposed activities.
2. Identify ways to avoid or reduce environmental damage.
3. Prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. Disclose to the public reasons for agency approval of projects with significant environmental effects.
5. Foster interagency coordination in the review of projects.
6. Enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation in CEQA and the CEQA Guidelines; it is intended to provide an objective, factually supported analysis and full disclosure of the environmental consequences of a proposed project with the potential to result in significant, adverse environmental impacts.

An EIR is one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Before approving a proposed project, the lead agency must consider the information in the EIR; determine whether the EIR was prepared in accordance with CEQA and the CEQA Guidelines; determine that it reflects the independent judgment of the lead agency; adopt findings concerning the project's significant environmental impacts and alternatives; and adopt a statement of overriding considerations if significant impacts cannot be avoided.

1.3 PROJECT SUMMARY

In conjunction with the Wildomar Trail Town Center Mixed-Use Project, the City will initiate a General Plan Amendment (GPA) and Change of Zone of approximately 10 acres of the Prielipp-Yamas Property ("Prielipp-Yamas Property Rezone") to comply with the no-net-housing loss provisions of the Government Code. Collectively, the Wildomar Trail Town Center Mixed-Use Project and the Prielipp-Yamas Property Rezone are referred to herein as the "project" unless the context clearly indicates otherwise.

Wildomar Trail Town Center Mixed-Use Project

The proposed project would allow development of a mixed-use master plan on an approximately 25.8-acre site which would include 41,609 square feet of commercial retail, 72,000 square feet of professional office, and 152 townhome/condominium residential units, with full on-site/off-site improvements. The proposed retail area would include a market, restaurant, shops, gas station/mini-mart, and car wash.

Prielipp-Yamas Property Rezone

Because the proposed project would reduce the designated housing units for the project site as identified in Table HNA-25 of the 2013-2021 *City of Wildomar Housing Element*, and to comply with Government Code Section 65863(C)(1) (SB 166 No-Net-Housing Loss), the City will initiate a General Plan Amendment to change the existing land use designation of the Prielipp-Yamas Property from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10 acres of the 20-acre site on the northern portion of the property.

1.4 PROJECT LOCATION

Wildomar Trail Town Center Mixed-Use Project

The project site (Assessor Parcel Numbers [APNs]: 376-190-002 and 376-180-006) is within the City of Wildomar in western Riverside County, as shown in Figure 1-1, *Regional Location*. The project site is bound to the north by Wildomar Trail, a single-family residential neighborhood to the east and southeast, Cervera Road to the southwest, and Central Avenue to the west. Interstate 15 (I-15) is approximately 445 feet to the east of the site.

Prielipp-Yamas Property Rezone

The approximately 20-acre Prielipp-Yamas Property (APN 380-250-019) is located in the southeastern portion of the City, and is bound by Yamas Drive to the west and Prielipp Road to the south (see Figure 1-1).

Figure 1-2a, *Mixed-Use Site Aerial Photograph,* and Figure 1-2b, *Prielipp-Yamas Property Aerial Photograph,* show the satellite view of the sites.

1.4.1 EIR Format

Chapter 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Chapter 2. Introduction: Describes the purpose of this EIR, background on the project, the notice of preparation, the use of incorporation by reference, and Final EIR certification.

Chapter 3. Project Description: A detailed description of the project, including its objectives, its area and location, approvals anticipated to be required as part of the project, necessary environmental clearances, and the intended uses of this EIR.

Chapter 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the notice of preparation was published, from local and regional perspectives. These provide the baseline physical conditions from which the lead agency determines the significance of the project's environmental impacts.

Chapter 5. Environmental Analysis: Each environmental topic is analyzed in a separate section that discusses: the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance after mitigation is incorporated; and the potential cumulative impacts of the proposed project and other existing, approved, and proposed development in the area.

Chapter 6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts: Describes the significant unavoidable adverse impacts and significant irreversible environmental changes associated with the project. Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Chapter 7. Alternatives to the Proposed Project: Describes the alternatives and compares their impacts to the impacts of the proposed project. Alternatives include the No Project Alternative and a Reduced Intensity Alternative.

Chapter 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

Chapter 9. Organizations Consulted and Qualifications of Preparers: Lists the people and organizations that were contacted during the preparation of this EIR, as well as the people who prepared this EIR for the proposed project.

Appendices: The appendices for this document (in PDF format on a CD attached to the front cover) comprise these supporting documents:

- Appendix 2-1: NOP and NOP Comments
- Appendix 2-2: Distribution List
- Appendix 5.2-1: Air Quality and Greenhouse Gas Analysis
- Appendix 5.2-2: Air Toxic and Criteria Pollutant Health Risk Assessment
- Appendix 5.3-1: MSHCP Consistency Analysis
- Appendix 5.3-2: Burrowing Owl Survey
- Appendix 5.3-3: Determination of Biologically Equivalent or Superior Preservation
- Appendix 5.3-4: Habitat Assessment and Focused Burrowing Owl Survey
- Appendix 5.6-1: Phase I ESA
- Appendix 5.7-1: Technical Drainage Study
- Appendix 5.7-2: Project Specific Water Quality Management Plan
- Appendix 5.9-1: Noise and Vibration Impact Analysis
- Appendix 5.11-1: Traffic Impact Study
- Appendix 5.11-2: Vehicle Miles Traveled Analysis
- Appendix 8-1: Cultural Resources Assessment
- Appendix 8-2: Geotechnical Investigation and Percolation Test Results

1.4.2 Type and Purpose of This DEIR

This DEIR has been prepared as a "Project EIR," defined by Section 15161 of the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3) for the analysis of the proposed Wildomar Trail Town Center Mixed-Use project. This type of EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation.

Moreover, this DEIR analyzes the General Plan Amendment and Change of Zone for the Prielipp-Yamas Property programmatically, which is more conceptual than the analysis of a Project EIR, and provides general discussions of impacts, alternatives, and mitigation measures.

1.4.3 Impacts Considered Less Than Significant

Chapter 8 of this DEIR lists the following environmental topics that would not result in any significant impacts: Agriculture and Forestry Resources, Cultural Resources, Geology and Soils, Mineral Resources, Public Services, and Recreation. Therefore, these topics are not discussed in detail in Chapter 5 of this DEIR.

Figure 1-1 - Regional Location



Source: Nearmap, 2020

PlaceWorks

1. Executive Summary

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Figure 1-2a - Mixed-Use Site Aerial Photograph



Project Boundary

0 600
Scale (Feet)

Source: Nearmap, 2020

PlaceWorks

1. Executive Summary

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Figure 1-2b - Prielipp-Yamas Property Aerial Photograph



Source: Nearmap, 2020

PlaceWorks

1. Executive Summary

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1.4.4 Unavoidable Significant Adverse Impacts

If the City, as the lead agency, determines that unavoidable significant adverse impacts would result from the proposed project, the City must prepare a "Statement of Overriding Considerations" before it can approve the proposed project. A Statement of Overriding Considerations is a statement made by the decision-making body indicating that is has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits of the proposed project outweigh the adverse effects, and therefore, the adverse effects are considered acceptable.

1.5 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this DEIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the DEIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.6 AREAS OF CONTROVERSY

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. Prior to preparation of the DEIR, the Notice of Preparation (NOP) was distributed for comment from September 17, 2020 to October 16, 2020. A public scoping meeting was held by the City of Wildomar, via teleconference, on October 5, 2020. A total of six agencies/interested parties responded to the NOP. Table 2-1, *NOP Comment Letters Received,* summarizes the comments received during the NOP period.

1.7 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-1, *Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project,* summarizes the conclusions of the environmental analysis

contained in this EIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
Impact 5.1-1: The proposed project would alter the visual appearance of the project site.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.1-2: The proposed project would not alter scenic resources within a state scenic highway.	No Impact	No mitigation measures are required.	No Impact
Impact 5.1-3: The proposed project would generate additional light and glare.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.2 AIR QUALITY			
Impact 5.2-1: Construction activities associated with the proposed project would not generate short-term emissions in exceedance of SCAQMD's threshold criteria.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.2-2: Long-term operation of the project would generate additional vehicle trips and associated emissions in exceedance of SCAQMD's threshold criteria.	Potentially Significant Impact	AQ-1 Construction Equipment. Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of	Less Than Significant Impact

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.	
Impact 5.2-3: The proposed project could expose sensitive receptors to substantial pollutant concentrations.	Less Than Significant Impact	No mitigation measures are required.		Less Than Significant Impact
Impact 5.2-4: The proposed project is not consistent with the applicable air quality management plan.	Potentially Significant Impact	AQ-1	Construction Equipment. Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site	Less Than Significant Impact

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.	
5.3 BIOLOGICAL RESOURCES				
Impact 5.3-1: Development of the proposed project could impact the MSHCP-covered species.	Potentially Significant Impact	BIO-1	Prior to vegetation clearance and grading, the Project applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following: ▪ The survey shall be conducted no more than three days prior to the initiation of clearance/construction work; ▪ If pre-construction surveys indicate that bird nests are not present or active inactive, or if potential habitat is unoccupied, no further mitigation is required;	Less Than Significant Impact

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		▪ If active nests of birds are found during the surveys, a species-specific no disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (no longer reliant upon the nest).	
		BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.	
		BIO-3 In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the project's landscape plan shall exclude invasive species such as crimson fountain grass (*Pennisetum setaceaum),* pampas grass (*Cortaderia selloana),* giant reed (*Arundo donax)*, tree of heaven (*Ailanthus altissima)*, Eucalyptus, acacia groundcovers (*Acacia* sp.), and other ornamental landscape elements, in accordance with the *Invasive Plants List* referenced by the MSHCP.	

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
		BIO-4	The project applicant shall implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.	
Impact 5.3-2: Development of the proposed project would result in the loss of riparian/riverine areas.	Potentially Significant Impact	BIO-5	The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite 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. 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) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. 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.	Less Than Significant Impact
Impact 5.3-3: The proposed project would impact approximately 0.72 acre of jurisdictional waters as a result of project implementation.	Potentially Significant Impact	BIO-5	The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite 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. 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	Less Than Significant Impact

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		enhancement of similar habitat within the Santa Margarita Watershed or an adjacent watershed pursuant to a Habitat Mitigation and Monitoring Plan (HMMP) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. 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 5.3-4: The proposed project would not affect wildlife movement within the City.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.3-5: The proposed project would require compliance with the MSHCP.	Potentially Significant Impact	BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.	Less Than Significant Impact

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
5.4 ENERGY				
Impact 5.4-1 Project construction and operation would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.	Less Than Significant Impact	No mitigation measures are required.		Less Than Significant Impact
Impact 5.4-2 The proposed project would not conflict with or obstruct a state or local plan for renewable energy efficiency.	Less Than Significant Impact	No mitigation measures are required.		Less Than Significant Impact
5.5 GREENHOUSE GAS EMISSIONS				
Impact 5.5-1: Implementation of the project would generate a substantial increase in the magnitude of GHG emissions.	Potentially Significant Impact	AQ-1	Construction Equipment. Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings	Significant and unavoidable

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.	
		GHG-1 Transportation Demand Management (TDM) Program. The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented: i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building. ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees.	

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.	
Impact 5.5-2: Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	Potentially Significant Impact	AQ-1	Construction Equipment. Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction	Significant and unavoidable

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		equipment, and/or limiting the number of daily construction haul truck trips to and from the project site. GHG-1 Transportation Demand Management (TDM) Program. The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented: i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building. ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees. iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.	

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.6 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.6-1: Project construction and operations of the proposed project could involve the transport, use, and/or disposal of hazardous materials; however, compliance with existing local, state, and federal regulations would ensure impacts are minimized.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.6-2: The project site is not on a list of hazardous materials sites.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.6-3: The project site is not located in the vicinity of an airport or within the jurisdiction of an airport land use plan.	No Impact	No mitigation measures are required.	No Impact
Impact 5.6-4: Project development would not affect the implementation of an emergency responder or evacuation plan.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.6-5: The project site is in a designated Very High Fire Hazard Severity Zone and could expose structures and/or residences to fire danger.	Potentially Significant	HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49. HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	Less Than Significant

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.7 HYDROLOGY AND WATER QUALITY			
Impact 5.7-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.7-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.7-3: The proposed project would not substantially alter the existing drainage pattern of the site or area which would result in substantial erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, create or contribute to runoff which would exceed the capacity of existing or planned stormwater drainage systems, or impede flood flows.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.7-4: The proposed project would not, in a flood hazard, tsunamic, or seiche zones, risk release of pollutants due to project inundation.	No Impact	No mitigation measures are required.	No Impact
Impact 5.7-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.8 LAND USE AND PLANNING			
Impact 5.8-1: Project implementation would not divide an established community.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.8-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.9 NOISE			
Impact 5.9-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.9-2: Project implementation would result in long-term operation-related noise that would exceed local standards.	Potentially Significant	NOI-1 A 10-foot high wall extending from the exit of the carwash to the commercial driveway shall be constructed in order to reduce daytime noise levels. NOI-2 In order to reduce nighttime noise levels, carwash operations shall be restricted to the hours of 7:00 a.m. to 10 p.m.	Less Than Significant Impact
Impact 5.9-3: The project would not create excessive short-term or long-term groundborne vibration.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.9-4: The proximity of the project site to an airport or airstrip would not result in exposure of future residents or workers to airport-related noise.	No Impact	No mitigation measures are required.	No Impact.
5.10 POPULATION AND HOUSING			
Impact 5.10-1: The proposed project would directly result in population growth of approximately 503 residents and 305 employees on the project site but would not induce substantial additional growth.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.10-2: Project implementation would not result in displacing people and/or housing.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.11 TRANSPORTATION			
Impact 5.11-1: The project could potentially conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.11-2: The project would not conflict with or be inconsistent with CEQA Guidelines § 15064.3 subdivision (b).	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.11-3: Project circulation improvements have been incorporated to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.12 TRIBAL CULTURAL RESOURCES			
Impact 5.12-1: The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	Potentially Significant Impact	TRI-1 Inadvertent Archeological Find. If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s). a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find.	Less Than Significant Impact.

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

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

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council. TRI-2 Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries: a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department: i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request. iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of	

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report. TRI-3 Archaeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources. The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors. The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition. In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include: a. Project grading and development scheduling;	

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. TRI-4 Native American Monitoring (Pechanga). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist. TRI-5 Native American Monitoring (Soboba). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials,	

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist. TRI-6 Archeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s). TRI-7 Human Remains. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage	

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Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. TRI-8 Non-Disclosure of Reburial Locations. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).	
5.13 UTILITIES AND SERVICE SYSTEMS			
Impact 5.13-1: Project-generated wastewater could be adequately treated by the wastewater service providers for the project.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.13-2: Water supply and delivery systems are adequate to meet project requirements.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.13-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.13-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.14 WILDFIRE			
Impact 5.14-1: Implementation of the proposed project would not substantially impair an	Potentially Significant Impact	HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California	Less Than Significant Impact

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
adopted emergency response plan or emergency evacuation plan.			Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	
		HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	
Impact 5.14-2: The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to elevated particulate concentrations from a wildfire.	Potentially Significant Impact	HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	Less Than Significant Impact

1. Executive Summary

Table 1-1 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Wildomar Trail Town Center Mixed-Use Project

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
		HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	
Impact 5.14-3: The proposed project would require the installation and maintenance of associated infrastructure but would not exacerbate fire risk or result in temporary or ongoing impacts to the environment.	Potentially Significant Impact	HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	
		HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	
Impact 5.14-4: The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.	Less Than Significant Impact	No mitigation measures are required.		Less Than Significant Impact

Additionally, Table 1-2, *Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property,* summarizes the conclusions of the environmental analysis contained in this EIR. As stated in the EIR, future development on the Property would require a separate environmental analysis, in which appropriate mitigation measures would be identified, as applicable. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
Impact 5.1-1: The proposed project would alter the visual appearance of the project site.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.1-2: The proposed project would not alter scenic resources within a state scenic highway.	No Impact	No mitigation measures are required.	No Impact
Impact 5.1-3: The proposed project would generate additional light and glare.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.2 AIR QUALITY			
Impact 5.2-1: Construction activities associated with the proposed project would not generate short-term emissions in exceedance of SCAQMD's threshold criteria.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.2-2: Long-term operation of the project would generate additional vehicle trips and associated emissions in exceedance of SCAQMD's threshold criteria.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.2-3: The proposed project could expose sensitive receptors to substantial pollutant concentrations.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.2-4: The proposed project is consistent with the applicable air quality management plan.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.3 BIOLOGICAL RESOURCES			
Impact 5.3-1: Development of the proposed project could impact the MSHCP-covered species.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.3-2: Development of the proposed project would not result in the loss of riparian/riverine areas.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.3-3: The proposed project would not impact wetlands.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.3-4: The proposed project would not affect wildlife movement within the City.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.3-5: The proposed project would require compliance with the MSHCP.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.4 ENERGY			
Impact 5.4-1 Project construction and operation would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.4-2 The proposed project would not conflict with or obstruct a state or local plan for renewable energy efficiency.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.5 GREENHOUSE GAS EMISSIONS			
Impact 5.5-1: Implementation of the project would not generate a substantial increase in the magnitude of GHG emissions.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.5-2: Implementation of the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.6 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.6-1: Project construction and operations of the proposed project could involve the transport, use, and/or disposal of hazardous materials; however, compliance with existing local, state, and federal regulations would ensure impacts are minimized.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.6-2: The project site is not on a list of hazardous materials sites.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.6-3: The project site is not located in the vicinity of an airport or within the jurisdiction of an airport land use plan.	No Impact	No mitigation measures are required.	No Impact
Impact 5.6-4: Project development would not affect the implementation of an emergency responder or evacuation plan.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.6-5: The project site is not in a designated Very High Fire Hazard Severity Zone and would not expose structures and/or residences to fire danger.	Potentially Significant	HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	Less Than Significant

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	
5.7 HYDROLOGY AND WATER QUALITY			
Impact 5.7-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.7-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.7-3: The proposed project would not substantially alter the existing drainage pattern of the site or area which would result in substantial erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, create or contribute to runoff which would exceed the capacity of existing or planned stormwater drainage systems, or impede flood flows.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.7-4: The proposed project would not, in a flood hazard, tsunamic, or seiche zones, risk release of pollutants due to project inundation.	No Impact	No mitigation measures are required.	No Impact

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.7-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.8 LAND USE AND PLANNING			
Impact 5.8-1: Project implementation would not divide an established community.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.8-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.9 NOISE			
Impact 5.9-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.9-2: Project implementation would result in long-term operation-related noise that would exceed local standards.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.9-3: The project would not create excessive short-term or long-term groundborne vibration.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.9-4: The proximity of the project site to an airport or airstrip would not result in exposure of future residents or workers to airport-related noise.	No Impact	No mitigation measures are required.	No Impact.
5.10 POPULATION AND HOUSING			
Impact 5.10-1: The proposed project would directly result in population growth (residents and employees) on the project site but would not induce substantial additional growth.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.10-2: Project implementation would not result in displacing people and/or housing.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.11 TRANSPORTATION			
Impact 5.11-1: The project could potentially conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.11-2: The project would not conflict with or be inconsistent with CEQA Guidelines § 15064.3 subdivision (b).	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.11-3: Project circulation improvements have been incorporated to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.12 TRIBAL CULTURAL RESOURCES			
Impact 5.12-1: The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	Potentially Significant Impact	TRI-1 Inadvertent Archeological Find. If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s). g. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find. h. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the	Less Than Significant Impact.

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

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

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		TRI-2 Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries: b. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department: i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request. iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report. TRI-3 Archaeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources. The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors. The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition. In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include: d. Project grading and development scheduling;	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		e. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; f. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. TRI-4 Native American Monitoring (Pechanga). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist. TRI-5 Native American Monitoring (Soboba). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist. TRI-6 Archeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s). TRI-7 Human Remains. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.	

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		TRI-8 Non-Disclosure of Reburial Locations. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).	
5.13 UTILITIES AND SERVICE SYSTEMS			
Impact 5.13-1: Project-generated wastewater could be adequately treated by the wastewater service providers for the project.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.13-2: Water supply and delivery systems are adequate to meet project requirements.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.13-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
Impact 5.13-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste.	Less Than Significant Impact	No mitigation measures are required.	Less Than Significant Impact
5.14 WILDFIRE			
Impact 5.14-1: Implementation of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.	Potentially Significant Impact	HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and	Less Than Significant Impact

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	
		HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	
Impact 5.14-2: The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to elevated particulate concentrations from a wildfire.	Potentially Significant Impact	HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	Less Than Significant Impact
		HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	

1. Executive Summary

Table 1-2 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation for Prielipp-Yamas Property

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
Impact 5.14-3: The proposed project would require the installation and maintenance of associated infrastructure but would not exacerbate fire risk or result in temporary or ongoing impacts to the environment.	Potentially Significant Impact	HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	
		HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	
Impact 5.14-4: The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.	Less Than Significant Impact	No mitigation measures are required.		Less Than Significant Impact

2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This draft environmental impact report (DEIR) has been prepared to satisfy CEQA and the CEQA Guidelines. The environmental impact report (EIR) is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of all past, present, and reasonably foreseeable future projects.

The lead agency means "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment" (CEQA § 21067). The City of Wildomar has the principal responsibility for approval of the Wildomar Trail Town Center Mixed-Use project. For this reason, the City of Wildomar is the CEQA lead agency for this project.

The intent of the DEIR is to provide sufficient information on the potential environmental impacts of the proposed Wildomar Trail Town Center Mixed-Use Project to allow the City of Wildomar to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the City are described in Section 3.4, *Intended Uses of the EIR*.

This DEIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code, §§ 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations, §§ 15000 et seq.)

The overall purpose of this DEIR is to inform the lead agency, responsible agencies, decision makers, and the general public about the environmental effects of the development and operation of the proposed Wildomar Trail Town Center Mixed-Use project. This DEIR addresses effects that may be significant and adverse; evaluates alternatives to the project; and identifies mitigation measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION

The City of Wildomar determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) on September 17, 2020 (see Appendix 2-1). Comments received during the NOP public review period, from September 17, 2020 to October 16, 2020, are in Appendix 2-1.

The NOP process helps determine the scope of the environmental issues to be addressed in the DEIR. Based on this process, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered Potentially Significant are addressed in this DEIR, but issues identified as Less Than Significant or No Impact are not.

The objective of distributing the NOP is to solicit public comment to identify and determine the full range and scope of issues of concern so that these issues might be fully examined in the EIR. Table 2-1, *NOP Comment Letters Received,* summarizes the comments received during the NOP period; the letters are included in Appendix 2-1.

Table 2-1 NOP Comment Letters Received

Agency/Organization/Individual	Date	Comments	Section of SEIR Comment is Addressed
Native American Heritage Commission (Andrew Green)	September 15, 2020	• Recommends consultation with traditionally and culturally affiliated tribes	• Chapter 5.12, Tribal Cultural Resources
Rincon Band of Luiseno Indians, Cheryl Madrigal	September 30, 2020	• Tribe has no comments but ask to be notified and involved in entire CEQA process	• Chapter 5.12, Tribal Cultural Resources
Inland Empire Biking Alliance, Marven E. Norman	October 5, 2020	• States that project should move bike accessibility in Wildomar forward • Recommends project includes biking as part of toolbox for lowering VMT	• Chapter 5.11, Transportation
Mitchell Tsai Attorneys on behalf of Southwest Carpenters	October 7, 2020	• Asks that City provides any and all information pertaining to project	• N/A
South Coast Air Quality Management District, Lijin Sun	October 14, 2020	• Recommendations for air quality impacts and analyses	• Chapter 5.2, Air Quality
Mitchell Tsai Attorneys on behalf of Southwest Carpenters	October 14, 2020	• States that City should consider proposing that Applicant provide additional community benefit such as requiring local hire and use of a skilled and trained workforce • States that City should require project to be built to standards exceeding the 2019 California Green Building Code and 2020 County of Los Angeles Green Building Standards Code to mitigate project's environmental impacts • States that the City is required to adopt a Mandatory Finding of Significance that the project may cause a substantial adverse effect on human beings and	• N/A • Chapter 5.4, Energy • Chapter 5.8, Land Use • Chapter 5.10, Population and Housing

Table 2-1 NOP Comment Letters Received

Agency/Organization/Individual	Date	Comments	Section of SEIR Comment is Addressed
		mitigate COVID-19 impacts • Requests all and any information about project • States EIR should review project's consistency with reginal housing plans • Requests to receive all notices in regards to project • States that the EIR should analyze environmental impacts of future development on Prielipp-Yamas Drive Property	

2.3 SCOPE OF THIS DEIR

The scope of the DEIR was determined based on the comments received in response to the NOP, and comments received at the scoping meeting conducted by the City. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the DEIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to levels of insignificance.

2.3.1 Impacts Considered Less Than Significant

During preparation of the technical studies, the City determined that six environmental impact categories were not significantly affected by or did not affect the proposed Wildomar Trail Town Center Mixed-Use project. These categories are not discussed in detail in this DEIR (see Chapter 8, *Impacts Found Not to be Significant*).

- Agriculture and Forestry Resources
- Cultural Resources
- Geology and Soils
- Mineral Resources
- Public Services
- Recreation

2.3.2 Potentially Significant Adverse Impacts

The City determined that 14 environmental factors have potentially significant impacts if the proposed project is implemented.

- Aesthetics
- Air Quality
- Biological Resources

- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

2.3.3 Unavoidable Significant Adverse Impacts

This DEIR identifies two significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. The City must prepare a "statement of overriding considerations" before it can approve the project, attesting that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits outweigh the adverse effects, and therefore the adverse effects are considered acceptable. The impacts that were found in the DEIR to be significant and unavoidable are:

- **Impact 5.5-1:** Implementation of the project would generate a substantial increase in the magnitude of GHG emissions.
- **Impact 5.5-2:** Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

2.3.4 Subsequent Environmental Analysis

Section 15183 of the CEQA Guidelines mandates that projects "…which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." It is the expectation of the City of Wildomar that additional environmental analysis for projects within the proposed project will either be unnecessary or limited to project-specific analysis. Each development application must demonstrate consistency with the project approvals and this EIR, including substantial evidence to support the findings.

2.4 INCORPORATION BY REFERENCE

Some documents are incorporated by reference into this DEIR, consistent with Section 15150 of the CEQA Guidelines, and they are available for review at the City.

- City of Wildomar General Plan
- City of Wildomar Zoning Code (Title 17, City of Wildomar Municipal Code)
- City of Wildomar Development Standards (Title 17, City of Wildomar Municipal Code)
- City of Wildomar Commercial Design Guidelines (Title 17, City of Wildomar Municipal Code)
- City of Wildomar Multi-Family Residential Design Guidelines (Title 17, City of Wildomar Municipal Code)

2.5 AVAILABILITY

Notification of availability of EIR for review was distributed to public agencies and members of the public who expressed an interest in receiving the document. A list of all who received the Draft EIR is included as Appendix 2-2 to this EIR. An electronic copy of the EIR and associated Notice of Completion was sent to the California Office of Planning and Research (OPR) Clearinghouse for distribution pursuant to CEQA Guidelines 15087.

The EIR is available to the general public for review at various locations:

- On the City's website: http://www.cityofwildomar.org/cms/One.aspx?portalId=9894827&pageId=10911316
- In person at the City of Wildomar, Planning Department: 23873 Clinton Keith Road, Suite 201, Wildomar, California, 92595

This DEIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the DEIR to the City address shown on the title page of this document.

2.6 FINAL EIR CERTIFICATION

A Final EIR (FEIR) will incorporate the received comments, responses to the comments, and any changes to the DEIR that result from comments. The FEIR will be presented to the City for potential certification as the environmental document for the project. All persons who comment on the DEIR will be notified of the availability of the FEIR and the date of the public hearing before the City.

2.7 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring and reporting program for any project for which it has made findings pursuant to Public Resources Code Section 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR.

2. Introduction

The Mitigation Monitoring and Reporting Program (MMRP) for the proposed project will be completed as part of the Final EIR, prior to consideration of the project by the City of Wildomar City Council.

3. Project Description

3.1 INTRODUCTION

The term "project," as defined by the California Environmental Quality Act (CEQA) Guidelines, means "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700" (CEQA Guidelines, §15378(a)). The CEQA Guidelines further explain that a "project" refers to the activity that is being approved and that may be subject to several discretionary approvals by governmental agencies (CEQA Guidelines §15378(c)).

3.2 DESCRIPTION OF PROJECT

The proposed project has two related components: the Wildomar Trail Town Center Mixed-Use project and the Prielipp-Yamas Property Rezone.

Wildomar Trail Town Center Mixed-Use Project

The proposed Wildomar Trail Town Center Mixed-Use project would allow for the development of a mixed-use project on an approximately 25.8-acre vacant site (APN 376-190-002 and 376-180-006) which would include 41,609 square feet of commercial retail, 72,000 square feet of professional office, and 152 townhome/condominium residential units, with full on-site/off-site improvements. The following project actions are requested of the City by the applicant and reviewed in this EIR:

Change of Zone

The proposed project requires the approval of a zone change on a 6.07-acre portion of the site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) to accommodate the 152-unit townhome/condominium component, and to remove the Mixed-Use Overlay Zone for the entire site.

Tentative Tract Map

The proposed project would require approval of a Tentative Tract Map to subdivide the 25.8-acre site into six lots for commercial retail and office purposes and one lot for condominium purposes to develop a 152-unit townhome project with amenities.

3. Project Description

Conditional Use Permit

The proposed project requires approval of a conditional use permit (CUP) to establish a gas station/mini-mart with concurrent beer and wine sales in accordance with Section 17.248 of the Wildomar Municipal Code, and in compliance with the City's adopted commercial design standards and guidelines.

Variance

The proposed project includes a request for a 35-foot height variance for a single freeway sign on the east site of the project area along the I-15 freeway. Chapter 17.252, Sign Regulations, of the Wildomar Municipal Code only allows a freeway sign height of 45 feet, and the project is proposing 80 feet.

Plot Plan

The proposed project includes a plot plan to develop the retail portions of the site including a gas station/mini-mart, restaurants, shops, and car wash, as well as the professional office uses with on-site and off-site improvements. All development has been designed to comply with the City's commercial design standards and guidelines. Additionally, the proposed project would require approval of a final site plan for development of the 6.07-acre site consisting of a 152-unit townhome/condominium development, including site planning, architecture, landscaping, parking, etc. consistent with the City's residential design guidelines and standards.

Figure 3-1, *Conceptual Site Plan,* shows the proposed site plan for the project site. The proposed mixed-use project would be developed in four phases, as shown in Figure 3-2, *Project Phasing*.

- **Phase 1** would consist of approximately 5.09 acres and will include development of the gas station/mini-mart (with alcohol sales), car wash, and water detention basin.
  - **Project Design Feature.** Intersection #3 (Central Avenue and Wildomar Trail) would be signalized during Phase 1. Central Avenue and Wildomar Trail along the property frontage will be improved for a raised median, two eastbound travel lanes and exclusive eastbound and westbound left turn pockets at the intersection of Central Avenue and Wildomar Trail. The two through lanes east of this intersection will transition to an eastbound lane and exclusive right turn at the intersection of Wildomar Trail and I-15 southbound ramps.

- **Phase 2** would consist of approximately 6.62 acres and include development of multi-tenant commercial retail shops, restaurant pads, and a market.

- **Phase 3** would consist of approximately 6.26 acres and includes development of two office buildings.

- **Phase 4** would consist of 7.79 acres and includes development of 152 townhome/condominium residential units.

Conditions of Approval

Table 3-1, *Summary of Conditions of Approval for Traffic Impacts,* shows the proposed conditions of approval for intersections within the project area.

Table 3-1 Summary of Conditions of Approval for Traffic Impacts

Intersection	Improvement	Responsibility
Central Avenue and Palomar Street	Widen intersection to provide an exclusive left turn lane, two through lanes, and an exclusive right turn lane at each of the approaches.	DIF
Central Avenue and Wildomar Trail	Signalize intersection and widen westbound approach to provide an additional through lane.	PDF
I-15 Southbound Ramps at Wildomar Trail	Signalize and widen westbound approach to add a second through lane and reconfigure eastbound approach to provide a through lane and a shared through-right lane.	TUMF
I-15 Northbound Ramps at Wildomar Trail	Signalize and widen westbound approach to add a second through lane and widen the eastbound approach to add a second through lane and an exclusive right turn lane.	TUMF
Monte Vista and Wildomar Trail	Signalize the intersection and widen the eastbound approach to provide an exclusive left turn lane.	DIF
Monte Vista Drive and Bundy Canyon Road	Signalize the intersection, widen the eastbound approach to provide two through lanes and an exclusive right turn lane, widen the westbound approach to provide two through lanes, and widen the northbound approach to provide exclusive left and right turn lanes.	DIF

Source: IEG, 2020
DIF – Development Impact Fee, PDF – Project Design Feature, TUMF – Transportation Uniform Mitigation Fee

Elevations

Gas Station/Mini-Mart

The proposed gas station/mini-mart would be a one-story building and would be 25 feet at its highest point. Figure 3-3, *Gas Station/Mini-Mart Elevation*, shows that the proposed building would include tan stucco, metal canopies, and brownish-gray stone veneer. The side elevation would include a landscaped trellis on the exterior of the building.

Retail

The proposed retail structures would be one-story and the tallest structure would be 32 feet at its highest point. The exterior facades of the structures would be cohesive and would consist of varying materials, such as metal canopies, landscaped trellises, fabric awnings, gray stone veneer, stucco, and brick, and would vary in paint color, such as tan, light and dark gray, and white. Figure 3-4a through Figure 3-4f, *Retail Elevation,* show the various elevations and façades for the retail buildings.

Office

The proposed office buildings would be three-stories and would be 49 feet and 6 inches at its highest point. As shown in Figure 3-5, *Office Elevation,* the proposed office buildings would have tan, white, and dark gray stucco, light gray stone veneer, and metal paneling.

Residential

The proposed townhomes/condominium would be 3-plexes to 6-plexes up to three stories tall, with a maximum height of 40 feet to the ridge of the roof. As shown in Figure 3-6a and Figure 3-6b, *Residential Elevation,* the exterior façades would vary in materials such as board and batten, trim, and metal, as well as in color/finishes such as light and dark brown, white, taupe, and gray.

Construction

Construction would involve removal of vegetation, grading to finished design elevations, excavation to allow construction of building foundations, utilities, roadways, parking areas, sidewalks, and landscaping. Equipment used during construction may include, but is not limited to, crawler, tractors, rubber-tired dozers, excavators, graders, scrapers, cranes, forklifts, generator sets, welders, pavers, paving equipment, rollers, and air compressors.

Operations

The proposed uses would generate 305 employees and 503 residents. Commercial retail operations would be 24 hours a day, 7 days a week, while professional offices are expected to operate from 6:00 AM to 7:00 PM on a daily basis. Property maintenance will occur during daylight hours and may include landscaping, leaf blowers, lawn mowers, and edgers. Parking lot sweeping typically occurs after normal business hours. Typically, before 6:00 AM and after 9:00 PM.

Prielipp-Yamas Property Rezone

The City Council has initiated a General Plan Amendment to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10-acres of the 20-acre site on the northeast corner of Prielipp Road and Yamas Drive (APN 380-250-019) as shown in Figure 3-7, *General Plan Land Use Designation.*

In addition to the General Plan amendment, the City will rezone the Prielipp-Yamas property from I-P (Industrial Park) to R-3 (General Residential), for approximately 10-acres of the 20-acre site on the northeast corner of Prielipp Road and Yamas Drive (APN 380-250-019), as shown in, Figure 3-8, *Zoning Designation.*

3.3 STATEMENT OF OBJECTIVES

Objectives for the Wildomar Trail Town Center Mixed-Use project and the Prielipp-Yamas Property Rezone will aid decision makers in their review of the project and associated environmental impacts:

1. Provide a freeway adjacent mixed-use project catering to both the residents of Wildomar and the travelling public.

2. Ensure that non-residential uses buffer the residential uses from the noise of I-15.

3. Add housing units to the City's housing stock.

4. Provide uses to serve the City's daytime population.

5. Provide additional office workspace in the City.

6. Increase employment opportunities by providing retail and professional office land uses.

7. Ensure that the City has vacant land designated and zoned for residential development sufficient to accommodate the City's remaining 2013-2021 Regional Housing Needs Assessment (RHNA) allocation.

3.4 INTENDED USES OF THE EIR

CEQA Guidelines, Section 15124(d) requires the lead agency to include in the project description a statement briefly describing the intended uses of the EIR. This DEIR examines the environmental impacts of the proposed project. The anticipated approvals required for the proposed project are:

- General Plan Amendment and Zone Change for the Prielipp-Yamas Property
- Change of Zone (CZ)
- Tentative Tract Map (TTM 37494)
- Conditional Use Permit (CUP)
- Plot Plan (PP)
- Final Site Plan of Development (FSPOD)

3. Project Description

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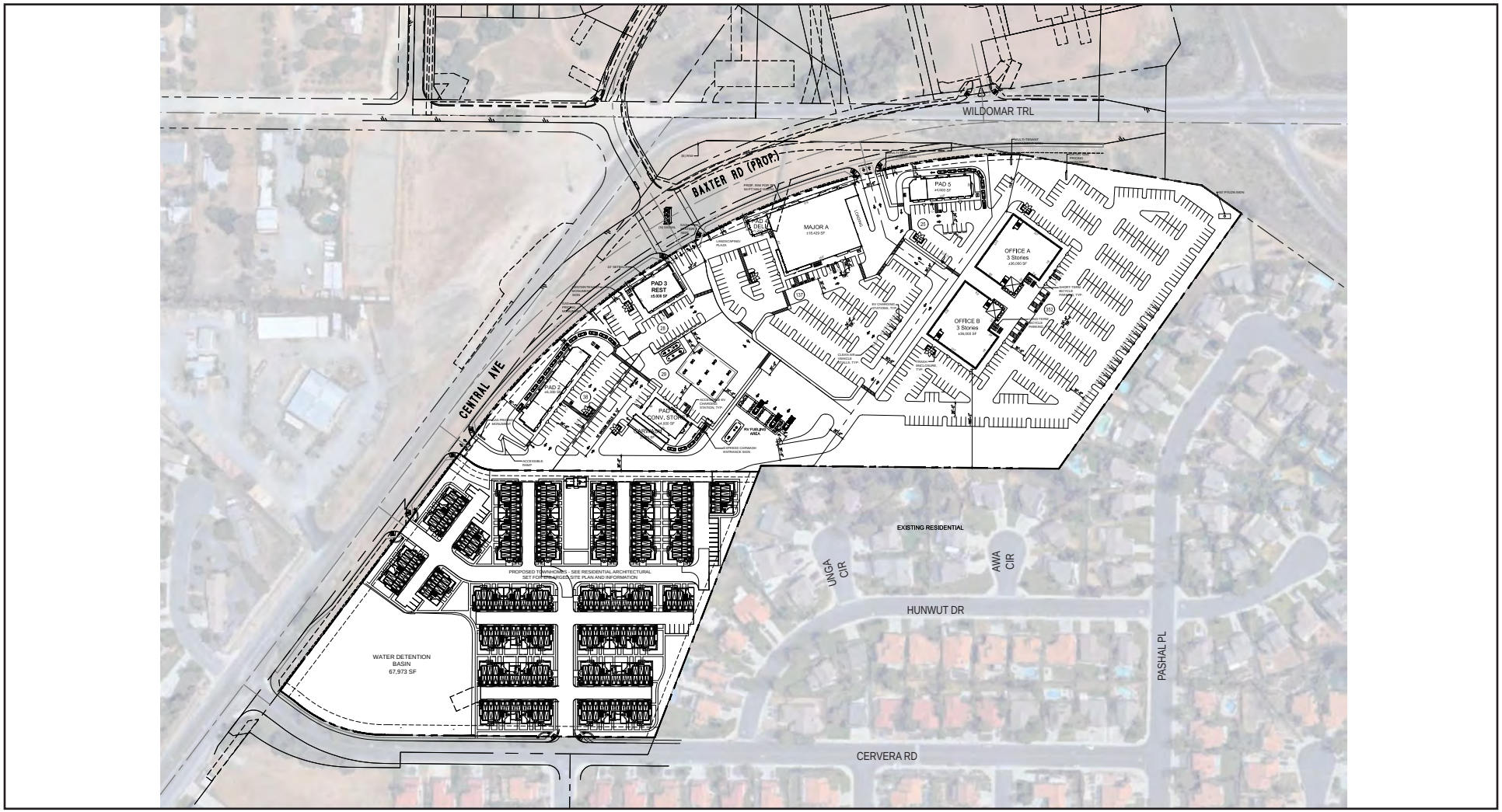
Figure 3-1 - Conceptual Site Plan



Source: ktgy, 2020

3. Project Description

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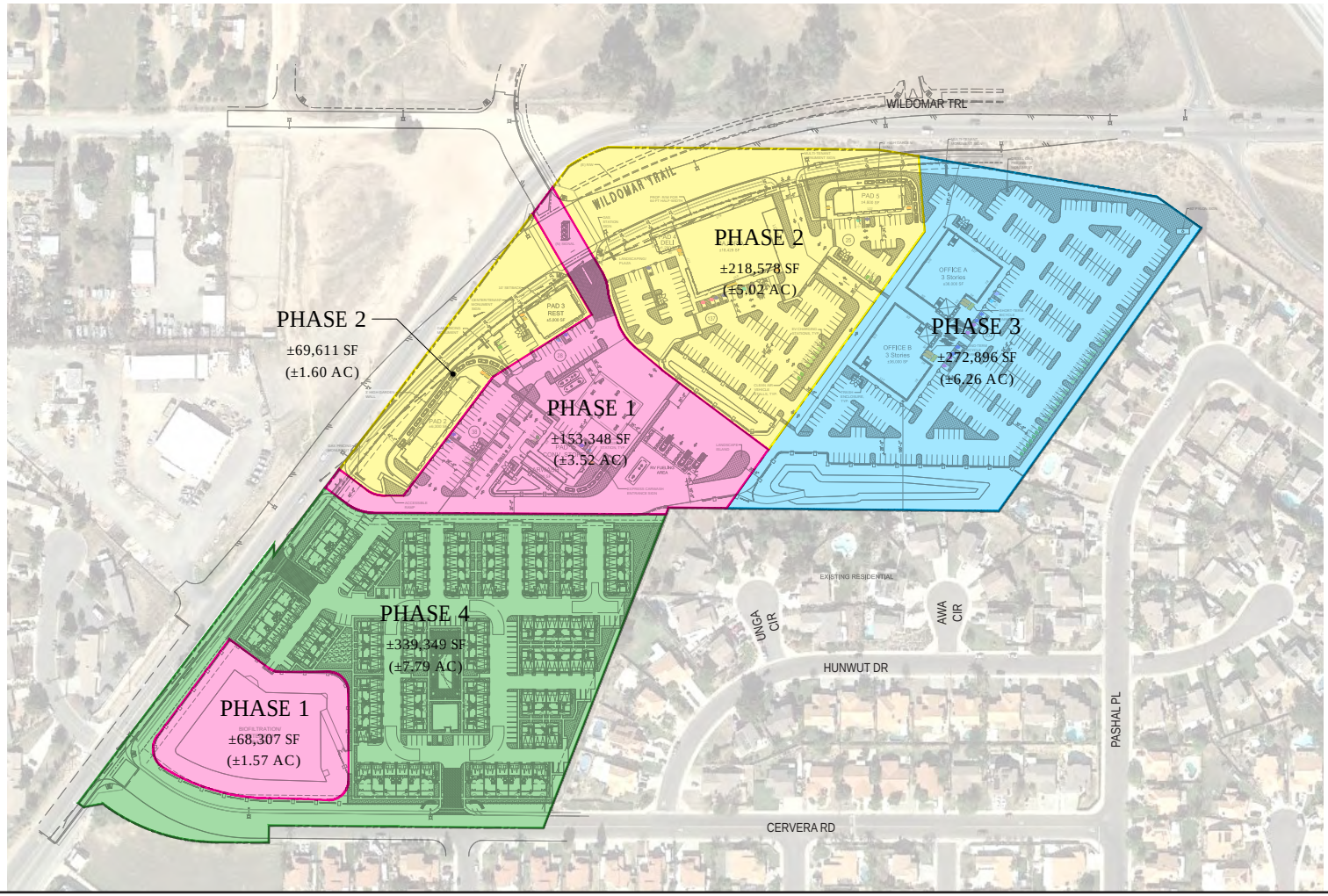
Figure 3-2 - Project Phasing



Source: ktgy, 2021

3. Project Description

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Figure 3-3 - Gas Station/Mini-Mart Elevation



Source: ktgy, 2020

3. Project Description

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Figure 3-4a - Retail Elevation - Major A



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Source: ktgy, 2020

3. Project Description

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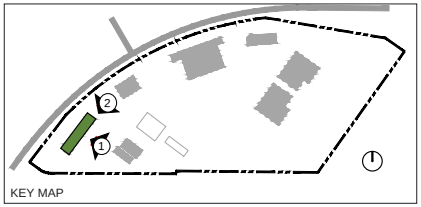
Figure 3-4b - Retail Elevation - Pad 2



Pad 2 - Front Elevation

Pad 2 - Side Elevation



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Scale (Feet)

Source: ktgy, 2021

3. Project Description

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Figure 3-4c - Retail Elevation - Pad 3



Pad 3 - Front Elevation

Pad 3 - Side Elevation



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Scale (Feet)

Source: ktgy, 2020

3. Project Description

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Figure 3-4d - Retail Elevation - Pad 4



Pad 4 - Front Elevation | **Pad 4 - Side Elevation** | **Pad 4 - Side Elevation**



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Scale (Feet)

Source: ktgy, 2020

3. Project Description

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Figure 3-4e - Retail Elevation - Pad 5



Source: ktgy, 2021

3. Project Description

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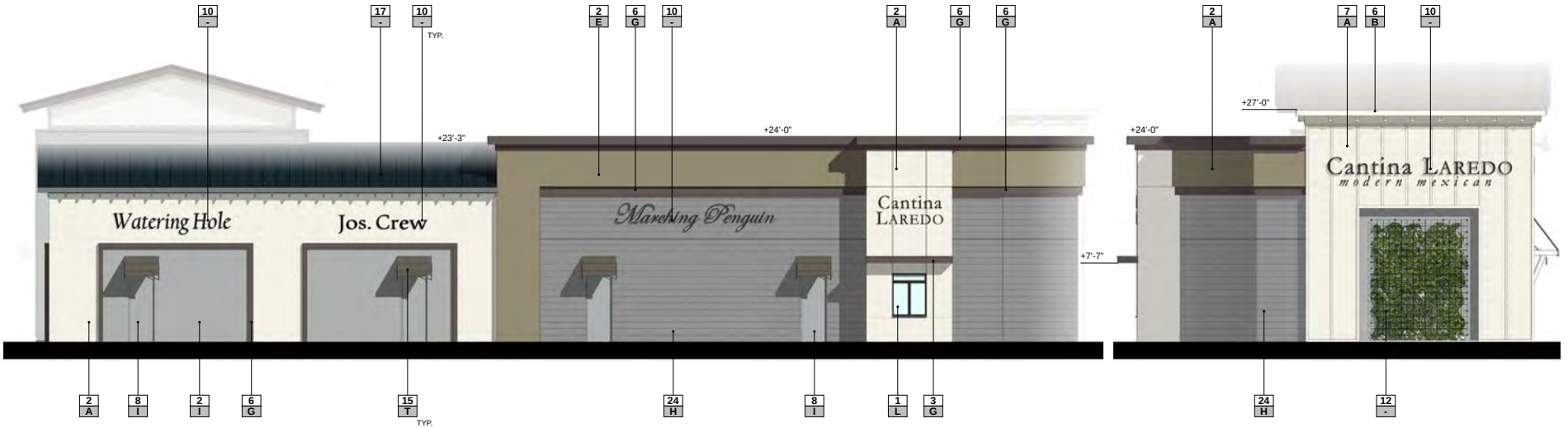
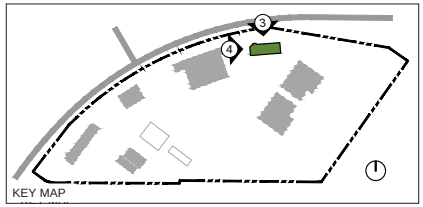
Figure 3-4f - Retail Elevation - Pad 5



Pad 5 - Front Elevation

Pad 5 - Side Elevation



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Scale (Feet)

Source: ktgy, 2021

3. Project Description

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Figure 3-5 - Office Elevation



Source: ktgy, 2020

3. Project Description

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Figure 3-6a - Residential Elevations



3 - REAR ELEVATION

D 4 | D 17 | C 17 | C 4 | C 10 | E 12



4 - SIDE ELEVATION

C 13



1 - FRONT ELEVATION

1 A | 2 C | 1 B | 8 - | 7 - | 3 H | 9 F

- 11 | D 10 | D 16 | G 5 | F 5 | I 6



2 - SIDE ELEVATION

MATERIALS

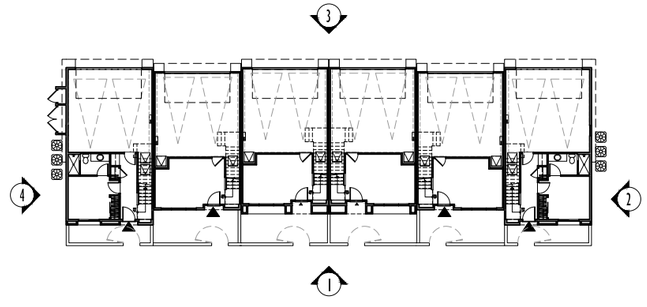
1. BOARD & BATTEN
2. FAUX WOOD CORNER TRIM
3. SHINGLE ROOF
4. TRIM/ SURROUND
5. ENTRY DOOR
6. STANDING SEAM METAL ROOF
7. FAUX VENT DETAIL
8. PAINTED VINYL WINDOW (MUNTINS AT HIGH-VISIBLE AREAS)
9. DECORATIVE SHUTTERS
10. WINDOW BOX PLANTER
11. DECO. LIGHT FIX. & ADDRESS SIGN
12. METAL SECTIONAL GARAGE DOOR
13. UTILITY DOOR
14. SLIDING GLASS DOOR
15. PORCHES WITH SIMPLE WOOD COLUMNS & KNEE BRACES
16. AWNING W/ WOOD OUTLOOKER/BRACE & BEAM
17. FAUX WOOD CORBELS
18. DECK METAL RAILING

FINISHES / COLORS

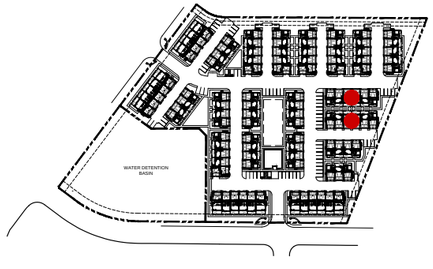
VARIES PER COLOR SCHEME

- A PRIMARY BOARD & BATTEN
- B SECONDARY BOARD & BATTEN
- C PRIMARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- D SECONDARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- E GARAGE DOOR COLOR
- F ENTRY DOOR COLOR/ SHUTTERS
- G ALT. ENTRY DOOR COLOR/ SHUTTERS
- H ROOF MATERIAL
- I ROOF MATERIAL

BUILDING KEY PLAN - SCALE: 1/16" = 1'-0"



SITE KEY PLAN - NTS



NOTE: COLOR SCHEME 1 DEMONSTRATED ON ELEVATIONS

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Scale (Feet)

Source: ktgy, 2021

3. Project Description

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Figure 3-6b - Residential Elevations



3 - REAR ELEVATION



4 - SIDE ELEVATION



1 - FRONT ELEVATION



2 - SIDE ELEVATION

MATERIALS

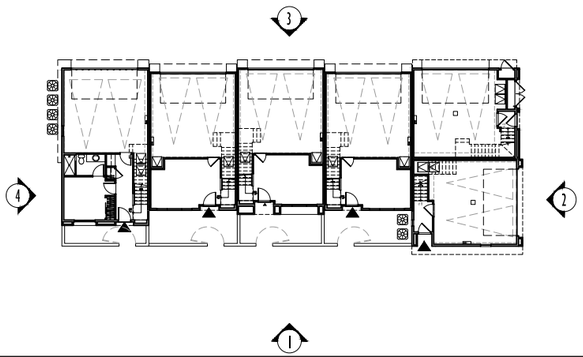
1. BOARD & BATTEN
2. FAUX WOOD CORNER TRIM
3. SHINGLE ROOF
4. TRIM/ SURROUND
5. ENTRY DOOR
6. STANDING SEAM METAL ROOF
7. FAUX VENT DETAIL
8. PAINTED VINYL WINDOW (MUNTINS AT HIGH-VISIBLE AREAS)
9. DECORATIVE SHUTTERS
10. WINDOW BOX PLANTER
11. DECO. LIGHT FIX. & ADDRESS SIGN
12. METAL SECTIONAL GARAGE DOOR
13. UTILITY DOOR
14. SLIDING GLASS DOOR
15. PORCHES WITH SIMPLE WOOD COLUMNS & KNEE BRACES
16. AWNING W/ WOOD OUTLOOKER/BRACE & BEAM
17. FAUX WOOD CORBELS
18. DECK METAL RAILING

FINISHES / COLORS

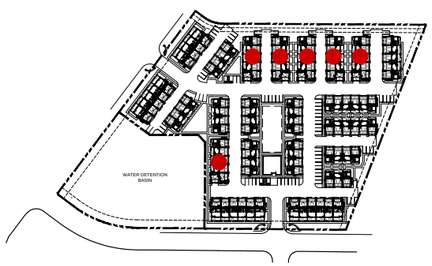
VARIES PER COLOR SCHEME

- A PRIMARY BOARD & BATTEN
- B SECONDARY BOARD & BATTEN
- C PRIMARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- D SECONDARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- E GARAGE DOOR COLOR
- F ENTRY DOOR COLOR/ SHUTTERS
- G ALT. ENTRY DOOR COLOR/ SHUTTERS
- H ROOF MATERIAL
- I ROOF MATERIAL

BUILDING KEY PLAN - SCALE: 1/16" = 1'-0"



SITE KEY PLAN - NTS



NOTE: COLOR SCHEME 2 DEMONSTRATED ON ELEVATIONS

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Scale (Feet)

Source: ktgy, 2021

3. Project Description

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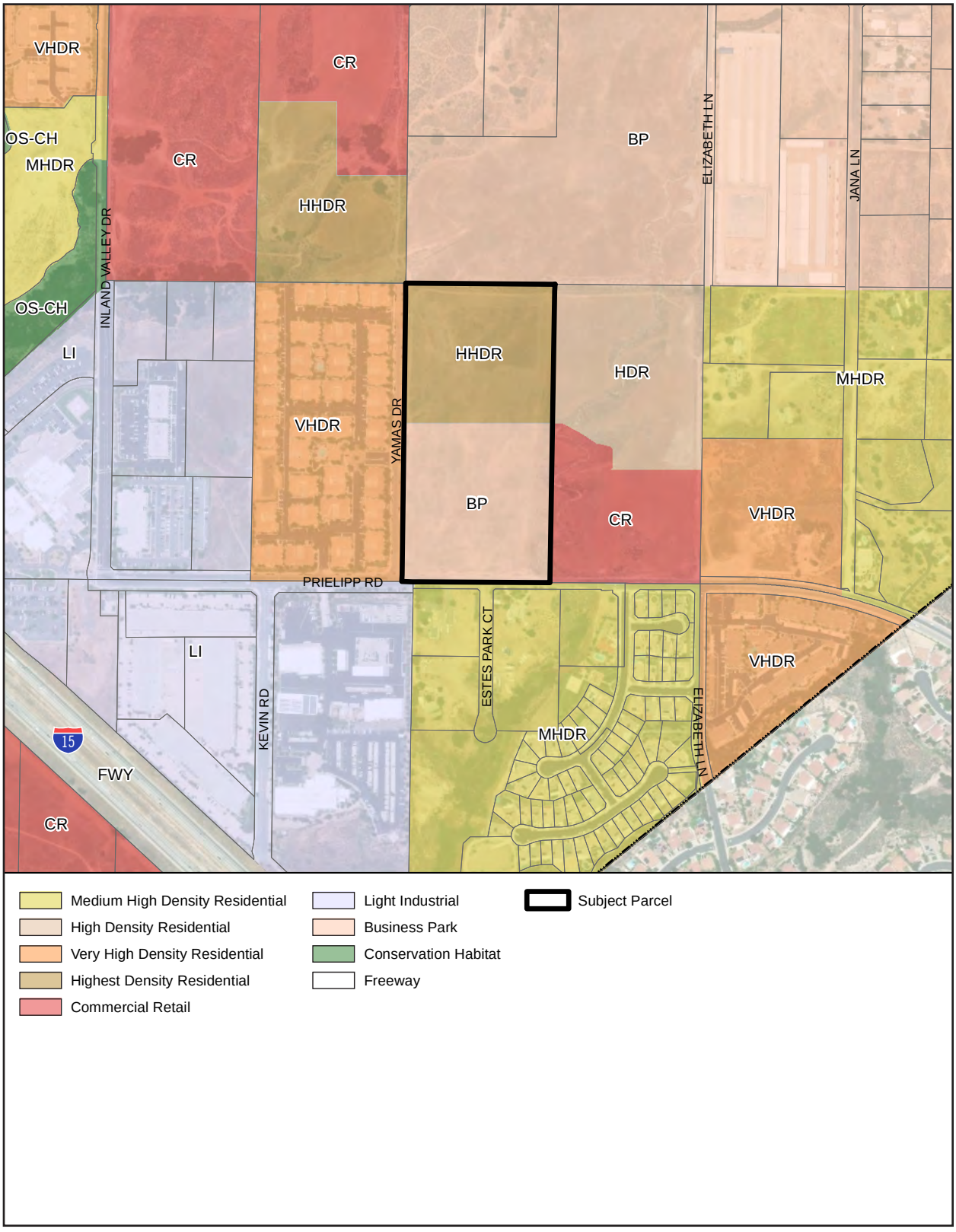
Figure 3-7 - General Plan Land Use Designation



Note: Unincorporated county areas are shown in white.

Source: PlaceWorks, 2020

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Scale (Feet)

PlaceWorks

3. Project Description

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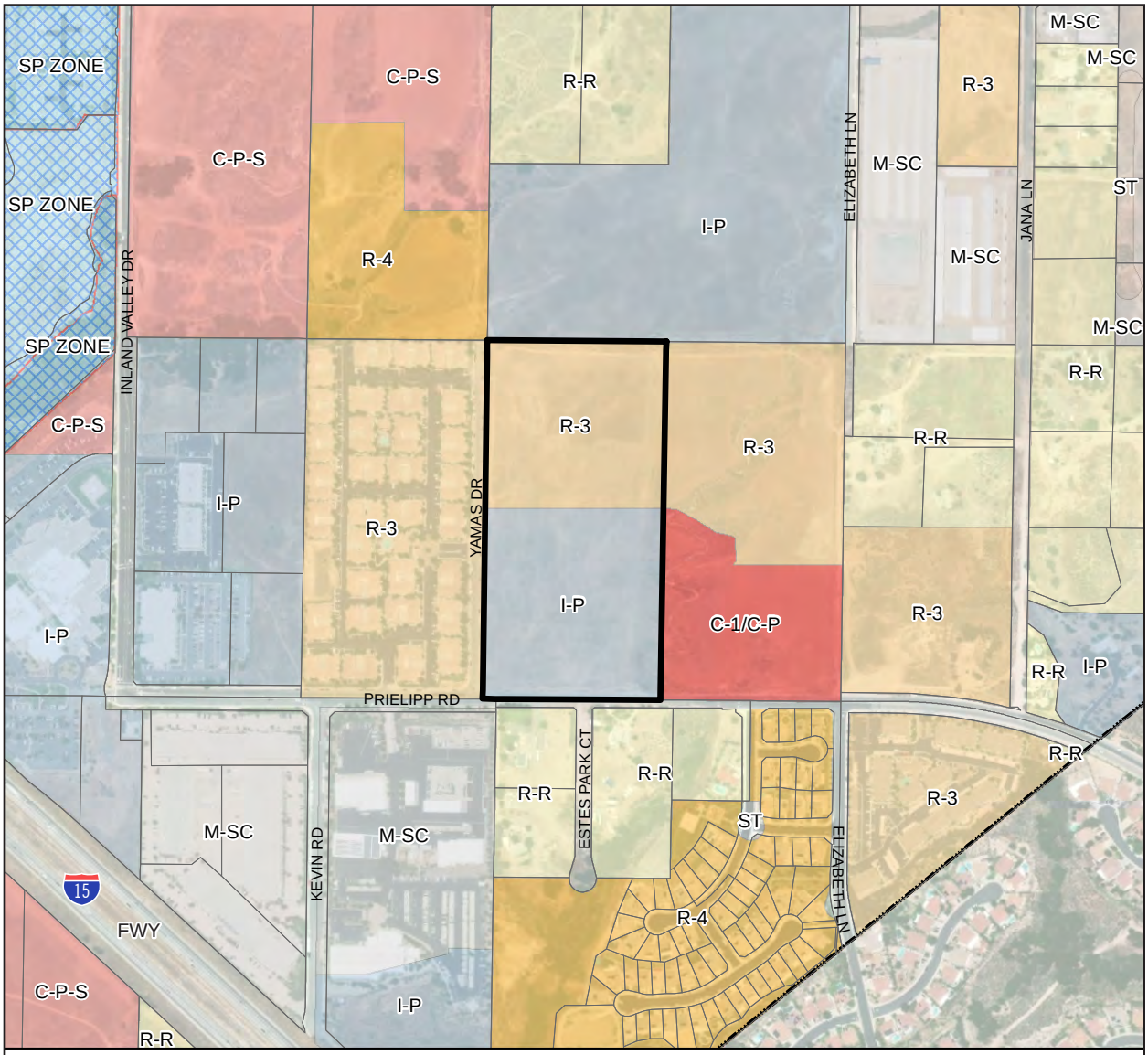
Figure 3-8 - Zoning Designation



Note: Unincorporated county areas are shown in white.

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Scale (Feet)

Source: PlaceWorks, 2020

PlaceWorks

3. Project Description

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4. Environmental Setting

4.1 INTRODUCTION

This section provides a "description of the physical environmental conditions on the project site, and in the vicinity of the project, as they exist at the time the notice of preparation is published, … from both a local and a regional perspective" (California Environmental Quality Act [CEQA] Guidelines § 15125[a]), pursuant to provisions of CEQA and the CEQA Guidelines. The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project.

4.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

The project site is in the City of Wildomar (City) in western Riverside County. The approximately 25.8-acres site is bound to the north by Wildomar Trail, a single-family residential neighborhood to the east and southeast, Cervera Road to the southwest, and Central Avenue to the west. The General Plan land use designation of the site is Mixed Use Planning Area and the zoning designation is C-P-S (Scenic Highway Commercial) with a Mixed Use Overlay Zone. Figure 5.1-1a and Figure 5.1-1b, *Mixed-Use Site Photographs,* show the existing conditions of the site.

Prielipp-Yamas Property Rezone

The Prielipp-Yamas Property is a vacant 20-acre site in southeastern Wildomar. The site is bound by Yamas Drive to the west and Prielipp Drive to the south; vacant land bound the site to the north and east. The General Plan land use designation of the site is BP (Business Park) and the zoning designation is I-P (Industrial Park). Figure 5.1-2, *Prielipp-Yamas Property Site Photographs,* shows the existing conditions of the site.

4.2.1 Regional Planning Considerations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 380,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

4. Environmental Setting

The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in September 2020. Major themes in the 2020 RTP/SCS include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increasing capacity through improved system managements; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth, and opportunity; promoting the links between public health, environmental protection, and economic opportunity; and incorporating the principles of social equity and environmental justice into the plan.

The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to government and developers for consistency.

Western Riverside Council of Governments

The purpose of the Western Riverside Council of Governments (WRCOG) is to unify Western Riverside County to create a collective voice on important issues that affect its members. Representatives from 18 cities, the Riverside County Board of Supervisors, and the Eastern and Western Municipal Water Districts, have sears on the WRCOG Executive Committee, the group that sets policy for the organization, and the Riverside County Superintendent of Schools is an ex-officio member.

WRCOG implements two transportation plans—the Transportation Uniform Mitigation Fee (TUMF) program which ensures that new development pays its fair share for the increased traffic that it creates, and the Western Riverside County Active Transportation Plan (ATP) aims to improve transportation choices within the subregion for the benefit of all residents, employees, and visitors by identifying regional facilities to provide more transportation options.

4.2.1.1 SOUTH COAST AIR BASIN AIR QUALITY MANAGEMENT PLAN

The project area is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (South Coast AQMD). Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law, and standards are detailed in the SoCAB Air Quality Management Plan (AQMP). Air pollutants for which ambient air quality standards (AAQS) have been developed are known as criteria air pollutants, including ozone (O_3), carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide, coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead. VOC and NO_x are criteria pollutant precursors and go on to form secondary criteria pollutants, such as O_3, through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants, depending on whether they meet AAQS for that pollutant. Based on the SoCAB AQMP, the SoCAB is designated nonattainment for O_3, $PM_{2.5}$, PM_{10}, and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO_2 under the California AAQS.

4.2.1.2 GREENHOUSE GAS EMISSIONS REDUCTION LEGISLATION

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-03-05; Assembly Bill (32), the Global Warming Solutions Act (2006); Executive Order B-15-30 and Senate Bill (SB) 32; SB 375; and Executive Order B-5518 and SB 100.

Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction goals for the State of California:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

AB 32 was passed by the state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 established a legislative target for the year 2020 goal outlined in Executive Order S-03-05. CARB prepared its first Scoping Plan in 2008 outlining the state's plan for achieving the 2020 targets of AB 32.

In 2008, SB 375 was adopted to connect passenger-vehicle GHG emissions reduction targets for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce vehicle miles traveled (VMT) and vehicle trips.

In September 2016, Governor Brown signed SB 32, making the Executive Order B-15-30 goal for year 2030 of a 40 percent reduction below 1990 levels by 2030 into a statewide-mandated legislative target. CARB issued an update to its Scoping Plan in 2017, which sets forth programs for meeting the SB 32 reduction target.

Executive Order B-55-18 sets a goal for the state to achieve carbon neutrality no later than 2045 and to achieve and maintain net negative emissions thereafter. SB 100 would help the state reach the goal set by Executive Order B-55/18 by requiring that the state's electricity suppliers have a source mix that consists of at least 60 percent renewable/zero carbon sources in 2030 and 100 renewable/zero carbon sources in 2045.

4.2.1.3 SENATE BILL 743

On September 27, 2013, SB 743 was signed into law. SB 743 started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. The legislature found that with the adoption of SB 375, the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VTM and thereby contribute to the reduction of GHG emissions, as required by the California Warming Solutions Act of 2006 (AB 32).

SB 743 generally eliminates auto delay, level of service, and other similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. Pursuant to the CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code § 21099[b][1]).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new guidelines, VMT-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects, are required beginning July 1, 2020. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements that require evaluation of level of service, but these metrics can no longer constitute the sole basis for determining transportation impacts under CEQA. The City of Wildomar adopted VMT standards on June 10, 2020.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Aesthetics

Scenic vistas and scenic backdrops in the project vicinity include views of mountain ridgelines. Existing aesthetic conditions in the City are analyzed in Section 5.1, *Aesthetics*, of this DEIR.

4.3.2 Air Quality

The SoCAB, which is managed by South Coast AQMD, is designed as nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS, nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS. A discussion of regional air quality consideration is described in Section 4.2.1.1. Existing air quality conditions in the City are analyzed in Section 5.2, *Air Quality,* of this DEIR.

4.3.3 Biological Resources

The project sites are vacant and contain ruderal vegetation. A discussion of construction and operational activities of the Wildomar Trail project, as well as the impacts of the Prielipp-Yamas Property Rezone are discussed in Section 5.3, *Biological Resources,* of this DEIR.

4.3.4 Energy

The Wildomar Trail project would require the use of energy during construction and operational activities. Energy service provides to the site include Southern California Edison (SCE) for electrical service and Southern California Gas Company (SoCalGas) for natural gas. The energy impacts of the Wildomar Trail project and the Prielipp-Yamas Property Rezone are discussed in Section 5.4, *Energy,* of this DEIR.

4.3.5 Greenhouse Gas Emissions

Global climate change is not confined to a particular project area, and even very large projects do not generate enough GHG emissions on their own to influence global climate change significantly. A discussion of regional GHG considerations are described in Section 4.2.1.2. Refer to Section 5.5, *Greenhouse Gas Emissions,* of this DEIR for a discussion of existing GHG emissions in California.

4.3.6 Hazards and Hazardous Materials

A discussion of the Wildomar Trail project's construction and operational activities as well as the Prielipp-Yamas Rezone's impacts to hazardous materials are discussed in Section 5.6, *Hazards and Hazardous Materials,* of this DEIR.

4.3.7 Hydrology and Water Quality

The project sites are vacant. A discussion of the Wildomar Trail project's construction and operational activities, as well as drainage patterns, and the Prielipp-Yamas Property Rezone impacts to hydrology are discussed in Section 5.7, *Hydrology and Water Quality,* of this DEIR.

4.3.8 Land Use and Planning

The Wildomar Trail project and the Prielipp-Yamas Property would both require a rezone from C-P-S (Scenic Highway Commercial) and I-P (Industrial Park), respectively, to R-3 (General Residential). The land use impacts are discussed in Section 5.8, *Land Use and Planning,* of this DEIR.

4.3.9 Noise

The project sites are currently vacant. Section 5.9, *Noise,* of the DEIR would discuss noise impacts at the project sites.

4.3.10 Population and Housing

The project sites are currently vacant and development on the site could directly or indirectly induce population growth. The City will rezone the Prielipp-Yamas Property to accommodate additional housing. Impacts to population and housing are discussed in Section 5.10, *Population and Housing,* of the DEIR.

4.3.11 Transportation

Regional access to the project area is provided by Interstate 15 (I-15), which runs north to south and is approximately 425 feet east of the project site. Refer to Section 5.11, *Transportation,* for additional information concerning traffic and transportation.

4.3.12 Tribal Cultural Resources

The project sites are vacant. A discussion of the construction activities as well as the impacts to tribal cultural resources on both the project sites are discussed in Section 5.12, *Tribal Cultural Resources,* of this DEIR.

4.3.13 Utilities and Service Systems

The project sites are currently vacant. The proposed project has the potential to cause an increase in demand for water, the need for wastewater conveyance and treatment systems, storm water drainage facilities, and

increased landfill capacity. Section 5.13, *Utilities and Service Systems,* of the DEIR discusses the impacts of utility systems as a result of the Wildomar Trail project and the Prielipp-Yamas Property Rezone.

4.3.14 Wildfire

The Wildomar Trail project site is located in a fire hazard zone. Future development on the site could have the potential to be exposed to wildfires. The Prielipp-Yamas Property is not located within a fire hazard zone. Section 5.14, *Wildfire,* of the DEIR discusses the impacts to wildfires.

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the CEQA Guidelines defines cumulative impacts to be "…two or more individual effects which, when considered together, as considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of a project when added to the proposed or committed projects in the vicinity.

The CEQA Guidelines (Section 15130 [b][1]) state that the information used in an analysis of cumulative impacts should come from one of two sources:

A. A list of past, present, and probably future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency; or

B. A summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions.

Depending on the environmental category, the cumulative impact analysis may use either source A or B. Some impacts are site specific, and others may have impacts outside the City's boundaries, such as regional air quality. Please refer to Chapter 5, *Environmental Analysis,* for a discussion of the cumulative impacts associated with development and growth in the City and region for each environmental resource area. Table 4-1, *Related Cumulative Projects,* provides a list of cumulative projects within the project site.

Table 4-1 Related Cumulative Projects

Project/Applicant Name	Land Use	Project Size
Village at Monte Vista	Single-Family Residential/Hotel/ Business Park	Single-Family Residential – 80 DU Hotel – 155 Rooms Business Park – 58 TSF
George Avenue/Clinton Keith Road	Fast-Food Restaurant with Drive-Thru/Variety Store/ Convenience Market with Gas Station/Commercial Retail	Fast-Food Restaurant with Drive-Thru – 5.940 TSF Variety Store – 12.840 TSF Convenience Market with Gas Station – 12 VFP Commercial Retail – 18.250 TSF
Walmart	Free-Standing Discount Superstore	193.792 TSF

Table 4-1 Related Cumulative Projects

Project/Applicant Name	Land Use	Project Size
Strata/Baxter Village	Residential/Commercial Retail	Single-Family Residential – 67 DU Apartments – 204 DU Commercial Retail – 75 TSF
Bundy Canyon Plaza	Convenience Market with Gas Station/Fast Food Restaurant with Drive-Thru/ Commercial Retail	Convenience Market with Gas Station – 12 VFP Fast Food Restaurant with Drive-Thru – 15 TSF Commercial Retail – 21.990 TSF
Monte Vista Ranch	Residential	Single-Residential – 70 DU Condominiums/Townhomes – 191 DU
Westpark Promenade	Commercial Retail	118.354 TSF
Lesle Tract Map	Single-Family Residential	10 DU
Lone/Palomar	Single-Family Residential	60 DU
Elm Street	Single-Family Residential	10 DU
Orange Bundy	Commercial Retail	40 TSF
Darling/Bundy Canyon	Multi-Family Residential	140 DU
Oak Creek Canyon	Single-Family Residential	275 DU
Pacific Grove	Single-Family Residential	70 DU
Cornerstone Church	Church/Preschool	Church – 34 TSF Preschool/Day Care – 8.777 TSF
Diversified Pacific Homes	Single-Family Residential	51 DU
Veterans Wildomar South	Retail Cannabis	3,161 square feet
Culture Cannabis Club, Inc.	Retail Cannabis	1,440 square feet
Authentic Wildomar Cannabis	Retail Cannabis	2,500 square feet
Cannabis 21/Loud SD, Inc.	Retail Cannabis	3,057 square feet
Element 7 Wildomar, LLC	Retail Cannabis	2,500 square feet
Veterans Wildomar North	Retail Cannabis	3,379 square feet
Veterans Wildomar Central	Retail Cannabis	2,792 square feet
Nova Homes	Single-Family Residential	77 DU
Faith Bible Church	Church	1,112 Seats

Source: IEG 2020
Notes:
[1] DU: Dwelling Units, TSF: thousand square feet; VFP: Vehicle Fuel Positions.

4. Environmental Setting

Cumulative impact analyses for several topical sections are also based on the most appropriate geographic boundary for the respective impact. Several potential cumulative impacts that encompass regional boundaries (e.g., air quality and traffic) have been addressed in the context of various regional plans and defined significance thresholds. Climate change is a global issue, and the cumulative impacts analysis has been addressed in the context of state regulations and regional plans designed to address the global cumulative impact.

5. Environmental Analysis

Chapter 5 examines the environmental setting of the proposed project, analyzes its effects and the significance of its impacts, and recommends mitigation measures to reduce or avoid impacts. This Chapter has a separate section for each environmental issue area that was determined to need further study in the EIR. This scope was determined through public and agency comments received during the NOP comment period from September 17, 2020, to October 16, 2020 (see Appendix 2-1). Environmental issues and their corresponding sections are:

- 5.1 Aesthetics
- 5.2 Air Quality
- 5.3 Biological Resources
- 5.4 Energy
- 5.5 Greenhouse Gas Emissions
- 5.6 Hazards and Hazardous Materials
- 5.7 Hydrology and Water Quality
- 5.8 Land Use and Planning
- 5.9 Noise
- 5.10 Population and Housing
- 5.11 Transportation
- 5.12 Tribal Cultural Resources
- 5.13 Utilities and Service Systems
- 5.14 Wildfire

Sections 5.1 through 5.14 provide a detailed discussion of the environmental setting, impacts associated with the proposed project, and mitigation measures designed to reduce significant impacts where required and when feasible. The residual impacts following the implementation of any mitigation measure are also discussed.

The following topical areas are discussed in Chapter 8, *Impacts Found Not to Be Significant*:

- Agricultural and Forestry Resources
- Cultural Resources
- Geology and Soils
- Mineral Resources
- Public Services
- Recreation

5. Environmental Analysis

Organization of Environmental Analysis

To assist the reader with comparing information between environmental issues, each section is organized under nine major headings:

- Environmental Setting
- Thresholds of Significance
- Plans, Policies, Programs
- Environmental Impacts
- Cumulative Impacts
- Level of Significance Before Mitigation
- Mitigation Measures
- Level of Significance After Mitigation
- References

In addition, Chapter 1, *Executive Summary,* has a table that summarizes all impacts by environmental issue.

Terminology Used in This Draft EIR

The level of significance is identified for each impact in this DEIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The project would not change the environment.
- **Less than significant.** The project would not cause any substantial, adverse change in the environment.
- **Less than significant with mitigation incorporated.** The EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and unavoidable.** The project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

5.1 AESTHETICS

This section of the Draft Environmental Impact Report (DEIR) discusses the potential impacts to the visual character of the project area and its surroundings from development of the proposed project. This section includes a discussion of the qualitative aesthetic characteristics of the environment that could be potentially degraded by the project's implementation. The assessment of aesthetic impacts is subjective by nature. Aesthetics generally refer to the identification of visual resources and the quality of what can be seen, as well as an overall visual perception of the environment. This analysis attempts to identify and objectively examine factors that contribute to the perception of aesthetic impacts. Potential aesthetic impacts can be evaluated by considering proposed grade separations, landform alteration, building setbacks, scale, massing, and landscaping features associated with the design of the proposed project.

5.1.1 Environmental Setting

5.1.1.1 REGULATORY BACKGROUND

Local

City of Wildomar General Plan

The Land Use Element of City's General Plan provides the following policies to accommodate community design and preserve and protect scenic resources:

- **Policy LU-3.1:** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts: (AI 1, 3, 9, 10)
    - Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, and housing.
    - Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified in the General Plan Land Use Map.
    - Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance.
    - Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.
    - Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision.
    - In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network).
    - Provide the opportunity to link communities through access to multi-modal transportation systems.

- **Policy LU-3.3:** Promote the development and preservation of unique communities in which each community exhibits a special sense of place and quality of design. (AI 14, 30)
- **Policy LU-4.1:** Require that new development be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts: (AI 1, 3, 6, 14, 23, 24, 41, 62)
  - Compliance with the design standards of the appropriate area plan land use category.
  - Require that structures be constructed in accordance with the requirements of the County's zoning, building, and other pertinent codes and regulations.
  - Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.
  - Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems.
  - Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 of the California Administrative Code.
  - Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.
  - Encourage innovative and creative design concepts.
  - Encourage the provision of public art.
  - Include consistent and well-designed signage that is integrated with the building's architectural character.
  - Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.
  - Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.
  - Mitigate noise, odor, lighting, and other impacts on surrounding properties.
  - Provide and maintain landscaping in open spaces and parking lots.
  - Include extensive landscaping.
  - Preserve natural features, such as unique natural terrain, drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.

- Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.
- Design parking lots and structures to be functionally and visually integrated and connected.
- Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.
- Establish safe and frequent pedestrian crossings.
- Create a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.

- **Policy LU-4.2:** Require property owners to maintain structures and landscaping to a high standard of design, health, and safety through the following: (AI 5)
  - Provide proactive code enforcement activities.
  - Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods.
  - Promote and support community and neighborhood-based efforts for the maintenance, upkeep, and renovation of structures and sites.
- **Policy LU-13.1:** Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32, 79)
- **Policy LU-13.3:** Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment. (AI 3, 32, 39)
- **Policy LU-13.4:** Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways. (AI 3)
- **Policy LU-13.5:** Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground. (AI 3, 32)
- **Policy LU-13.6:** Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State County Scenic Highways. (AI 6)
- **Policy LU-13.7:** Require that the size, height, and type of on-premise signs and visible from Designated and Eligible State and County Scenic Highways be the minimum necessary for identification. The design,

materials, color, and location of the signs shall blend with the environment, utilizing natural materials where possible. (AI 3)

- **Policy LU-13.8:** Avoid the blocking of public views by solid walls. (AI 3)
- **Policy LU-26.10:** Require that mixed-use development be designed to mitigate potential conflicts between uses, considering such issues as noise, lighting, security, trash, and truck and automobile access. (AI 3)
- **Policy LU-26.11**: Require that mixed-use developments be located and designed to visually enhance, not degrade the character of the surrounding area. (AI 3)

City of Wildomar Municipal Code

Chapter 17.44, R-3 General Residential Zone, provides general development standards for the residential zone within the City, which includes development standards for lot area, yard requirements, building height, and floor area ratios. Chapter 17.76, C-P-S Scenic Highway Commercial Zone, provides development standards for the commercial zone within the City, which includes lot area, yard requirements, and building height.

Commercial Design Standards and Guidelines and Multi-Family Residential Objective Design Standards

The purpose of the Commercial Design Guidelines and the Multi-Family Residential Objective Design Standards is intended to provide developers, builders, and architects with a clear statement of the desired architectural and site design characteristics for new commercial development in Wildomar that enhances the area's unique character and raises the quality of design within the City. Drawn from regional vernacular and contemporary styles, the Commercial Craftsman/California Bungalow, Farm Chic, and Modern Cottage descriptions and guidelines, while the Residential Craftsman, Farm Chic, French, and Colonial Revival descriptions and guidelines are intended to establish strong, consistent design image and direction that reflects the desires, aspirations and vision of the City of Wildomar (Wildomar 2019; Wildomar 2020). The guidelines for the selected architectural styles respond to local architectural precedents, regional climate conditions, and local building practices and materials. Additionally, the guidelines provide required elements for form and massing, roof designs, walls and window designs, materials and colors, and decorative accents and details.

Site Design Guidelines are outlined to ensure that buildings contribute to a high-quality public realm and create a comfortable and memorable experience that will draw people to stop, shop, dine, meet up with people, and return another day.

5.1.1.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

Visual Character and Visual Resources

An aerial photograph of the site is shown on Figure 1-2a, *Mixed-Use Site Aerial Photograph,* in Chapter 1, *Executive Summary*. The vacant site is approximately 25.8 acres and contains ruderal vegetation. The site is in an urbanized portion of Wildomar and is bounded by vacant land to the north, residential uses to the east and south, and residential and industrial uses to the west of the site. As shown in Figure 5.1-1a and Figure 5.1-1b, *Mixed-Use Site Photographs,* views of mountains and surrounding development and roadways can be seen from the site. As shown in the site photographs, there are no rock outcroppings, massive trees, or historic buildings.

Landform and Topography

Elevation on the site ranges from 1,330 feet in the southwestern portion of the site to approximately 1,345 feet in the northeastern portion of the site.

Scenic Vistas and Corridors

According to Figure C-9 of the City's General Plan, Interstate 15 (I-15), which is approximately 445 feet east, is designated as a State Eligible highway (Wildomar 2003).

Prielipp-Yamas Property Rezone

Visual Character and Visual Resources

Figure 1-2b, *Prielipp-Yamas Property Aerial Photograph,* in Chapter 1, *Executive Summary,* shows the vacant, 20-acre site from an aerial view. The site contains ruderal vegetation and is located in an urbanized portion of the City. The site is bounded by vacant land to the north and east, and residential uses to the south and west. Figure 5.1-2, *Prielipp-Yamas Property Site Photographs,* show the existing conditions of the site; mountains and development can be seen from the site. As shown in the site photographs, there are no rock outcroppings, massive trees, or historic buildings.

Landform and Topography

Elevation on the site ranges from 1,310 feet in the southern portion of the site to approximately 1,375 feet in the northern portion of the site.

Scenic Vistas and Corridors

According to Figure C-9 of the City's General Plan, I-15, which is approximately 0.4-mile west, is designated as a State Eligible highway (Wildomar 2003).

5.1.2 Thresholds of Significance

Appendix G of the CEQA Guidelines states that, "except as provided in Public Resources Code Section 21099," a project would normally have a significant effect on the environment if the project would:

AE-1 Have a substantial adverse effect on a scenic vista.

AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

AE-3 In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.

AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

5.1.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval for aesthetic impacts are identified below:

PPP AES-1 The proposed project is required to comply with the development standards in Section 17.44.020, Development Standards, of Chapter 17.44, R-3 General Residential Zone, and Section 17.76.030, Development Standards, of Chapter 17.76, C-P-S Scenic Highway Commercial Zone.

PPP AES-2 The proposed project is required to comply with the outdoor and residential lighting provisions as outlined in Chapter 8.64, Light Pollution.

PPP AES-3 The proposed project is required to comply with Section 17.172.205, Fences, of Chapter 17.172 General Provisions, which outlines the height restrictions for fences in the City.

PPP AES-4 The proposed project is required to comply with the City's Commercial Design Standards and Guidelines and Multi-Family Residential Objective Design Standards.

Figure 5.1-1a - Mixed-Use Site Photographs



View looking north.



View looking south.

5. Environmental Analysis
AESTHETICS

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Figure 5.1-1b - Mixed-Use Site Photographs



View looking east.



View looking west (from the I-15).

5. Environmental Analysis
AESTHETICS

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Figure 5.1-2 - Prielipp-Yamas Property Site Photographs



View from Prielipp Road.



View from Yamas Drive.

5. Environmental Analysis
AESTHETICS

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5.1.4 Environmental Impacts

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.1-1: The proposed project would alter the visual appearance of the project site. [Thresholds AE-1 and AE-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would result in the development of commercial retail up to 32 feet in height; professional office up to 49 feet 6 inches; and the townhome/condominium residential units would be three stories tall and 40 feet in height.

Scenic Vistas

Vistas provide access or panoramic views to a large geographic area. Scenic vistas and scenic backdrops in the project vicinity include views of the mountain ridgelines from approximately 4,000 feet above mean sea level (amsl) to 10,000 feet amsl. The project site is vacant and located within an urbanized portion of the City that is generally flat. Due to the distance, varying topography, and development surrounding the site, views of scenic vistas would not be significantly impacted.

Visual Character

Figure 3-1, *Conceptual Site Plan,* shows that the commercial and office uses would be located on the northern portion of the site, and the residential uses would be located on the southern portion of the site.

Gas Station, Retail, and Office Structures

As shown in Figure 3-3, *Gas Station/Mini-Mart Elevation,* and Figure 3-4a through Figure 3-4f, *Retail Elevation,* the commercial components of the proposed project would be one-story. The proposed building would include tan stucco, metal canopies, and brownish-gray stone veneer. The side elevation would include a landscaped trellis on the exterior of the building.

The exterior façades of the retail structures would be cohesive and would consist of varying materials, such as metal canopies, landscaped trellises, fabric awnings, gray stone veneer, stucco, and brick, and would vary in paint color, such as tan, light and dark gray, and white.

Figure 3-5, *Office Elevation,* shows that the proposed office buildings would be three-stories. The proposed office buildings would have tan, white, and dark gray stucco, light gray stone veneer, and metal paneling.

The C-P-S zone allows for structures up to 50 feet in height. The proposed gas station/mini-mart would be 24 feet at its highest point, the tallest proposed retail structure would be 32 feet at its highest point, and the office buildings would be 49 feet and 6 inches at their highest points. If developed, the structures would be comparable to the allowed maximum height restrictions of the surrounding uses. The maximum height in the

R-1 zone (located to the east and south of the project site) is 40 feet; single-family homes in the R-R zone (located to the west of the project site) cannot exceed 40 feet, and no other structure can exceed 50 feet in height unless a variance is approved, which could allow buildings to be a maximum of 75 feet and structure to be 105 feet in height; and buildings in the M-SC Zone (located to the west of the project site) cannot exceed 50 feet unless a height of up to 75 feet is approved.

Residential Structures

The proposed townhomes/condominium would be 3-plexes to 6-plexes up to three stories tall, with a maximum height of 40 feet to the ridge of the roof. As shown in Figure 3-6a and Figure 3-6b, *Residential Elevation,* the exterior façades would vary in materials such as board and batten, trim, and metal, as well as in color/finishes such as light and dark brown, white, taupe and gray.

Development in the R-3 zone can be up to 50 feet in height. The proposed residential development would be 40 feet to the ridge of the roof, and would be similar in height and design to the residential uses that surround the project site.

Conclusion

There are residential and proposed commercial uses in the project area. The height, density, intensity, and character of the new development planned for the project site is not a dramatic departure from what currently exists within the surrounding area. The proposed appearance and character would be consistent with development in the area and would improve the vacant site. The visual appearance of the existing unused site with ruderal vegetation would be enhanced with community-serving and residential uses. The proposed residential and non-residential uses would not substantially alter the appearance and character of the surrounding area because there are residential and proposed commercial uses in the project area. The proposed project would be aesthetically compatible with the adjacent land uses, and would be required to comply with the City's development standards and design guidelines. Additionally, due to the distance, varying topography, and urbanized nature of the project area, scenic vistas would not be impacted.

Overall, aesthetic impacts would not be adverse, and impacts relating to scenic vistas and visual appearance and character would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P (Industrial Park) to R-3 (General Residential) and the General Plan land use designation for this portion of the Property would be changed from BP (Business Park) to HHDR (Highest Density Residential).

Scenic Vistas

Scenic vistas and scenic backdrops in the project vicinity include views of the mountain ridgelines from approximately 4,000 feet amsl to 10,000 feet amsl. The Property is vacant and located within an urbanized portion of the City that is generally flat. Due to the distance, varying topography, and development

surrounding the Property, views of scenic vistas would not be significantly impacted if future development were to occur on the Property.

Visual Character

The Property is currently vacant, and the proposed rezone and land use change would allow for the future development of residential units on the Property, in order to comply with Government Code Section 65863 (C)(1) (SB 166 No-Net Housing Loss). The Property is surrounded by residential uses to the west and south. Development to the west of the Property is zoned R-3, and as with the Property, structures would have a maximum height of 50 feet. Single-family homes in the R-R zone (located to the south of the Property) cannot exceed 40 feet, and no other structure can exceed 50 feet in height unless a variance is approved, which could allow buildings to be a maximum of 75 feet and structure to be 105 feet in height. Therefore, future development residential units on the Property would be similar in height and design to the residential uses that surround the Property.

Conclusion

There are residential uses surrounding the Property. The height, density, intensity, and character of future development on the Property would not be a dramatic departure from what currently exists within the surrounding area, as future development would be required to comply with the City's development standards and design guidelines. The appearance and character of future development on the Property would improve the vacant site. The visual appearance of the existing unused site with ruderal vegetation would be enhanced with future residential uses. Future development on the Property would not substantially alter the appearance and character of the surrounding area because there are residential uses in the project area. Moreover, due to the distance, varying topography, and urbanized nature of the project area, scenic vistas would not be impacted.

Overall, aesthetic impacts would not be adverse, and impacts relating to scenic vistas and visual appearance and character would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.1-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.1-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-1 would be less than significant.

Impact 5.1-2: The proposed project would not alter scenic resources within a state scenic highway. [Threshold AE-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As indicated in Figure C-9, of the City of Wildomar General Plan, I-15 which is 425 feet east of the project site, is designated as a State Eligible Highway, but is not officially designated as a Scenic Highway (Wildomar 2003). Development of the proposed project would occur within the project site boundaries, and project implementation would not damage scenic resources, including trees, rock outcroppings, and historic buildings, within a State Scenic Highway. Therefore, no impact would occur.

PRIELIPP-YAMAS PROPERTY REZONE

As indicated in Figure C-9, of the City of Wildomar General Plan, I-15 which is 0.4-mile west of the Property, is designated as a State Eligible Highway, but is not officially designated as a Scenic Highway (Wildomar 2003). Future development on the Property would occur within the Property's boundaries, and future project implementation would not damage scenic resources, including trees, rock outcroppings, and historic buildings, within a State Scenic Highway. Therefore, no impact would occur.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.1-2 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-2 would not be significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.1-2 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-2 would not be significant.

Impact 5.1-3: The proposed project would generate additional light and glare. [Threshold AE-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The two major causes of light pollution are glare and spill light. Spill light is caused by misdirected light that illuminates outside the intended area. Glare occurs when a bright object is against a dark background, such as oncoming vehicle headlights or an unshielded light bulb. Spill light and glare impacts are the effects of a project's exterior lighting upon adjoining uses and areas.

Nighttime Light and Glare

As the project site is vacant, it does not contain existing sources of nighttime illumination. However, onsite light and glare is caused by the surrounding land uses and roadways including I-15. The proposed project would include residential and non-residential structures on the project site, as well as their related lighting sources (parking lot lights, vehicle lights, security lights, and exterior lighting). Additionally, the implementation of the proposed structures would likely also result in exterior glazing (e.g., windows and doors) that could result in new sources of glare. Despite new sources of nighttime illumination and glare, the proposed project is not expected to generate a substantial increase in light and glare. Lighting would be directed so as not to cause light to spill outside the project site. The proposed project would adhere to the development standards and design guidelines of the City of Wildomar Code (see PPP AES-2) and General Plan, which regulate lighting. Additionally, the proposed perimeter landscaping and proposed buildings would block glare from parked cars and traffic from surrounding roadways and land uses. Therefore, impacts would be less than significant.

Daytime Glare

The project includes building materials and architectural treatments that could cause daytime glare, but not to such an extent that they would result in a significant impact. The development of the proposed project would produce glare sources that are typical of residential, commercial, and office buildings, such as building material (glass and light-colored building materials), and vehicles parked and traveling along neighboring streets. However, glare from these sources is typical of the surrounding area and would not increase glare beyond what is expected for the proposed uses. Therefore, daytime glare impacts from the proposed project would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

Nighttime Light and Glare

The Property is vacant and does not contain existing sources of nighttime illumination. However, onsite light and glare is caused by the surrounding land uses and roadways including I-15. Future development on the Property would include residential uses, as well as related lighting (parking lot lights, vehicle lights, security lights, and exterior lighting). Moreover, future implementation of structures would likely result in exterior glazing (e.g., windows and doors) that could result in new sources of glare. Although future uses would result in new sources of nighttime illumination and glare, future uses would not be expected to generate a

substantial increase in light and glare. Future lighting would be directed so as not to cause light to spill outside the Property. Future development would adhere to the development standards and design guidelines of the City of Wildomar Code (see PPP AES-2) and General Plan, which regulate lighting. Therefore, impacts would be less than significant.

Daytime Glare

Future development on the Property could include building materials and architectural treatments that could cause daytime glare, but not to such an extent that they would result in a significant impact. Future development on the Property would produce glare sources that are typical of residential buildings, such as building material (glass and light-colored building materials), and vehicles parked and traveling along neighboring streets. However, glare from these sources is typical of the surrounding area and would not increase glare beyond what is expected for residential uses. Therefore, daytime glare impacts as a result of future development on the Property would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.1-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-3 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.1-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.1-3 would be less than significant.

5.1.5 Cumulative Impacts

Aesthetic impacts are localized to the project sites and their immediate surroundings. For both the proposed Wildomar Trail project site and Prielipp-Yamas Property, cumulative projects within the project vicinity would not substantially alter the visual character of the areas surrounding the project site or Property, which include commercial, industrial, and residential uses. Because of the urbanized project area, the proposed project would not negatively impact the visual character on- or off-site. Similarly, due to the existence of light and glare from the surrounding uses, the proposed project is not expected to add significantly to the creation of nighttime light and glare in the vicinity. The proposed buildings on the project site would also create new

sources of light and glare in the project vicinity, but such buildings would be primarily surrounded by perimeter landscaping which would reduce the impacts of light and glare. Their impacts would therefore not combine with those of the proposed project to adversely impact existing or planned sensitive receptors, such as residential uses. Therefore, the proposed project's contribution to cumulative aesthetic impacts is less than considerable, and therefore, is less than cumulatively significant.

5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.1.7 Mitigation Measures

No mitigation measures are required.

5.1.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.1.9 References

Wildomar, City of. 2003, October. City of Wildomar General Plan. http://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Government/Departments/Planning/General%20Plan.pdf.

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5. Environmental Analysis
AESTHETICS

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5.2 AIR QUALITY

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for the proposed project to impact air quality in a local and regional context. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). The analysis focuses on air pollution from regional emissions and localized pollutant concentrations. Criteria air pollutant emissions modeling for the project is included in Appendix 5.2-1 of this DEIR. Transportation-sector impacts are based on trip generation and vehicle miles traveled, as provided by LSA Associated, Inc. (see Appendix 5.11-1). Cumulative impacts related to air quality are based on the regional boundaries of the South Coast Air Basin (SoCAB).

5.2.1 Environmental Setting

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, CO, SO_2, NO_2, PM_{10}, and $PM_{2.5}$ are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them. VOC and NO_x are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants.

A description of each of the primary and secondary criteria air pollutants and its known health effects is presented below.

- **Carbon Monoxide** is a colorless, odorless gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005; EPA 2018). The SoCAB is designated under the California and National AAQS as being in attainment of CO criteria levels (CARB 2018).

- **Nitrogen Oxides** are a by-product of fuel combustion and contribute to the formation of ground-level O_3, PM_{10}, and $PM_{2.5}$. The two major forms of NO_X are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. The principal form of NO_X produced by combustion is NO, but NO reacts quickly with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 is an acute irritant and more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO_2 is only potentially irritating. NO_2 absorbs

blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 exposure concentrations near roadways are of particular concern for susceptible individuals, including asthmatics, children, and the elderly. Current scientific evidence links short-term NO_2 exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between elevated short-term NO_2 concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (SCAQMD 2005; EPA 2018). The SoCAB is designated an attainment area for NO_2 under the National and California AAQS (CARB 2018).

- **Sulfur Dioxide** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and chemical processes at plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2. When sulfur dioxide forms sulfates (SO_4) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_X). Thus, SO_2 is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO_2, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly adverse for asthmatics at elevated ventilation rates (e.g., while exercising or playing) at lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations such as children, the elderly, and asthmatics (SCAQMD 2005; EPA 2018). The SoCAB is designated attainment under the California and National AAQS (CARB 2018).

- **Suspended Particulate Matter** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM_{10}, include particulate matter with an aerodynamic diameter of 10 microns or less (i.e., ≤10 millionths of a meter or 0.0004 inch). Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns or less (i.e., ≤2.5 millionths of a meter or 0.0001 inch). Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The US Environmental Protection Agency's (EPA) scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to health effects and at far lower concentrations. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing) (SCAQMD 2005). There has been emerging evidence that ultrafine particulates, which are even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤0.1 millionths of a meter or <0.000004 inch), have human health implications because their toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs (SCAQMD 2013). However, the EPA and the California Air Resources Board (CARB) have not adopted AAQS to regulate these particulates. Diesel particulate matter is

classified by CARB as a carcinogen (CARB 1998). Particulate matter can also cause environmental effects such as visibility impairment,[1] environmental damage,[2] and aesthetic damage[3] (SCAQMD 2005; EPA 2018). The SoCAB is a nonattainment area for $PM_{2.5}$ under California and National AAQS and a nonattainment area for PM_{10} under the California AAQS (CARB 2018).[4]

- **Ozone**, or O_3, is a key ingredient of "smog" and is a gas that is formed when VOCs and NO_X, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O_3 can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O_3 also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O_3 also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O_3 harms sensitive vegetation during the growing season (SCAQMD 2005; EPA 2018). The SoCAB is designated extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2018).

- **Volatile Organic Compounds** are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of VOCs. Other sources include evaporative emissions from paints and solvents, asphalt paving, and household consumer products such as aerosols (SCAQMD 2005). There are no AAQS for VOCs. However, because they contribute to the formation of O_3, SCAQMD has established a significance threshold. The health effects for ozone are described above.

- **Lead** is a metal found naturally in the environment as well as in manufactured products. Once taken into the body, lead distributes throughout the body in the blood and accumulates in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (SCAQMD 2005; EPA 2018). The major sources of lead emissions have historically been mobile and industrial sources. As a

[1] $PM_{2.5}$ is the main cause of reduced visibility (haze) in parts of the United States.

[2] Particulate matter can be carried over long distances by wind and then settle on ground or water, making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; and affecting the diversity of ecosystems.

[3] Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.

[4] CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the National AAQS on March 25, 2010, because the SoCAB did not violate federal 24-hour PM_{10} standards from 2004 to 2007. The EPA approved the State of California's request to redesignate the South Coast PM_{10} nonattainment area to attainment of the PM_{10} National AAQS, effective on July 26, 2013.

result of the EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. However, in 2008 the EPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead sources recorded very localized violations of the new state and federal standards.[5] As a result of these violations, the Los Angeles County portion of the SoCAB is designated nonattainment under the National AAQS for lead (SCAQMD 2012; CARB 2018). There are no lead-emitting sources associated with the Modified Project, and therefore lead is not a pollutant of concern for the Modified Project.

Table 5.2-1, *Criteria Air Pollutants Health Effects Summary*, summarizes the potential health effects associated with the criteria air pollutants.

Table 5.2-1 Criteria Air Pollutants Health Effects Summary

Pollutant	Health Effects	Examples of Sources
Carbon Monoxide (CO)	• Chest pain in heart patients • Headaches, nausea • Reduced mental alertness • Death at very high levels	Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves
Ozone (O_3)	• Cough, chest tightness • Difficulty taking a deep breath • Worsened asthma symptoms • Lung inflammation	Atmospheric reaction of organic gases with nitrogen oxides in sunlight
Nitrogen Dioxide (NO_2)	• Increased response to allergens • Aggravation of respiratory illness	Same as carbon monoxide sources
Particulate Matter (PM_{10} & $PM_{2.5}$)	• Hospitalizations for worsened heart diseases • Emergency room visits for asthma • Premature death	Cars and trucks (particularly diesels) Fireplaces and woodstoves Windblown dust from overlays, agriculture, and construction
Sulfur Dioxide (SO_2)	• Aggravation of respiratory disease (e.g., asthma and emphysema) • Reduced lung function	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, and industrial processes
Lead (Pb)	• Behavioral and learning disabilities in children • Nervous system impairment	Contaminated soil

Source: CARB 2009; SCAQMD 2005.

[5] Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc. in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 showed that the Trojan Battery Company and Exide Technologies exceed the federal standards (SCAQMD 2012).

Toxic Air Contaminants

People exposed to toxic air contaminants (TAC) at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (EPA 2019b). By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. There are no air quality standards for TACs. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most relevant to the Modified Project being particulate matter from diesel-fueled engines.

In 1998, CARB identified diesel particulate matter (DPM) as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs. Long-term (chronic) inhalation of DPM is likely a lung cancer risk. Short-term (i.e., acute) exposure can cause irritation and inflammatory systems and may exacerbate existing allergies and asthma systems (EPA 2002).

5.2.1.1 REGULATORY BACKGROUND

Ambient air quality standards have been adopted at the state and federal levels for criteria air pollutants. In addition, both the state and federal government regulate the release of TACs. The Modified Project is in the SoCAB and is subject to the rules and regulations imposed by the SCAQMD as well as the California AAQS adopted by CARB and National AAQS adopted by the EPA. Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the Modified Project are summarized in this section.

Federal and State

Ambient Air Quality Standards

The Clean Air Act was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The Clean Air Act allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 5.2-2, *Ambient Air Quality Standards for Criteria Air Pollutants*. These pollutants are ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb). In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 5.2-2 Ambient Air Quality Standards for Criteria Air Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Ozone (O_3)[3]	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.070 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	*	0.030 ppm	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	0.14 ppm	
Respirable Coarse Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m^3	150 µg/m^3	
Respirable Fine Particulate Matter ($PM_{2.5}$)[4]	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m^3	

Table 5.2-2 Ambient Air Quality Standards for Criteria Air Pollutants

Pollutant	Averaging Time	California Standard[1]	Federal Primary Standard[2]	Major Pollutant Sources
Lead (Pb)	30-Day Average	1.5 µg/m^3	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	*	1.5 µg/m^3	
	Rolling 3-Month Average	*	0.15 µg/m^3	
Sulfates (SO_4)[5]	24 hours	25 µg/m^3	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. It can also be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hours	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2016.
Notes: ppm: parts per million; µg/m^3: micrograms per cubic meter
* Standard has not been established for this pollutant/duration by this entity.
[1] California standards for O_3, CO (except 8-hour Lake Tahoe), SO_2 (1 and 24 hour), NO_2, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
[2] National standards (other than O_3, PM, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The O_3 standard is attained when the fourth highest 8-hour concentration measured at each site 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 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 one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
[3] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
[4] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
[5] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. The 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

California has also adopted a host of other regulations that reduce criteria pollutant emissions:

- **AB 1493: Pavley Fuel Efficiency Standards.** Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025.

- **SB 1078 and SB 107: Renewables Portfolio Standards.** A major component of California's Renewable Energy Program is the renewables portfolio standard (RPS) established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010.

- **California Code of Regulations (CCR), Title 20: Appliance Energy Efficiency Standards.** The 2006 Appliance Efficiency Regulations (20 CCR §§ 1601–1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances.

- **24 CCR, Part 6: Building and Energy Efficiency Standards.** Energy conservation standards for new residential and non-residential buildings adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977.

- **24 CCR, Part 11: Green Building Standards Code.** Establishes planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.[6]

Tanner Air Toxics Act and Air Toxics Hot Spot Information and Assessment Act

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California legislature enacted a program to identify the health effects of TACs and reduce exposure to them. The California Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health" (17 CCR § 93000). A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 US Code § 7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act set up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control

[6] The green building standards became mandatory in the 2010 edition of the code.

measure" for sources that emit that TAC. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate "toxics best available control technology" to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

CARB has promulgated the following specific rules to limit TAC emissions:

- **13 CCR Chapter 10 § 2485: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.** Generally restricts on-road diesel-powered commercial motor vehicles with a gross vehicle weight rating of greater than 10,000 pounds from idling more than five minutes.
- **13 CCR Chapter 10 § 2480: Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools.** Generally restricts a school bus or transit bus from idling for more than five minutes when within 100 feet of a school.
- **13 CCR § 2477 and Article 8: Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate.** Regulations established to control emissions associated with diesel-powered TRUs.

Regional

Air Quality Management Planning

SCAQMD is the agency responsible for improving air quality in the SoCAB and ensuring that the National and California AAQS are attained and maintained. SCAQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). Since 1979, a number of AQMPs have been prepared.

2016 AQMP

On March 3, 2017, SCAQMD adopted the 2016 AQMP, which serves as an update to the 2012 AQMP. The 2016 AQMP addresses strategies and measures to attain the following National AAQS:

- 2008 National 8-hour ozone standard by 2031
- 2012 National annual $PM_{2.5}$ standard by 2025[7]
- 2006 National 24-hour $PM_{2.5}$ standard by 2019
- 1997 National 8-hour ozone standard by 2023

[7] The 2016 AQMP requests a reclassification from moderate to serious nonattainment for the 2012 National $PM_{2.5}$ standard.

- 1979 National 1-hour ozone standard by year 2022

It is projected that total NO_X emissions in the SoCAB would need to be reduced to 150 tons per day (tpd) by year 2023 and to 100 tpd in year 2031 to meet the 1997 and 2008 federal 8-hour ozone standards. The strategy to meet the 1997 federal 8-hour ozone standard would also lead to attaining the 1979 federal 1-hour ozone standard by year 2022 (SCAQMD 2017), which requires reducing NO_X emissions in the SoCAB to 250 tpd. This is approximately 45 percent additional reductions to existing regulations for the 2023 ozone standard and 55 percent additional reductions to existing regulations to meet the 2031 ozone standard.

Reducing NO_X emissions would also reduce $PM_{2.5}$ concentrations in the SoCAB. However, because the goal is to meet the 2012 federal annual $PM_{2.5}$ standard no later than year 2025, SCAQMD is seeking to reclassify the SoCAB from "moderate" to "serious" nonattainment under this federal standard. A "moderate" nonattainment would require meeting the 2012 federal standard by no later than 2021.

Overall, the 2016 AQMP is composed of stationary and mobile-source emission reductions from regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile-source strategies, and reductions from federal sources such as aircrafts, locomotives, and ocean-going vessels. Strategies outlined in the 2016 AQMP would be implemented in collaboration between CARB and the EPA (SCAQMD 2017).

Lead Implementation Plan

In 2008, the EPA designated the Los Angeles County portion of the SoCAB as a nonattainment area under the federal lead classification due to the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in the City of Vernon and the City of Industry that exceeded the new standard in the 2007-to-2009 period. The remainder of the SoCAB, outside the Los Angeles County nonattainment area, remains in attainment of the new 2008 lead standard. On May 24, 2012, CARB approved the State Implementation Plan (SIP) revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to the EPA for approval.

SCAQMD Rules and Regulations

All projects are subject to SCAQMD rules and regulations in effect at the time of activity, including:

- **Rule 401, Visible Emissions.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in visible emissions. Specifically, the rule prohibits the discharge of any air contaminant into the atmosphere by a person from any single source of emission for a period or periods aggregating more than three minutes in any one hour that is as dark as or darker than designated No. 1 on the Ringelmann Chart, as published by the US Bureau of Mines.

- **Rule 402, Nuisance.** This rule is intended to prevent the discharge of pollutant emissions from an emissions source that results in a public nuisance. Specifically, this rule prohibits any person from discharging quantities of air contaminants or other material from any source such that it would result in an injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Additionally, the discharge of air contaminants would also be prohibited where it would endanger the

comfort, repose, health, or safety of any number of persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403, Fugitive Dust.** This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities. In general, the rule prohibits new developments from the installation of wood-burning devices.

- **Rule 445, Wood Burning Devices.** This rule is intended to reduce the emission of particulate matter from wood-burning devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device.

- **Rule 1113, Architectural Coatings.** This rule serves to limit the VOC content of architectural coatings used on projects in the SCAQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects in the SCAQMD must comply with the current VOC standards set in this rule.

- **Rule 1403, Asbestos Emissions from Demolition/Renovation Activities.** The purpose of this rule is to specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

Local

City of Wildomar General Plan

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 (2008) include:

- **Policy AQ 1.1:** Promote and participate with regional and local agencies, both public and private, to protect and improve air quality.
- **Policy 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.
- **Policy 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.
- **Policy 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.
- **Policy 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.
- **Policy AQ 2.3:** Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.
- **Policy AQ 4.1:** Encourage the use of building materials/methods which reduce emissions.
- **Policy 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.
- **Policy AQ 4.3:** Encourage centrally heated facilities to utilize automated time clocks or occupant sensors to control heating.
- **Policy AQ 4.4:** Require residential building construction to comply with energy use guidelines detailed in Title 24 of the California Administrative Code.
- **Policy AQ 4.5:** Require stationary pollution sources to minimize the release of toxic pollutants.
- **Policy AQ 4.6:** Require stationary air pollution sources to comply with applicable air district rules and control measures.
- **Policy AQ 4.7:** To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions.
- **Policy 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.
- **Policy AQ 5.2:** Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments.

- **Policy 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.

5.2.1.2 EXISTING CONDITIONS

South Coast Air Basin

The project area is in the SoCAB, which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (SCAQMD 2005).

Meteorology

Temperature and Rainfall

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. More than 90 percent of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to 14 inches in downtown Los Angeles.

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of a shallow marine layer. This "ocean effect" is dominant except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds. Periods of heavy fog are frequent, especially along the coast. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (SCAQMD 1993).

Wind

Wind speed is somewhat greater during the dry summer months than during the rainy winter season. Between periods of wind, periods of air stagnation may occur in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east inhibit the eastward transport and diffusion of pollutants. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (SCAQMD 2005).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area (SCAQMD 2005).

SoCAB Nonattainment Areas

The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the SIP. Areas are classified as attainment or nonattainment areas for particular pollutants depending on whether they meet the ambient air quality standards. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

- ***Unclassified.*** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- ***Attainment.*** A pollutant is in attainment if the AAQS for that pollutant was not violated at any site in the area during a three-year period.
- ***Nonattainment.*** A pollutant is in nonattainment if there was at least one violation of an AAQS for that pollutant in the area.
- ***Nonattainment/Transitional.*** A subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SoCAB is shown in Table 5.2-3, *Attainment Status of Criteria Air Pollutants in the South Coast Air Basin*.

Table 5.2-3 Attainment Status of Criteria Air Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM_{10}	Serious Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only)[1]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2018.
[1] In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new 2008 federal AAQS as a result of large industrial emitters. Remaining areas in the SoCAB are unclassified.

Multiple Air Toxics Exposure Study IV

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on existing ambient concentrations of TACs and the potential health risks from air toxics in the SoCAB. In 2008, SCAQMD conducted its third update, MATES III, based on the Office of Environmental Health Hazards Assessment's (OEHHA) 2003 Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (2003 HRA Guidance Manual). The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, which accounted for 84 percent of the cancer risk (SCAQMD 2008).

SCAQMD recently released the fourth update, MATES IV, which was also based on OEHHA's 2003 HRA Guidance Manual. The results showed that the overall monitored risk for excess cancer from a lifetime exposure to ambient levels of air toxics decreased to approximately 418 in one million. Compared to the 2008 MATES III, monitored excess cancer risks decreased by approximately 65 percent. Approximately 90 percent of the risk is attributed to mobile sources, and 10 percent is attributed to TACs from stationary sources, such as refineries, metal processing facilities, gas stations, and chrome plating facilities. The largest contributor to this risk was diesel exhaust, which accounted for approximately 68 percent of the air toxics risk. Compared to MATES III, MATES IV found substantial improvement in air quality and associated decrease in air toxics exposure. As a result, the estimated basin-wide population-weighted risk decreased by approximately 57 percent since MATES III (SCAQMD 2015).

OEHHA updated the guidelines for estimating cancer risks on March 6, 2015 (OEHHA 2015). The new method uses higher estimates of cancer potency during early life exposures, which result in a higher calculation of risk. There are also differences in the assumptions on breathing rates and length of residential exposures. When combined, SCAQMD estimates that risks for a given inhalation exposure level will be about 2.7 times higher than the risk identified in MATES IV using the 2015 OEHHA guidance methodology (e.g., 2.7 times higher than 418 in one million overall excess cancer risk) (SCAQMD 2015).

Local Air Quality

The project site is within the Source Receptor Area (SRA) 25. Within SRA 25, the SCQAMD Lake Elsinore monitoring station, located approximately 6 miles northwest of the site, is the nearest long-term air quality monitoring station for CO, O_3, PM_{10}, $PM_{2.5}$, NO_2, and SO_2.

The most recent three years of data available is shown in Table 5.2-4, *Ambient Air Quality Monitoring in the Project Vicinity,* and identifies 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 at the project site. The ambient air quality data in Table 5.2-4 show that NO_2, SO_2, and CO levels are within the applicable State and federal standards. As detailed in Table 5.2-4, the State 1-hour O3 standard was exceeded 15 to 23 times per year in the past 3 years.

Table 5.2-4 Ambient Air Quality Monitored in the Project Vicinity

Pollutant	Standard	Year		
		2016	2017	2018
Carbon Monoxide (CO) – Lake Elsinore Monitoring Station				
Maximum 1-hr concentration (ppm)		1.2	1.2	1.1
Number of days exceeded:	State: > 20 ppm	0	0	0
	Federal > 35 ppm	0	0	0
Maximum 8-hr concentration (ppm)		0.6	0.8	0.8
Number of days exceeded:	State: ≥ 9.0 ppm	0	0	0
	Federal: ≥ 9.0 ppm	0	0	0
Ozone (O_3) – Lake Elsinore Monitoring Station				
Maximum 1-hr concentration (ppm)		0.124	0.121	0.116
Number of days exceeded:	State: > 0.09 ppm	15	23	16
Maximum 8-hr concentration (ppm)		0.093	0.098	0.095
Number of days exceeded:	State: > 0.07 ppm	45	56	31
	Federal: > 0.07 ppm	44	54	30
Coarse Particulates (PM_{10}) – Lake Elsinore Monitoring Station				
Maximum 24-hr concentration (µg/m3)		99.7	134.1	105.1
Number of days exceeded:	State: > 50 µg/m3	N/A	N/A	N/A
	Federal: > 150 µg/m3	0	0	0
Annual arithmetic average concentration (µg/m3)		22.4	23.6	23.3
Exceeded for the year:	State: > 20 µg/m3	N/A	N/A	N/A
Fine Particulates ($PM_{2.5}$) – Pechanga Monitoring Station				
Maximum 24-hr concentration (µg/m3)		13.5	14.0	N/A
Number of days exceeded:	Federal: > 35 µg/m3	0	0	0
Annual arithmetic average concentration (µg/m3)		7.1	7.5	N/A
Exceeded for the year:	State: > 12 µg/m3	No	No	No
	Federal: > 15 µg/m3	No	No	No
Nitrogen Dioxide (NO_2) – Lake Elsinore Monitoring Station				
Maximum 1-hr concentration (ppb)		51.3	49.0	41.3
Number of days exceeded:	State: > 180 ppb	0	0	0
Annual arithmetic average concentration (ppb)		8.1	8.2	8.5

Table 5.2-4 Ambient Air Quality Monitored in the Project Vicinity

Pollutant	Standard	Year		
		2016	2017	2018
Exceeded for the year:	State: > 30 ppb	No	No	No
	Federal: > 53 ppb	No	No	No

Source: Air Data: Air Quality Data Collected at Outdoor Monitors across the U.S. (EPA 2019a); iADAM Air Quality Data Statistics (CARB 2019).
µg/m3 =Microgram per Cubic Meter
CO = carbon monoxide
N/A = not applicable
NO2 = nitrogen dioxide
O3 = ozone
PM2.5 = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
ppb = parts per billion
ppm = parts per million
SO2 = sulfur dioxide

Wildomar Trail Town Center Mixed-Use Project

The project site is currently vacant, and does not have any operations or activities that would result in air quality impacts.

Prielipp-Yamas Property Rezone

The project site is currently vacant, and does not have any operations or activities that would result in air quality impacts.

5.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.

AQ-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

AQ-3 Expose sensitive receptors to substantial pollutant concentrations.

AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

5.2.2.1 POLLUTANTS WITH REGIONAL EFFECTS

SCAQMD has established daily emissions thresholds for construction and operation of a proposed project in the Basin. The emissions thresholds were established based on the attainment status of the 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.

Regional Thresholds for Construction and Operational Emissions

The City utilizes the SCAQMD CEQA Air Quality Handbook to identify potentially significant impacts on air quality. The SCAQMD has established the thresholds of significance for emissions generated during construction and operation of projects as below in Table 5.2-5, *SCAQMD Significance Thresholds*:

Table 5.2-5 SCAQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROG)	75 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Nitrogen Oxides (NO_X)	100 lbs/day	55 lbs/day
Sulfur Oxides (SO_X)	150 lbs/day	150 lbs/day
Particulates (PM_{10})	150 lbs/day	150 lbs/day

Source: SCAQMD 2019

Projects in the Basin with operational emissions that exceed any of these emission thresholds are considered to be significant under SCAQMD guidelines. These thresholds, which apply throughout the Basin and were developed by SCAQMD, apply as both project and cumulative thresholds. If a project exceeds these standards, it is considered to have a project-specific and cumulative impact.

Local Microscale CO Concentration Standards

The significance of localized CO 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. Because ambient CO levels are below the standards throughout the Basin, a project would be considered to have a significant CO impact if project emissions result in an exceedance of one or more of the 1-hour or 8-hour standards. The following are applicable local emission concentration standards for CO:

- 1 hour = 20 parts per million
- 8 hour = 9 parts per million

The significance of localized project impacts 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 significant impacts 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. The SCAQMD defines a measurable amount as 1.0 ppm or more for the 1-hour CO concentration or 0.45 ppm or more for the 8-hour CO concentration.

Thresholds for Localized Impacts Analysis

SCAQMD published its Final Localized Significance Threshold Methodology in June 2003 and updated it in July 2008 (SCAQMD 2008), recommending that all air quality analyses include an assessment of both construction and operational impacts on the air quality of nearby sensitive receptors.

LSTs are based on the ambient concentrations of that pollutant within the project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor. For the proposed project, the appropriate SRA for the LST is the nearby Lake Elsinore area (SRA 25). SCAQMD provides LST screening tables for 25, 50, 100, 200, and 500-meter source-receptor distances. The total area of the proposed project is 25.8 acres. As identified above, the closest sensitive receptors include the multifamily and single-family residences as close as 82 feet (25 meters) south of the project site. The LST methodology explicitly states, "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Therefore, LSTs for receptors located at 25 meters were utilized.

The SCAQMD has produced look-up tables for projects that disturb less than or equal to 5 acres daily. The SCAQMD has also issued guidance on applying the CalEEMod emissions software to LSTs for projects greater than 5 acres. The entire project site is 25.8 acres and would be constructed in four phases. The construction grading activities would occur in smaller acreage to an estimated 4 acres disturbed per day for all four phases as a project condition. Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, based on the CalEEMod default list of equipment (i.e., one dozer, one grader, two excavators, and two scrapers) required for the proposed project phase scenario, the maximum daily disturbed acreage is assumed to be approximately 4 acres per day. Thus, the maximum daily disturbed-acreage of 4 acres is used in determining the applicability of SCAQMD's LST look-up tables for 4 acres. The Prielipp-Yamas site is approximately 10 acres, and while it is likely that future construction activities could disturb 5 or less acres daily, construction activities for future development on the Prielipp-Yamas site are unknown at this time as no development has been proposed.

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities, but not including drive through uses). The proposed project does include a gas station with car wash; therefore, the operational phase LST protocol does apply. For operational LST impacts, the SCAQMD guidance specifies that only on-site emissions are to be included. On-site operational emissions would primarily occur from stationary sources, area sources, and vehicle sources. While vehicle emissions are the largest source of project-related operational emissions, it is estimated that less than 5 percent of the overall vehicle travel would occur on site. Using the 5-acre operational LST thresholds would result in a conservative analysis. Future operational activities for the Prielipp-Yamas Property would not result in long periods of queuing or idling as residential uses do not typically result in idling or queuing for long periods.

Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. The project site is bordered along the south and east sides by residential uses. While single-family residents are approximately 33 feet from the project construction boundary, the SCAQMD LST guidance specifies that the minimum distance to be considered is within 82 feet (25 meters); thus, the emissions thresholds shown in Table 5.2-6, *Localized Significance Thresholds at 25 Meters,* would apply during project construction and operation for the Wildomar Trails project site.

Table 5.2-6 Localized Significance Thresholds at 25 Meters

Scenario	Emissions Threshold (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction (4-acre thresholds)	325	1,677	11.0	6.7
Operational (5-acre thresholds)	371	1,965	4.0	2.0

Source: Final Localized Significance Threshold Methodology (SCAQMD 2003, revised 2008)
CO = carbon monoxide
lbs/day = pounds per day
LST = local significance threshold
NO_X = nitrogen oxides
PM2.5 = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District

Toxic Air Contaminants Thresholds

Dispensing gasoline products has the potential to introduce air toxics (primarily benzene emissions) into the local environment. The SCAQMD regulates these emissions through a permitting process (Health Risk Assessment) that applies to all service stations within Riverside County. As part of its permitting process, the SCAQMD performs an analysis of potential cancer risk associated with anticipated benzene emissions from individual service stations.

The SCAQMD has established thresholds of significance that account for site-specific factors such as gasoline throughput and the locations of nearby receptors. If the analysis indicates that the cancer risk at a nearby receptor location (i.e., an area where persons reside, work, or attend school—not including streets or sidewalks) is less than one case per million persons, the risk is considered less than significant, and no mitigation is required. If the analysis results indicate that the lifetime cancer risk is between 1 and 10 cases per million, the impact is considered less than significant with the application of Toxics Best Available Control Technology (TBACT). Under existing SCAQMD regulations, a permit cannot be issued for a gas station project with an identified cancer risk between 1 and 10 unless TBACT is made a part of the project. The ARB must certify all vapor recovery equipment that is used at service stations, which would satisfy the TBACT requirement. If the analysis indicates that the cancer risk is greater than 10 cases per million, the impact is considered significant and the SCAQMD would further constrain the service station's operations in order to stay below a cancer risk of 10 cases in a million.

5.2.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval for air quality impacts are identified below:

PPP AQ-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2019 Building and Energy Efficiency Standards became effective January 1, 2020. The Building Energy and Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.

PPP AQ-2 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2).

PPP AQ-3 Construction activities will be conducted in compliance with California Code of Regulations Title 13 Section 2449, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

PPP AQ-4 Construction activities will be conducted in compliance with any applicable South Coast Air Quality Management District rules and regulations, including but not limited to:

- **Rule 403, Fugitive Dust**, for controlling fugitive dust and avoiding nuisance.
- **Rule 402, Nuisance,** which states that a project shall not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."
- **Rule 1113,** which limits the volatile organic compound content of architectural coatings.

5.2.4 Environmental Impacts

5.2.4.1 METHODOLOGY

Wildomar Trail Town Center Mixed-Use Project

This air quality evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with future development that would be accommodated by the Project. SCAQMD's *CEQA Air Quality Handbook* (Handbook) and updates on its website are intended to provide local governments with guidance for analyzing and mitigating project-specific air quality impacts. The Handbook provides standards, methodologies, and procedures for conducting air quality analyses in EIRs, and they were used in this analysis.

Air pollutant emissions are calculated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. CalEEMod compiles an emissions inventory of construction (fugitive dust, off-gas emissions, on-road emissions, and off-road emissions), area sources, indirect emissions from energy use, mobile sources, indirect emissions from waste disposal (annual only), and indirect emissions from water/wastewater (annual only). Construction criteria air pollutant emissions modeling is included in Appendix 5.2-1 of this Draft EIR. The calculated emissions of the project are compared to thresholds of significance for individual projects using the SCAQMD's Handbook. Following is a summary of the assumptions used for the Project analysis.

Construction Phase

Construction would entail demolition of existing asphalt, site preparation, grading, building construction, architectural coating, and asphalt paving on the 25.8-acre site.

The 25.8-acre property will be divided into four phases: 1) 22-pump gas station and 4,000-square foot (sf) convenience store along with a car wash, access roads, and parking lot for the Phase 2 construction project, and a 1.57-acre storm water basin; 2) a regional shopping center and remainder of the surface roads and associated parking lot for Phase 2; 3) medical office buildings with an associated parking lot; and 4) multifamily midrise apartments and surface roads.

Operational Phase

- **Transportation.** Daily vehicle miles traveled (VMT) and average daily trip (ADT) generation was provided by LSA Associates, Inc. for the proposed Wildomar Trail Town Center Mixed-Use Project. The primary source of mobile criteria air pollutant emissions is tailpipe exhaust emissions from the combustion of fuel (i.e., gasoline and diesel). Additionally, for criteria air pollutants, brake and tire wear and fugitive dust from vehicles traveling roadways also generate particulate matter.

- **Area Sources.** Area source emissions from use of consumer cleaning products, landscaping equipment, and VOC emissions from paints are based on CalEEMod default values and the square footage of the proposed buildings and surface parking lot areas.

- **Energy.** Criteria air pollutant emissions from energy use (natural gas used for cooking, heating, etc.) are based on the CalEEMod defaults for natural gas usage for residential and nonresidential land uses. Criteria air pollutant emissions from energy use are associated with natural gas used for heating.

Prielipp-Yamas Property Rezone

As no development has been proposed for the Prielipp-Yamas Property, the methodology from the Horizons Development Project (SCH # 2015011021), which bounds the eastern boundary of the Property, was used. The Horizons project included 138 two-story townhomes on approximately 12 acres and 86 senior living units on approximately 6 acres, which is similar to the residential units anticipated for future development.

For construction, the air quality analysis for the Horizons project determined assumed that only 3-acres of the 20-acre site would be actively disturbed each day during construction, and would not exceed the 5 acre per day limit established by the SCAQMD. While the rezone area of Prielipp-Yamas Property affected by the proposed project is 10-acres in size, it is reasonable for the City to assume a similar mitigation measure would be included in the project-specific environmental analysis for the Prielipp-Yamas Property.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project if the project includes stationary sources, or attracts mobile sources that may spend long periods of queuing and idling at the site (e.g., warehouse or transfer facilities). As future development on the Prielipp-Yamas Property would be residential, and would lack stationary source emissions, no long-term localized significance threshold analysis is needed.

5.2.4.2 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.2-1: Construction activities associated with the proposed project would not generate short-term emissions in exceedance of SCAQMD's threshold criteria. [Thresholds AQ-2 and AQ-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Air pollutant emissions associated with the project would occur over the short term from construction activities (e.g., fugitive dust from site preparation and grading), and emissions from equipment exhaust.

Equipment Exhaust and Related Construction Activities

Construction activities would temporarily increase PM_{10}, $PM_{2.5}$, VOC, NO_X, SO_X, and CO regional emissions in the SoCAB. Construction activities associated with buildout of proposed project are anticipated to occur over approximately 5 years, from 2021 to 2026. Construction activities produce combustion emissions from various sources (e.g., 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. The use of construction equipment on site would result in localized exhaust emissions.

The 25.8-acre property will be built in four phases: 1) Gas station with associated convenience store and car wash, along with parking lot for Phase 2 construction and 1.57-acre storm water basin; 2) regional shopping center and remainder of associated parking lot; 3) medical office buildings with associated parking lot; and 4) multifamily midrise apartments. Table 5.2-7 lists the tentative project construction schedule for the proposed Wildomar Trails project site.

Table 5.2-7 Tentative Project Construction Schedule

Phase Name	Number of Days
Phase 1	
Site Preparation	3
Grading	6
Building Construction	220
Paving	10
Architectural Coatings	10
Phase 2	
Site Preparation	3
Grading	6
Building Construction	220
Paving	10
Architectural Coatings	10
Phase 3	
Site Preparation	5
Grading	8

Table 5.2-7 Tentative Project Construction Schedule

Phase Name	Number of Days
Building Construction	230
Paving	18
Architectural Coatings	18
Phase 4	
Site Preparation	5
Grading	8
Building Construction	230
Paving	18
Architectural Coatings	28

Source: Estimated from project plans and CalEEMod defaults (LSA 2021).
CalEEMod = California Emissions Estimator Model

Table 5.2-8 lists the estimated construction equipment that would be used during project construction as estimated by CalEEMod default values.

Table 5.2-8 Diesel Construction Equipment Utilized by Construction Phase

Construction Activities	Off-Road Equipment Type	Off-Road Equipment Units Amount	Hours Used per Day	Horsepower	Load Factor
Phase 1					
Site Preparation	Graders	1	8	187	0.41
	Scrapers	1	8	367	0.48
	Tractors/Loaders/Backhoes	1	7	97	0.37
Grading	Graders	1	8	187	0.41
	Scrapers	1	8	247	0.40
	Tractors/Loaders/Backhoes	2	7	97	0.37
Building Construction	Cranes	1	8	231	0.29
	Forklifts	2	7	89	0.20
	Generator Sets	1	8	84	0.74
	Tractors/Loaders/Backhoes	1	6	97	0.37
	Welders	3	8	46	0.45
Paving	Pavers	1	8	130	0.42
	Cement and Mortar Mixers	1	8	9	0.96
	Tractors/Loaders/Backhoes	1	7	97	0.37
	Paving Equipment	1	8	132	0.36
	Rollers	2	8	80	0.38
Architectural Coatings	Air Compressors	1	6	78	0.48
Phase 2					
Site Preparation	Graders	1	8	247	0.40
	Scrapers	1	8	187	0.41
	Tractors/Loaders/Backhoes	1	7	97	0.37

Table 5.2-8 Diesel Construction Equipment Utilized by Construction Phase

Construction Activities	Off-Road Equipment Type	Off-Road Equipment Units Amount	Hours Used per Day	Horsepower	Load Factor
Grading	Graders	1	8	187	0.41
	Scrapers	1	8	247	0.40
	Tractors/Loaders/Backhoes	2	7	97	0.37
Building Construction	Cranes	1	8	231	0.29
	Forklifts	2	7	89	0.20
	Generator Sets	1	8	84	0.74
	Tractors/Loaders/Backhoes	1	6	97	0.37
	Welders	3	8	46	0.45
Paving	Pavers	1	8	130	0.42
	Cement and Mortar Mixers	1	8	9	0.96
	Tractors/Loaders/Backhoes	1	8	97	0.37
	Paving Equipment	1	8	132	0.36
	Rollers	2	8	80	0.38
Architectural Coatings	Air Compressors	1	6	78	0.48
Phase 3					
Site Preparation	Graders	3	8	247	0.40
	Scrapers	4	8	97	0.37
	Tractors/Loaders/Backhoes	1	8	158	0.38
Grading	Graders	1	8	187	0.41
	Scrapers	1	8	247	0.40
	Tractors/Loaders/Backhoes	3	8	97	0.37
Building Construction	Cranes	1	7	231	0.29
	Forklifts	3	8	89	0.20
	Generator Sets	1	8	84	0.74
	Tractors/Loaders/Backhoes	3	7	97	0.37
	Welders	1	8	46	0.45
Paving	Pavers	1	8	130	0.42
	Cement and Mortar Mixers	2	6	132	0.36
	Tractors/Loaders/Backhoes	2	6	9	0.96
	Paving Equipment	1	8	97	0.37
	Rollers	2	6	80	0.38
Architectural Coatings	Air Compressors	1	6	78	0.48
Phase 4					
Site Preparation	Graders	3	8	247	0.40
	Scrapers	4	8	97	0.37
	Tractors/Loaders/Backhoes	1	8	158	0.38
Grading	Graders	1	8	187	0.41
	Scrapers	3	8	247	0.40

Table 5.2-8 Diesel Construction Equipment Utilized by Construction Phase

Construction Activities	Off-Road Equipment Type	Off-Road Equipment Units Amount	Hours Used per Day	Horsepower	Load Factor
	Tractors/Loaders/Backhoes	1	8	97	0.37
Building Construction	Cranes	3	7	231	0.29
	Forklifts	1	8	89	0.20
	Generator Sets	1	8	84	0.74
	Tractors/Loaders/Backhoes	3	7	97	0.37
	Welders	1	8	46	0.45
Paving	Pavers	1	8	130	0.42
	Cement and Mortar Mixers	2	6	9	0.96
	Tractors/Loaders/Backhoes	1	8	97	0.37
	Paving Equipment	2	6	132	0.36
	Rollers	2	6	80	0.38
Architectural Coatings	Air Compressors	1	6	78	0.48

Source: Estimated from project plans and CalEEMod defaults (LSA 2021).
CalEEMod = California Emissions Estimator Model

The most recent version of the CalEEMod (Version 2016.3.2) was used to calculate the construction emissions for each construction phase. Tables 5.2-9 through Tables 5.2-12 show the construction emissions for Phases 1 through 4. The emissions rates shown in the tables are from the CalEEMod output tables listed as "Mitigated Construction," even though the only measures that have been applied to the analysis are the required construction emissions control measures, or standard conditions. They are also the combination of the on- and off-site emissions.

Table 5.2-9 Phase 1 Construction Emissions

	Pollutant Emissions (lbs/day)							
Construction Phase 1	VOC	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Site Preparation	0.70	20.04	13.94	0.03	0.71	0.05	0.09	0.50
Grading	0.67	18.14	12.52	0.02	2.67	0.49	1.34	0.49
Building Construction	1.79	21.25	18.08	0.03	0.59	0.74	0.16	0.74
Paving	0.95	15.65	13.50	0.02	0.17	0.56	0.04	0.56
Architectural Coating	11.38	1.43	2.13	0.00	0.08	0.10	0.03	0.08
Peak Daily	11.38	21.25	18.08	0.03	3.15		1.83	

Table 5.2-9 Phase 1 Construction Emissions

	Pollutant Emissions (lbs/day)							
Construction Phase 1	VOC	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
SCAQMD Thresholds	75	100	550	150	150		55	
Significant Emissions?	No	No	No	No	No		No	

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
PM2.5 = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2-10 Phase 2 Construction Emissions

	Pollutant Emissions (lbs/day)							
Construction Phase 1	VOC	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Site Preparation	0.70	20.04	13.92	0.03	0.71	0.05	0.09	0.50
Grading	0.67	18.13	12.49	0.02	2.67	0.49	1.34	0.49
Building Construction	1.67	20.91	17.71	0.03	0.54	0.71	0.15	0.71
Paving	2.32	15.65	13.46	0.02	0.17	0.56	0.04	0.56
Architectural Coating	34.96	1.32	2.07	0.00	0.09	0.07	0.02	0.07
Peak Daily	34.96	20.91	17.71	0.03	3.15		1.83	
SCAQMD Thresholds	75	100	550	150	150		55	
Significant Emissions?	No	No	No	No	No		No	

Source: Compiled by LSA (February 2021)
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
VOC = volatile organic compounds

Table 5.2-11 Phase 3 Construction Emissions

Construction Phase 1	Pollutant Emissions (lbs/day)							
	VOC	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Site Preparation	1.28	33.77	23.54	0.04	7.25	0.95	3.93	0.95
Grading	1.07	26.32	19.47	0.03	2.72	0.77	1.36	0.77
Building Construction	1.64	25.87	21.43	0.04	1.16	0.87	0.31	0.87
Paving	1.50	16.13	14.18	0.02	0.22	0.56	0.06	0.56
Architectural Coating	34.92	1.26	2.32	0.00	0.19	0.06	0.05	0.06
Peak Daily	34.92	33.77	23.54	0.04	8.19		4.87	
SCAQMD Thresholds	75	100	550	150	150		55	
Significant Emissions?	No	No	No	No	No		No	

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2-12 Phase 4 Construction Emissions

Construction Phase 1	Pollutant Emissions (lbs/day)							
	VOC	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Site Preparation	1.28	33.76	23.50	0.04	7.25	0.95	3.93	0.95
Grading	1.07	26.31	19.44	0.03	2.72	0.77	1.36	0.77
Building Construction	1.67	24.57	21.62	0.04	1.32	0.86	0.35	0.86
Paving	1.38	16.13	14.09	0.02	0.22	0.56	0.06	0.56
Architectural Coating	34.31	1.19	2.32	0.01	0.25	0.05	0.07	0.05
Peak Daily	34.31	33.76	23.50	0.04	8.19		4.87	
SCAQMD Thresholds	75	100	550	150	150		55	
Significant Emissions?	No	No	No	No	No		No	

Source: Compiled by LSA (February 2021)
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
VOC = volatile organic compounds

Because no exceedances of any criteria pollutants are expected, no significant impacts would occur for project construction in Phases 1 through 4.

Fugitive Dust

Fugitive dust emissions 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. The proposed project will be required to comply with SCAQMD Rule 403 to control fugitive dust.

Architectural Coatings

Architectural coatings contain VOCs that are part of the O3 precursors. Based on the proposed project, it is estimated that application of the architectural coatings for the proposed peak construction day will result in a peak of 34.96 pounds per day (lbs/day) of VOCs during Phase 2. Therefore, VOC emissions from architectural coating application would not exceed the SCAQMD VOC threshold of 75 lbs/day.

Localized Impact Analysis

Table 5.2-13 shows that the construction emission rates would not exceed the LSTs for any of the sensitive receptors near the project site.

Table 5.2-13 Maximum Daily Construction Localized Impacts Analysis for Phases 1 through 4

	Pollutant Emissions (lbs/day)			
Emissions Sources Phase 1 through 4	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions (Peak during Phase 3)	34	23	8.0	4.8
LST Thresholds	325	1,677	11.0	6.7
Significant Emissions?	No	No	No	No

Source: Compiled by LSA (February 2021)
Note: Source Receptor Area – Lake Elsinore, 4 acres, receptors at 25 meters.
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

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P (Industrial Park) to R-3 (General Residential) and the General Plan land use designation for this portion of the property would be changed from BP (Business Park) to HHDR (Highest Density Residential). The zone change from I-P to R-3 would reduce the intensity of future development. According to Chapter 17.88, I-P Industrial Park Zone, and Chapter 17.44, R-3 General Residential Zone, of the Wildomar Municipal Code, the minimum lot sizes for sites designated I-P and R-3 must be 20,000 square feet and 7,200 square feet, respectively. Therefore, as the minimum lot size for sites designated R-3 is less than sites designated I-P, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

The Horizons project amended the City of Wildomar General Plan by changing the land use designation of the site from Business Park (BP) to High Density Residential (HDR) on 10.68 net acres, and found that potential traffic would be reduced as a result of the change from business park to residential land uses. Additionally, the Horizons project found that the additional homes proposed under the project were consistent with the City's projected population growth, and therefore do not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

While the site is currently vacant and therefore any development would increase air quality impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Moreover, air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. Air pollutant emissions as a result of future development would likely occur over the short term from construction activities (e.g., fugitive dust from site preparation and grading), and emissions from equipment exhaust. As no development is being proposed for this site at this time, a specific air quality analysis cannot be conducted at this time, and therefore, air quality impacts relating to the future development of this site would be evaluated prior to construction, when development plans have been submitted to the City. However, because future air quality impacts are expected to be similar to the proposed Wildomar Trail Town Center Mixed-Use Project and no exceedances of any criteria pollutants are expected during the construction phase, no significant impacts would occur. Therefore, no mitigation measures are required.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.2-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.2-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-1 would be less than significant.

Impact 5.2-2: Long-term operation of the project would generate additional vehicle trips and associated emissions in exceedance of SCAQMD's threshold criteria. [Thresholds AQ-2 and AQ-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

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. Long-term regional emissions would be associated with project-related vehicular trips and due to energy consumption (e.g., electricity usage) by the proposed project. The area-wide source emission categories include both stationary and off-road mobile sources. Stationary source emissions would come from many sources, including the use of consumer products, landscaping equipment, general energy, and solid waste.

Based on the Baxter Town Center Traffic Impact Study (Traffic Impact Study) (IEG 2020) for the proposed project, the project would generate approximately 6,663 trips per day. The project's average daily trips were entered in CalEEMod. Area sources include architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for heating and cooking. Tables 5.2-14 through 5.2-19 show CalEEMod results for the project. Due to the lengthy construction period, operational activities are expected to overlap with construction activities. SCAQMD has requested that total proposed project emissions be estimated during a year when construction and operational activities substantially overlap. The net changes in combined (construction plus operational) emissions are compared with SCAQMD operational thresholds.

Table 5.2-14 Phase 1 Regional Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	0.25	<0.01	<0.01	0	<0.01	<0.01
Energy	<0.01	0.05	0.04	<0.01	<0.01	<0.01
Mobile	2.55	10.97	16.49	0.05	3.11	0.86
Total Project Emissions	2.80	11.02	16.53	0.05	3.11	0.86
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (February 2021)
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
VOC = volatile organic compounds

Table 5.2-15 Combined Phase 2 Construction plus Phase 1 Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction	34.96	20.91	17.71	0.03	3.15	1.83
Operation	2.80	11.02	16.53	0.05	3.11	0.86
Total Combined Emissions	37.68	31.93	34.24	0.08	6.26	2.69
SCAQMD Operational Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (February 2021)
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
VOC = volatile organic compounds

Table 5.2-16 Phase 2 Regional Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	0.85	<0.01	0.2	0	<0.01	<0.01
Energy	<0.01	0.2	0.02	<0.01	<0.01	<0.01
Mobile	2.08	9.2	22.72	0.09	7.56	2.07
Total Project Emissions	2.94	9.22	22.76	0.09	7.56	2.07
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2-17 Combined Phase 3 Construction plus Phases 1 & 2 Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction	34.92	33.77	23.54	0.04	8.19	4.87
Operation	5.74	20.24	39.30	0.14	10.67	2.93
Total Combined Emissions	40.66	54.05	62.84	0.18	18.87	7.80
SCAQMD Operational Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2-18 Phase 3 Regional Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	1.67	<0.01	0.04	0	<0.01	<0.01
Energy	<0.01	0.07	0.06	<0.01	<0.01	<0.01
Mobile	3.26	14.62	38.82	0.16	13.37	3.65
Total Project Emissions	4.94	14.69	38.92	0.16	13.37	3.65
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2-19 Combined Phase 4 Construction plus Phases 1, 2 & 3 Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction	34.31	33.76	23.50	0.04	8.19	4.87
Operation	10.68	34.93	78.22	0.29	24.04	6.58
Total Combined Emissions	44.95	68.69	101.72	0.33	32.24	11.45
SCAQMD Operational Thresholds	55	55	550	150	150	55
Significant?	No	Yes	No	No	No	No

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2.-19 shows that the project-related emissions of criteria pollutants would exceed the corresponding SCAQMD daily emission thresholds for NOx emission. Therefore, project-related regional air quality impacts would be significant and mitigation measures would be required.

Table 5.2-20 Full Buildout Regional Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	6.45	0.15	12.61	<0.01	0.07	0.07
Energy	0.08	0.70	0.36	<0.01	0.06	0.06
Mobile	7.38	34.20	74.13	0.30	26.96	7.35
Total Project Emissions	13.91	35.05	87.10	0.30	27.08	7.48
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (February 2021)
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM10 = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

Table 5.2.20 shows that the project-related emissions of criteria pollutants would not exceed the corresponding SCAQMD daily emission thresholds. Therefore, project-related regional operational air quality impacts would be less than significant.

Localized Impact Analysis

Table 5.2-21 shows the calculated emissions for the proposed operational activities compared with the appropriate LSTs. By design, the localized impacts analysis only includes on-site sources; however, the CalEEMod outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 5.2-21 include all on-site project-related stationary sources and 5 percent of the project-related new mobile sources, which is an estimate of the amount of project-related vehicle traffic that would occur on site. A total of 5 percent is considered conservative because the average on-site distance driven is unlikely to be even 1,000 feet, which is approximately 2.3 percent of the total miles traveled. Considering the total trip length included in the CalEEMod, the 5 percent assumption is conservative.

Table 5.2-21 Long-Term Operational Localized Impacts Analysis

Source	Pollutant Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions	1.85	16.31	1.42	0.44
LST Thresholds	367	1,965	4.0	2.0
Significant Emissions?	No	No	No	No

Source: Compiled by LSA (February 2021)
Note: Source Receptor Area – Lake Elsinore, 5 acres, receptors at 25 meters, on-site traffic 5 percent of total.
CO = carbon monoxide
lbs/day = pounds per day
LST = Localized significance thresholds
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

Table 5.2-21 shows that the on-site operational emission rates would not exceed the LSTs. Therefore, the proposed operational activity would not result in a locally significant air quality impact.

Long-Term Microscale (*Carbon Monoxide Hot Spot*) Analysis

Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts could occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Existing CO concentrations in the immediate project vicinity are not available.

Ambient CO levels monitored at the Lake Elsinore Monitoring Station, the closest station with complete monitored CO data, showed a highest recorded 1-hour concentration of 1.2 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 0.8 ppm (the State standard is 9 ppm) during the past 3 years (Table E). The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

As described in the Traffic Impact Study (IEG 2020) prepared for the proposed project, with the addition of the proposed project in the existing setting and all future scenarios, vehicle speeds and vehicular congestion at all intersections surrounding the project site would increase to an extent; however, all analyzed intersections are operating at an acceptable level of service (LOS) of D or better under Opening Year Conditions and Buildout Conditions except for the following intersections, which are rated as LOS F:

- Central Avenue and Wildomar Trail;
- I-15 Southbound Ramps and Wildomar Trail;
- I-15 Northbound Ramps and Wildomar Trail;
- Monte Vista Drive and Wildomar Trail; and
- Monte Vista Drive and Bundy Canyon Road.

Conditions at these intersections would be mitigated by the proposed transportation improvements as outlined in the Traffic Impact Study (IEG 2020). Therefore, the project is not expected to worsen hot-spot conditions within the vicinity of the project site.

Additionally, in 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS. As identified within SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide, peak carbon monoxide concentrations in the Basin were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection. A CO hot spot analysis was conducted at four busy intersections in the Basin at the peak morning and afternoon periods and did not predict a violation of CO standards. Since the SCAQMD modeled intersections do not exceed the CO standards, all intersections within the proposed project with less volume of traffic and under less extreme conditions would not exceed the CO standards. Buildout of the proposed project would not produce the volume of traffic required to generate a CO hot spot. Therefore, the project could be implemented in an existing setting with no significant peak-hour intersection impacts. Given the extremely low level of CO concentrations in the project area and the lack of traffic impacts at any surrounding intersections, project-related vehicles are not expected to contribute significantly to CO concentrations exceeding the State or federal CO standards. Because no CO hot spot would occur, there would be no project-related impacts on CO concentrations.

Toxic Air Contaminants Qualitative Analysis

Dispensing gasoline products has the potential to introduce air toxics (primarily benzene emissions) into the local environment. SCAQMD staff has indicated on previous gas station projects that only a very high throughput service station in close proximity to a school or other sensitive receptor would be likely to exceed the theoretical 10 cases per million threshold. At present, SCAQMD staff runs individual cancer risk assessments on all new service stations or projects where a school is located within 1,000 feet of the project site and there is an increase in emissions. There are no schools within 1,000 feet of the project. The nearest sensitive receptor to the project site is a residential area approximately 130 feet to the southeast and 350 feet to the south. Compliance with existing SCAQMD rules and regulations would ensure potential impacts associated with air toxics would be less than significant.

This would further limit doses and exposures, reducing potential health risks related to gasoline vapors to a level that is not significant. Overall, project impacts related to the exposure of sensitive receptors to emissions are considered less than significant.

Health Risk Assessment

In 2005, the California Air Resources Board (CARB) promulgated an advisory recommendation to avoid setting sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day or rural roads with 50,000 vehicles per day. According to CARB, the increased cancer risk is 300 to 1,700 per million within this domain. The strongest association of traffic related emissions with adverse health outcomes was seen within 300 feet of roadways with high truck densities. Notwithstanding, CARB notes that a site-specific analysis would be required to determine the actual risk near a particular land use and should consider factors such as prevailing wind direction, local topography and climate.

As part of Phase 4 of the project, the applicant proposes to construct multifamily midrise apartments adjacent to the I-15 freeway. According to the Health Risk Assessment, the I-15 freeway serves 132,000 vehicles on an average day.

The SCAQMD CEQA Air Quality Handbook (1993) states that emissions of TACs are considered significant if a Health Risk Assessment shows an increased risk of greater than ten in one million. According to the Health Risk Assessment, based on guidance from the SCAQMD in the document Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 10 in one million is used as the cancer risk threshold for the proposed Project.

The Health Risk Assessment determined that for carcinogenic exposures resulting from exposure to toxics from the freeway, the summation of risk for the maximum exposed residential receptor totaled 8.47 in one million and will not exceed the SCAQMD significance threshold of 10 in one million.

The Health Risk Assessment also evaluated the potential noncancerous effects of contaminant exposures. For chronic noncarcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than the threshold of 1.0 for all exposure scenarios. For acute exposures, the hazard indices for the identified

averaging times did not exceed the threshold of 1.0. Therefore, acute and chronic non-carcinogenic hazards were predicted to be within acceptable limits and a less than significant impact would occur.

The State of California has promulgated strict ambient air quality standards for various pollutants. Pollutant emissions are considered to have a significant effect on the environment if they result in concentrations that create either a violation of an ambient air quality standard, contribute to an existing air quality violation or expose sensitive receptors to substantive pollutant concentrations. Should ambient air quality already exceed existing standards, the SCAQMD has established significance criteria for selected compounds to account for the continued degradation of local air quality.

For PM_{10} emissions, background concentrations representative of the project area exceed the CAAQS for the 24-hour and annual averaging times. As a result, a significant impact is achieved when pollutant concentrations produce a measurable change over existing background levels. Although background concentrations exceed the CAAQS annual averaging time for fine particulates, no measurable change criteria currently exists. As a result, the SCAQMD significance threshold of μg/m3 for the 24-hour averaging time is used to assess $PM_{2.5}$ impacts. For the CO 1 and 8-hour averaging times and NO2 1-hour averaging time, background concentrations are below the current air quality standards. As such, significance is achieved when pollutant concentrations add to existing levels and create an exceedance of the CAAQS.

For the maximum exposed residential receptor, results of the analysis predicted freeway emissions will produce PM_{10} concentrations of 1.18 μg/m^3 and 0.82 μg/ m^3 for the 24-hour and annual averaging times. The Health Risk Assessment determined that these values will not exceed the SCAQMD significance thresholds of 2.5 μg/ m^3 and μg/ m^3, respectively. For $PM_{2.5}$, a maximum 24-hour average concentration of 0.52 μg/ m^3 was predicted. The Health Risk Assessment determined that this value also will not exceed the identified significance threshold of 2.5 μg/ m^3.

The maximum modeled 1-hour average concentration for CO of 0.01 ppm, when added to an existing background concentration of 1.2 ppm, would equal a total Project concentration of 1.21 ppm. This would not cause an exceedance of the CAAQS of 20 ppm. For the 8-hour averaging time, the maximum predicted concentration of 0.01 ppm, when added to an existing background level of 0.8 ppm, would equal a total Project concentration of 0.81 ppm. This would not cause an exceedance of the CAAQS of 9 ppm.

For NO_2, a maximum one-hour concentration of 0.001 ppm was predicted. This concentration, when added to a background concentration of 0.0513 ppm, would equal a total Project concentration of 0.0523 ppm. The Health Risk Assessment determined that this would not cause an exceedance of the CAAQS of 0.18 ppm. Consequently, less than significant impacts are anticipated to residents who would access and utilize outdoor amenities.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan

EIR due to the change in land use. While the site is currently vacant, and therefore any development would increase air quality impacts when compared to the existing condition this project does not approve development and any future development proposal will need to complete a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Moreover, air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. As such, future development would result in net increases in both stationary and mobile-source emissions. Long-term regional emissions would be associated with project-related vehicular trips and due to energy consumption (e.g., electricity usage) from future development. The area-wide source emission categories would include both stationary and off-road mobile sources. Stationary source emissions would come from many sources, including the use of consumer products, landscaping equipment, general energy, and solid waste. Future development on the property would be required to prepare an Air Quality and Greenhouse Gas Analysis to analyze the future impact from emissions associated with long-term operation. If applicable, future development would also implement mitigation measures to ensure potentially significant impacts are reduced to less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.2-2 would be potentially significant.

Mitigation Measures

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost

effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

Level of Significance After Mitigation: Impact 5.2-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.2-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-2 would be less than significant.

Impact 5.2-3: The proposed project could expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. As concluded in the above discussion of Localized Impact Analysis, the sensitive receptors nearest to the project site would not be subject to emissions exceeding SCAQMD LSTs. Furthermore, the project would create or result in localized CO hot spots. On this basis, the potential for the project to expose sensitive receptors to substantial pollutant concentrations is considered less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase air quality impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. Air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. As such,

the sensitive receptors nearest to the Property would not be subject to emissions exceeding SCAQMD LSTs. Furthermore, the future residential development would not create or result in localized CO hot spots. On this basis, the potential for future residential development of this site to expose sensitive receptors to substantial pollutant concentrations is considered less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.2-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-3 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.2-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-3 would be less than significant.

Impact 5.2-4: The proposed project is not consistent with the applicable air quality management plan. [Threshold AQ-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

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.

Consistency Criterion 1

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

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. As described in section 5.2.-1, daily regional construction emissions would not exceed the daily thresholds or the air quality standards of the CO, NO_2, PM_{10}, and $PM_{2.5}$ pollutant emission thresholds established by SCAQMD. Therefore, potential impacts from localized construction-source emissions and applicable LSTs would be less than significant. As described in section 5.2.-2 project-related emissions of criteria pollutants would exceed the corresponding SCAQMD daily emission thresholds for NO_X emission. Therefore, project-related regional air quality impacts would be significant. Compliance with mitigation measure AQ-1 would reduce emissions below applicable LSTs and the project would be consistent with Criterion No. 1.

Consistency Criterion 2

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City's General Plan is considered to be consistent with the AQMP. The General Plan is consistent with the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Since development of the proposed project 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 and would be consistent with Criterion No. 2. Therefore, the proposed project is consistent with the General Plan and the regional AQMP. Consequently, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase air quality impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Moreover, air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. As such, potential impacts from localized construction-source emissions and applicable LSTs would be less than significant. Furthermore, emissions of criteria pollutants from future residential development could exceed the corresponding SCAQMD daily emission thresholds for NO_X emission. Moreover, future residential development of the site would be no more intensive than what would be allowed under existing General Plan and zoning designations. Therefore, future development at buildout would not exceed the assumptions of the AQMP. For these reasons, future development of the Prielipp-Yamas Property would be consistent with Criterion No. 1 and Criterion No. 2. Therefore, the future development would be consistent with the General Plans and the regional AQMP. If applicable, future development would also implement mitigation measures to ensure potentially significant impacts are reduced to less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.2-4 would be potentially significant.

Mitigation Measures

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

Level of Significance After Mitigation: Impact 5.2-4 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.2-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-4 would be less than significant.

Impact 5.2-5: The proposed project would not result in other emissions that would adversely affect a substantial number of people. [Threshold AQ-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Odors from Construction Activities

Heavy-duty equipment in the project area during construction would emit odors, primarily from equipment exhaust. However, the construction activity would cease to occur after individual construction is completed. No other sources of objectionable odors have been identified for the proposed project, and no mitigation measures are required.

SCAQMD Rule 402 regarding nuisances states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." The proposed uses are not anticipated to emit any objectionable odors. Therefore, objectionable odors posing a health risk to potential on-site and existing off-site uses would not occur as a result of the proposed project.

Naturally Occurring Asbestos

The proposed project is located in Riverside County, which is among the counties found to have serpentine and ultramafic rock in their soils (California Department of Conservation 2019). However, according to the California Geological Survey, no such rock has been identified in the project vicinity. Therefore, the potential risk for naturally occurring asbestos during project construction is less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity by which development occurs. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase air quality impacts, the proposed project does not result in the approval of any development project and all future

development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Moreover, air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. Heavy-duty equipment during future construction of the site would emit odors, primarily from equipment exhaust. However, the construction activity would cease to occur after individual construction is completed. Furthermore, future residential uses are not anticipated to emit any objectionable odors. Therefore, objectionable odors posing a health risk to potential on-site and existing off-site uses would not occur as a result of future residential development. While the project site is located in Riverside County, which is among the counties found to have serpentine and ultramafic rock in their soils, no such rock has been identified in the project vicinity (California Department of Conservation 2019). Therefore, the potential risk for naturally occurring asbestos during project construction is less than significant. Consequently, impacts are less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.2-5 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-5 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.2-5 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.2-5 would be less than significant.

5.2.5 Cumulative Impacts

The proposed project and future development on the Prielipp-Yamas Property would be consistent with the 2016 AQMP, which is intended to bring the Basin into attainment for all criteria pollutants. Future residential development of the Prielipp-Yamas Property site would be no more intensive than what would be allowed under existing General Plan and zoning designations. Therefore, future development at buildout would not exceed the assumptions of the AQMP. In addition, the SCAQMD recommends that any given project's potential contribution to cumulative impacts be assessed using the same significance criteria as for project-specific impacts. Therefore, individual projects that do not generate construction or operational emissions

that exceed the SCAQMD's daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment and therefore would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. Because the combined Phase 4 construction and Phases 1, 2, and 3 operation emissions would exceed the SCAQMD's daily thresholds, implementation of Mitigation Measures AQ-1 would reduce construction emissions to the extent feasible. As previously noted, the project with mitigation will not exceed the applicable SCAQMD regional thresholds for construction or operational-source emissions and therefore would not be considered to have a cumulatively considerable impact. Additionally, future development on the Prielipp-Yamas Property would be required to prepare an Air Quality and Greenhouse Gas Analysis to analyze the future impact from emissions associated with long-term operation. However, until an Air Quality and Greenhouse Gas Analysis is complete, it would be speculative to determine the level of mitigation, and therefore, air quality impacts on the Property would not be cumulatively considerable.

5.2.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.2-1, 5.2-3, and 5.2-5.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.2-2** Operational activities associated with the proposed project would generate long-term emissions in exceedance of SCAQMD's threshold criteria.
- **Impact 5.2-4** Project-related emissions of criteria pollutants would exceed the corresponding SCAQMD daily emission thresholds and would not be consistent with the assumptions of the Air Quality Management Plan.

5.2.7 Mitigation Measures

Impact 5.2-2 and Impact 5.2-4

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 90 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 emissions standards. Only Tier 4 diesel-powered construction equipment greater than 90 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by

the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

5.2.8 Level of Significance After Mitigation

This mitigation measure would reduce potential impacts associated with air quality to a level that is less than significant. Therefore, no significant unavoidable adverse impacts relating to air quality have been identified.

5.2.9 References

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5.3 BIOLOGICAL RESOURCES

The analysis in this section is based in part on the following technical report(s):

- *MSHCP Consistency Analysis for the Wildomar Trail Town Center*, TERACOR, March 22, 2021
- *Step II, Part A Focused Burrow Survey and Step II, Part B Focused Burrowing Owl Surveys for a 25.8-acre Property*, TERACOR, March 16, 2021
- *Determination of Biologically Equivalent or Superior Preservation for the 25.8-acre Property*, TERACOR, March 25, 2021
- *Step I Habitat Assessment, Step II, Part A Focused Burrow Survey And Step II, Part B Focused Burrowing Owl Survey For A 25.8-Acre Property,* TERACOR, 28 November 2018 (Revised to Correct Acreage Calculations 16 March 2021)

Complete copies of these studies are included as Appendix 5.3-1, Appendix 5.3-2, Appendix 5.3-3, and Appendix 5.3-4 to this DEIR.

5.3.1 Environmental Setting

5.3.1.1 REGULATORY BACKGROUND

Federal and State Regulations

Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973, as amended, protects and conserves any species of plant or animal that is endangered or threatened with extinction, as well as the habitats where these species are found. "Take" of endangered species is prohibited under Section 9 of the FESA. "Take" means to "harass, harm, pursue, hunt, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." Section 7 of the FESA requires federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) on proposed federal actions that may affect any endangered, threatened, or proposed (for listing) species or critical habitat that may support the species. Section 4(a) of the FESA requires that critical habitat be designated by the USFWS "to the maximum extent prudent and determinable, at the time a species is determined to be endangered or threatened." This provides guidance for planners/managers and biologists by indicating locations of suitable habitat and where preservation of a particular species has high priority. Section 10 of the FESA provides the regulatory mechanism for incidental take of a listed species by private interests and nonfederal government agencies during lawful activities. Habitat conservation plans (HCPs) for the impacted species must be developed in support of incidental take permits to minimize impacts to the species and formulate viable mitigation measures.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act of 1918 (MBTA) affirms and implements the United States' commitment to four international conventions—with Canada, Japan, Mexico, and Russia—to protect shared migratory bird resources. The MBTA governs the take, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these items, except under a valid permit or as permitted in the implementing regulations. USFWS administers permits to take migratory birds in accordance with the MBTA.

Clean Water Act, Section 404

The United States Army Corps of Engineers (Corps) regulates discharge of dredged or fill material into "waters of the United States."[1] Any filling or dredging within waters of the United States requires a permit, which entails assessment of potential adverse impacts to Corps wetlands and jurisdictional waters. After the Corps adopted the "Clean Water Rule" in 2020, many ephemeral "waters", however, can be deemed "non-jurisdictional by the Corps and permitting may not be required. A Section 7 consultation by the Corps with the USFWS may be required for impacts to a federally listed species. If cultural resources may be present, Section 106 review may also be required. When a Section 404 permit is required, a Section 401 Water Quality Certification is also required from the Regional Water Quality Control Board (RWQCB).

Clean Water Act, Section 401 and 402

Section 401(a)(1) of the CWA specifies that any applicant for a federal license or permit to conduct any activity that may result in any discharge into navigable waters shall provide the federal permitting agency with a certification, issued by the state in which the discharge originates, that any such discharge will comply with the applicable provisions of the CWA. In California, the applicable RWQCB must certify that the project will comply with water quality standards. Permits may require either a Waste Discharge Permit (WDP) or Section 401 certification which could include Corps Section 404 permits and National Pollutant Discharge Elimination System (NPDES) permits issued by the Environmental Protection Agency (EPA) under Section 402 of the CWA. NPDES permits are issued by the applicable RWQCB. The City of Wildomar is in the jurisdiction of the San Diego RWQCB (Region 9).

California Fish and Game Code, Section 1600

Section 1600 of the California Fish and Game Code requires a project proponent to notify the California Department of Fish and Wildlife (CDFW) of any proposed alteration of streambeds, rivers, and lakes. The intent is to protect habitats that are important to fish and wildlife. CDFW may review and place conditions on the project, as part of a Streambed Alteration Agreement (SAA), that address potentially significant adverse impacts within CDFW's jurisdictional limits.

1 "Waters of the United States," as applied to the jurisdictional limits of the Corps under the Clean Water Act, includes all waters that are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the tide; all interstate waters, including interstate wetlands; and all other waters, such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds whose use, degradation, or destruction could affect interstate or foreign commerce; water impoundments; tributaries of waters; territorial seas; and wetlands adjacent to waters. The terminology used by Section 404 of the Clean Water Act includes "navigable waters," which is defined at Section 502(7) of the act as "waters of the United States, including the territorial seas."

California Endangered Species Act

The California Endangered Species Act (CESA) generally parallels the main provisions of the FESA and is administered by the CDFW. Its intent is to prohibit take and protect state-listed endangered and threatened species of fish, wildlife, and plants. Unlike its federal counterpart, CESA also applies the take prohibitions to species petitioned for listing (state candidates). Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the FESA, CESA does not include listing provisions for invertebrate species. Under certain conditions, CESA has provisions for take through a 2081 permit or memorandum of understanding (MOU). In addition, some sensitive mammals and birds are protected by the state as "fully protected species." California "species of special concern" are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. This list is primarily a working document for the CDFW's California Natural Diversity Database (CNDDB), which maintains a record of known and recorded occurrences of sensitive species. Informally listed taxa are not protected per se, but warrant consideration in the preparation of biological resources assessments.

Local

City of Wildomar General Plan

The Land Use Element and Open Space Element of the General Plan includes policies pertaining to open space, habitat, natural resource preservation, wetlands, and riparian areas:

- **Policy LU-8.1:** Provide for permanent preservation of open space lands that contain important natural resources, hazards, water features, watercourses, and scenic and recreational values. (AI 10)
- **Policy LU-8.2:** Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and Federal and State regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act. (AI 3, 10)
- **Policy 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. (AI 9, 28)
- **Policy LU-8.4:** Allow development clustering and/or density transfers in order to preserve open space, natural resources, and/or biologically sensitive resources. (AI 1, 9)
- **Policy 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. (AI 25, 60)
- **Policy 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. (AI 60, 61)

- **Policy 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. (AI 3)
- **Policy OS-6.2:** Preserve buffer zones around wetlands where feasible and biologically appropriate. (AI 61)
- **Policy OS-6.3:** Consider wetlands for use as natural water treatment areas that will result in improvement of water quality. (AI 56)
- **Policy OS-17.4:** Require the preparation of biological reports in compliance with Riverside County Planning Department Biological Report Guidelines for development related uses that require discretionary approval to assess the impacts of such development and provide mitigation for impacts to biological resources until such time as the CVAG MSHCP and/or Western Riverside County MSHCP are adopted or should one or both MSHCP's not be adopted.
- **Policy OS-17.5:** Establish baseline ratios for mitigating the impacts of development related uses to rare, threatened and endangered species and their associated habitats to be used until such time as the CVAG MSHCP and/or Western Riverside County MSHCP are adopted or should one or both MSHCP's not be adopted.
- **Policy OS-18.1:** Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP, if adopted. (AI 10)

City of Wildomar Municipal Code

The purpose of Chapter 3.42, Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee, of the Wildomar Municipal Code is to set forth policies, regulations, and a fee to fund the acquisition of lands necessary to implement the goals and objectives of the MSHCP and to mitigate the direct and cumulative environmental effects generated by new development projects.

The purpose of Chapter 3.43, Stephens' Kangaroo Rat Mitigation Fee, of the Wildomar Municipal Code, is to finance the preparation, development and implementation of a habitat conservation plan, including the acquisition of habitat reserve sites, and the application for a Section 10(a) permit under the Federal Endangered Species Act of 1973.

5.3.1.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

General Site Conditions

The site is currently vacant, but is routinely disked for weed abatement and fire protection purposes. Small isolated patches of Riversidean sage scrub (RSS) are present, although most of the site is comprised of a disked field. Ornamental trees are generally present along the southern and western property boundaries. The

northern and western property boundaries and the portion of the southern property boundary adjacent to Cervera Road are bordered by a chain-link fence, while the southeastern property boundary is bordered by a retaining wall separating the existing residential tract to the southeast from the project site.

Two primary drainages (Drainage Segment A and Drainage Segment B) which enter the subject property through culvert outlets underneath Wildomar Trail converge in the central portion of the site in a general "v-shape." The combined drainage then conveys flows into a human-constructed basin (Basin 1) in the southern portion of the property. Stormflows are then collected by a culvert inlet and are conveyed underneath Cervera Road and the adjacent residential tract to the south through an underground storm drain system.

Topography and Soils

The topography of the site is gently sloping from east to west, and elevations range from approximately 1,298 feet above mean seal level (amsl) at the culvert inlet at the south edge of the basin near the southern boundary at Cervera Road to approximately 1,340 feet amsl in the northeastern corner of the property near the southbound I-15 on-ramp from Wildomar Trail. The soils onsite consist of Greenfield sandy loam, Hanford course sandy loam, Monserate sandy loam, and Ramona sandy loam. All are well-drained and were developed in alluvium consisting mainly of granite materials.

Vegetation and Landscape Types

The vegetation communities, landscape distinctions, and their respective acreages onsite are listed in Table 5.3-1, *Vegetation Communities, Landscape Distinctions, and Respective Areas.*

Table 5.3-1 Vegetation Communities, Landscape Distinctions, and Respective Areas

Annual grassland	4.47 acres
California buckwheat scrub	3.69 acres
California buckwheat scrub/annual grassland	6.67 acres
Disturbed/ruderal	10.41 acres
Fremont cottonwood/mulefat	0.02 acre
Fremont cottonwood/Gooding's black willow/mulefat	0.10 acre
Ornamental	0.44 acre
Total	25.8 acres

Source: TERACOR 2021a (Appendix 5.3-1)

Riparian/Riverine Habitat

TERACOR identified four drainage segments (Drainage Segments A, B, D, and E), one jurisdictional basin (Basin 1), and one non-riverine drainage segment (Drainage Segment C) onsite (TERACOR 2021a). Drainage Segment A bisects the subject property in its central portion. Drainage Segment B is located in the eastern portion of the project site. Drainage D is located downstream of Drainage Segment B and converges with Drainage Segment A in a rectilinear manner. Drainage Segment E is located in the far northeastern corner of the project site. Basin 1 is located at the downstream terminus of Drainage Segment A in the southern portion of the subject property near Cervera Road.

Drainage A

Drainage A enters the project site through two 30-inch wide concrete stormwater pipes at the northern property boundary near Wildomar Trail. Vegetation associated with Drainage Segment A is largely limited to upland weedy species, and is generally limited to the channel banks. The channel bed is generally unvegetated. Vegetative species present include buffalo gourd, Russian thistle, common sunflower, short-pod mustard, Maltese star thistle, fascicled tarplant, common fiddleneck, red brome, ripgut brome, wild oat, California buckwheat, storksbill, lupine, wall barley, vinegar weed, and Spanish clover. Drainage Segment A is 1,159 linear feet. The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment A is 14,146 square feet (0.32 acre).

Drainage Segment B

Drainage Segment B originates from a 30-inch corrugated metal pipe (CMP) culvert that conveys flows underneath Wildomar Trail from the north. It remains a shallow drainage for a drainage for a distance of approximately 25 feet before it drops into a more deeply-incised channel characterized by high erosion in a pronounced sloughing condition. Unlike Drainage Segment A, Drainage Segment B is only approximately three to four feet deep for approximately 80 yards before flows appear to lose velocity and erosional energy. The segment gradually narrows and becomes shallower. Fremont cottonwood and mulefat are associated with the upstream portion of Drainage Segment B at the northern property boundary. A single pepper tree is within the channel bed further downstream of this Segment. California buckwheat, California sagebrush, California aster, brittlebush, Maltese star thistle, short-pod mustard, fascicled tarplant and wall barley is present throughout balance of Segment B. Drainage Segment B is 742 linear feet. The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment B is 7,266 square feet (0.17 acre).

Drainage D

The combined flows of Drainage Segments B, and E coalesce to form Drainage Segment D. Vegetation within Drainage Segment D is dominated by California buckwheat. Other present vegetation includes California aster, short-pod mustard, Maltese star thistle, fascicled tarplant and ripgut brome. The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Segment D is 5,720 square feet (0.13 acre).

A small swale, designated as Drainage D_1, is a tributary to Drainage Segment D and is located near the southern property boundary. Drainage D_1 contains erosive banks. Present vegetation includes California buckwheat, Maltese star thistle and brome (*Bromus sp.*) on the channel banks. Drainage D_1 is 118 linear feet. The total Army Corps/RWQCB non-wetland "waters" associated Drainage D_1 is 354 square feet (0.01 acre). The CDFW jurisdictional area associated with this tributary was included in that for Drainage Segment D.

Drainage Segment E

The source of hydrology for Drainage Segment E in the northeast corner of the subject site is a half-buried CMP which conveys which conveys flows under the I-15 on ramp. Additionally, the slope from the I-15 on-ramp presumably sheds sheetflow which enters the subject property. The combined hydrology enters the site

in a haphazard manner along a chain-link fence. Flows accumulate off-site above and adjacent to the fence and sediment and drift debris lines the fence for approximately 35 feet. Vegetation associated with Drainage Segment E is dominated by California buckwheat. Other present species include Maltese star thistle, short-pod mustard, brome, and common sunflower. Drainage Segment E is 42 linear feet. The CDFW jurisdictional area associated with Segment E is 182 square feet (0.004 acre).

Basin 1

Drainage Segment A conveys into Basin 1. TERACOR recorded four Fremont cottonwood trees, three Goodding's black willows, one arroyo willow, one coast live oak, one valley oak, two saltcedars, one cork oak, and approximately a dozen large mulefat shrubs within or on the margins of the Basin. Western ragweed (*Ambrosia psilostachya)*, California buckwheat, Maltese star thistle, short-pod mustard, and greater periwinkle (*Vinca major)* comprised the vegetation in the disked field surrounding the feature. Basin 1 is 88 feet long and 25 feet wide (2,200 square feet or 0.05 acre) from bank to bank. "Waters" accumulate in less than 1/3 of the total area because the basin is inclined toward a single large storm drain intake, limiting ponding to one more level area approximately 30 feet by 10 feet (300 square feet or 0.01 acre). The upper northern half of the basin is densely vegetated and sloping. Water flows through this half but does not accumulate. TERACOR determined Basin 1 to be a wetland. The length associated with Basin 1 is 126 linear feet, while the total area is 3,888 square feet (0.09 acre).

Drainage Segments A, B, D, and E, and Basin 1 meet the definitional parameters of Riparian/Riverine resources. The total Riparian/Riverine area onsite is 31,202 square feet (0.72 acre).

Drainage Segment C

The primary hydrological source of Drainage Segment C is a 12-inch PVC pipe. TERACOR's Consistency Analysis concluded there was no longer hydrological connectivity of Segment C with the source of water flowing from under Interstate 15. Stormflow has changed course and now only flows into Drainage B. The channel bed of Drainage Segment C is filled with vegetation, specifically California buckwheat scrub, except for the presence of mulefat at the pipe outflow. There is a lack of hydrological evidence within the channel bed as well. Sloughing continues, however, but it has resulted in a number of sediment slides which have not been breached or eroded by water. Drainage Segment C is 617 linear feet. It was determined that Drainage Segment C is not a MHSCP 6.1.2 riparian/riverine feature.

The drainage segments and basin onsite are ultimately tributary to Murrieta Creek via underground stormdrain infrastructure and open concrete and soft-bottom channels, and are therefore, located within the Santa Margarita Watershed. The drainages are ephemeral features (dry washes) and no surface flows have been directly observed on the project site.

The project site is comprised of approximately 0.12 acre of riparian area, and approximately 0.60 acre of riverine area. The total MSHCP-defined Riparian/Riverine area onsite is 0.72 acre. The total U.S. Army Corps of Engineers (Corps) jurisdictional waters of the U.S. onsite was calculated to be 0.34 acre. This calculation assumes all the on-site ephemeral features might be considered jurisdictional by the Corps. This determination has not yet been made by the Corps. Figure 5.3-1, *Riparian/Riverine Areas,* shows the

riparian/riverine area onsite. There are no vernal pools onsite and the riparian/riverine habitat onsite is not considered suitable for least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), Riverside fairy shrimp (*Streptocephalus woottoni*), or vernal pool fairy shrimp (*Branchinecta lynchi*).

Focused Sensitive Species Surveys

Burrowing Owl

Surveys for burrowing owl (*Athene cunicularia)* (BUOW) were conducted onsite in March and April 2018. No evidence of BUOW or BUOW utilization was detected during the focused surveys. Additional burrowing owl surveys were conducted in 2020 which also produced negative results (TERACOR 2021b). Numerous California ground squirrel burrows and burrow complexes on the project site; burrows are burrows complexes were generally concentrated in the southern portion of the site. No BUOW utilization sign, however, was detected within or near any of these burrows (TERACOR 2021b). Numerous burrows used by other small animals were detected throughout the project site, however, these burrows appeared to be utilized by deer mice, pocket mice, or kangaroo rats and were considered too small to be utilized by BUOW.

TERACOR did not obtain permission to transect the surrounding properties for BUOW, however, these properties to the north across Wildomar Trail and the west across Central Avenue were scanned using binoculars, and were generally considered suitable for BUOW occupation. No BUOW were detected on these properties. The properties to the east and south are comprised of an existing residential tract and the site to the northeast is comprised of the southbound I-15 on-ramp from Wildomar Trail. These properties were not considered suitable for BUOW.

Figure 5.3-1 - Riparian/Riverine Areas

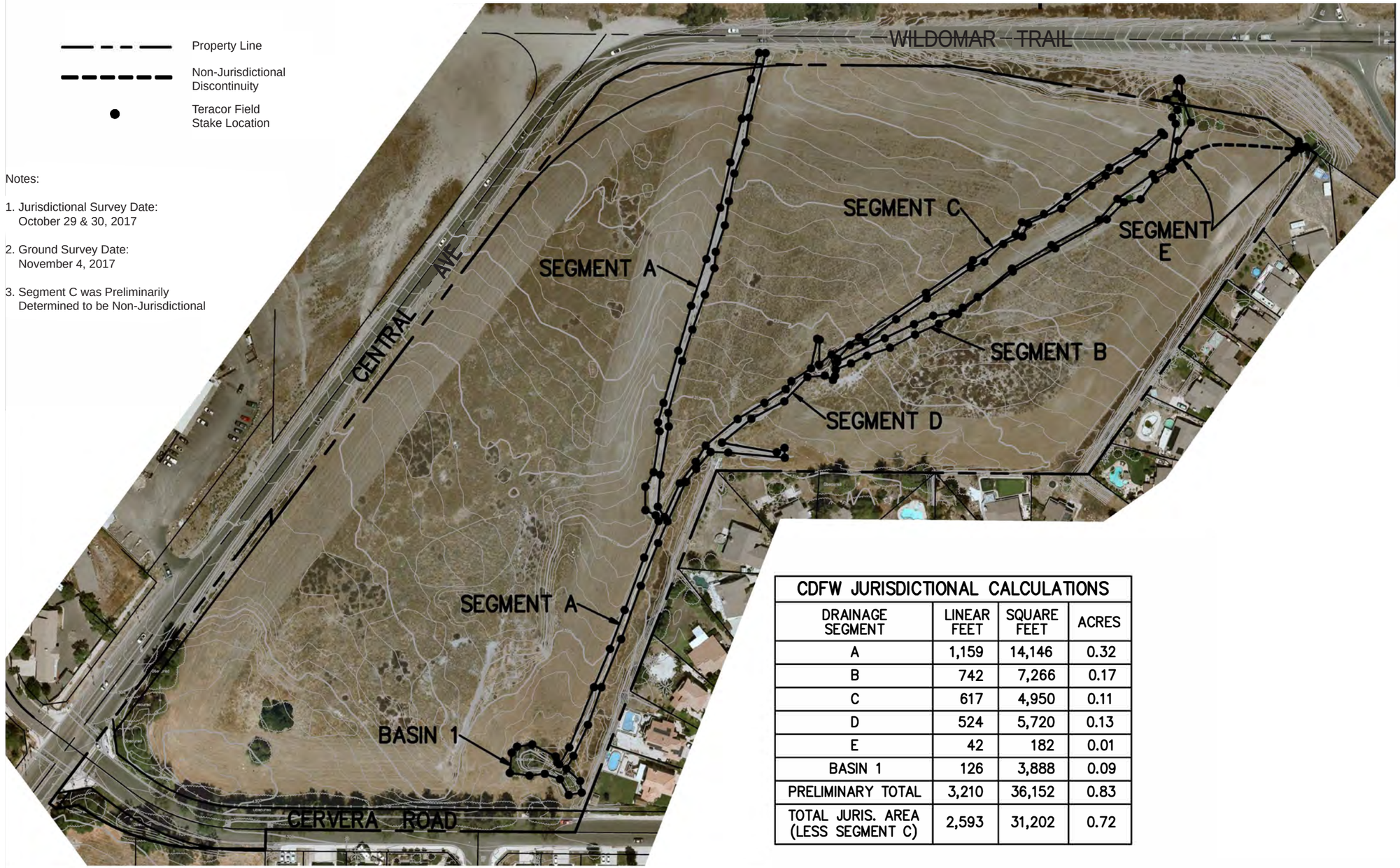
Property Line

Non-Jurisdictional Discontinuity

Teracor Field Stake Location

Notes:

1. Jurisdictional Survey Date: October 29 & 30, 2017
2. Ground Survey Date: November 4, 2017
3. Segment C was Preliminarily Determined to be Non-Jurisdictional



CDFW JURISDICTIONAL CALCULATIONS			
DRAINAGE SEGMENT	LINEAR FEET	SQUARE FEET	ACRES
A	1,159	14,146	0.32
B	742	7,266	0.17
C	617	4,950	0.11
D	524	5,720	0.13
E	42	182	0.01
BASIN 1	126	3,888	0.09
PRELIMINARY TOTAL	3,210	36,152	0.83
TOTAL JURIS. AREA (LESS SEGMENT C)	2,593	31,202	0.72

0 160
Scale (Feet)

Source: Teracor Resource Management, 2018

5. Environmental Analysis
BIOLOGICAL RESOURCES

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Floral Species

The species listed below were detected within the project area during field surveys conducted during field investigations; species listed with an asterisk are non-native (TERACOR 2021a [Appendix 5.3-1]):

- Pepper tree (*Schinus mole)**
- Greater periwinkle (*Vinca major*)*
- Western ragweed (*Ambrosia psilostachya)*
- California sagebrush (*Artemisia californica*)
- Mulefat (*Baccharis salicifolia)*
- Maltese star-thistle (*Centaurea melitensis*)*
- California-aster (*Corethrogyne filaginifolia*)
- Fascicled tarplant (*Deinandra fasciculata*)
- Horseweed (*Erigeron canadensis*)
- Common sunflower (*Helianthus annus*)
- Telegraph weed (*Heterotheca grandiflora*)
- Narrow-leaved cottonrose (*Logfia gallica*)*
- Common fiddleneck (*Amsinckia intermedia*)
- Bermusa grass (*Cynodon dactylon*)*
- Short pod mustard (*Hirschfeldia incana*)*
- London rocket (*Sisymbrium trio*)*
- Russian thistle (*Salsola tragus*)*
- Buffalo gourd (*Cucurbita foetidissima*)
- Deerweed (*Acmispon glaber var. glaber*)
- Mexican palo verde (*Parkinsonia aculeata*)*
- Coast live oak (*Quercus agrifolia var. agrifolia*)
- Everlasting nest-straw (*Stylocline gnaphaloides*)
- Valley oak (*Quercus lobata*)
- Cork oak (*Quercus suber*)*
- Red-stem filaree (*Erodium cicutarium*)*
- White sage (*Salvia apiana*)
- Vinegar weed (*Trichostema lanceolatum*)
- China berry (*Melia azedarach*)*
- Red iron bark (*Eucalyptus sideroxylon*)*
- European olive (*Olea europaea*)*
- Pine (*Pinus sp.*)*
- Wild oat (*Avena sp.*)*
- Ripgut grass (*Bromus diandrus*)*
- Red brome (*Bromus madritensis ssp. rubens*)*
- Winecup clarkia (*Clarkia purpurea ssp. quadrivulnera*)
- California buckwheat (*Eriogonum fasciculatum*)
- Fremont cottonwood (*Populus fremontii*)
- Goodding's black willow (*Salix gooddingii*)
- Arroyo willow (*Salix lasiolepis*)
- Jimson weed (*Datura wrightii*)
- Tree tobacco (*Nicoriana glauca*)*
- Saltcedar (*Tamarix ramosissima*)*
- Doveweed (*Croton setiger*)

Faunal Species

The species listed below were seen or otherwise detected. For a complete list of species that could occur in the project area, based on literature review, refer to Appendix A of Appendix 5.3-1; species listed with an asterisk are non-native (TERACOR 2021a):

Birds

- Red-tailed hawk (*Buteo jamaicensis)*
- Red-shouldered hawk (*Buteo lineatus*)
- Bushtit (*Psaltriparus minimus*)
- Black phoebe (*Sayornis nigricans)*
- Rock pigeon (*Columba livia*)*
- Mourning dove (*Zenaida macroura*)
- California towhee (*Melozone crissalis*)
- American kestrel (*Falco sparverius*)
- House sparrow (*Passer domesticus*)*
- American goldfinch (*Spinus tristis*)
- European starling (*Sturnus vulgaris*)*
- Anna's hummingbird (*Calypte anna*)

- American crow (*Corvus brachyrhynchos*)
- Common raven (*Corvus corax*)
- House finch (*Haemorhous mexicanus)*
- Lesser goldfinch (*Spinus psaltria*)
- Northern mockingbird (*Mimus polyglottos*)
- House wren (*Troglodytes aedon*)
- Turkey vulture (overhead) (*Eremophila alpestris actia*)
- Bewick's wren (*Thryomanes bewickii)*
- Western kingbird (*Tyrannus verticalis*)
- Western meadowlark (*Sturnella neglecta*)
- Savannah sparrow (*Passerculus sandwichensis*)
- Song sparrow (*Melospiza melodia*)
- Cassin's kingbird (*Tyrannus vociferans*)
- Say's phoebe (*Sayornis saya*)

Mammals

- Audubon's cottontail (*Sylvilagus audubonii*)
- California ground squirrel (*Ostospermophilus beecheyi*)

Amphibians and Reptiles

- Western fence lizard (*Sceloporus occidentalis*)

Prielipp-Yamas Property Rezone

Elevation on the site ranges from 1,310 feet in the southern portion of the site to approximately 1,375 feet in the northern portion of the site. The property is vacant and contains ruderal vegetation, and does not contain riparian areas

5.3.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

B-1 Have a substantial 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 Game or U.S. Fish and Wildlife Service.

B-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

B-3 Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

B-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

B-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

B-6 Conflict with the provisions of an adopted habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

5.3.3 Plans, Programs, and Policies

PPP BIO-1 The project applicant will pay the applicable fees pursuant to Chapter 3.42, Multiple Species Habitat Conservation Plan Mitigation Fee, and Chapter 3.43, Stephens; Kangaroo Rat Mitigation Fee, of the City of Wildomar Municipal Code.

5.3.4 Environmental Impacts

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.3-1: Development of the proposed project could impact the MSHCP-covered species. [Threshold B-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is located within the boundaries of the MSHCP Elsinore Area Plan. The project site is not located within or adjacent to a conservation criteria cell, and is not located within a Special Linkage Area. The project site is therefore not targeted for conservation under the MSHCP. The nearest criteria cell is Cell No. 5248 which is approximately 1-mile northeast of the project site and I-15.

Table 4, Covered Species Not Adequately Conserved, of Appendix 5.3-1, shows the probability of occurrence of MSHCP-covered species onsite. Table 4 indicates that there are no MSCHP-covered plant, reptiles, birds, or mammals onsite.

The Wildomar Trail Town Center Project, however, is not within a Criteria Cell, therefore there are no outright land dedications which might otherwise be required. There are no MSHCP species present which require protection on the property. There are no burrowing owls present, therefore, at this time no specific BUOW-related mitigation is necessary. The Riparian/Riverine area is relatively small and very linear in extent, making on-site conservation impracticable. Reasonable larger scale mitigation which is valuable on a regional basis is expected to be available in a Responsible Agency-approved Mitigation Bank, such as the Riverpark Mitigation Bank (RMB) in the MSHCP Plan Area in the San Jacinto River (a sub-unit of the Santa Ana River watershed). Another adjacent watershed mitigation bank is the San Luis Rey River Mitigation Bank.

Additionally, mitigation could occur in a Responsible Agency-approved In-lieu Fee Program in the Santa Ana River watershed. Lastly, a viable privately-owned mitigation site has been identified and approved for mitigation utilization by Responsible Agencies in the Temecula Creek watershed (an in-watershed solution) which would involve in-perpetuity mitigation. Mitigation could include a mix of restoration, rehabilitation, and possibly re-establishment with long term monitoring and management.

MSHCP fee payment is, of course, required for all projects located within the MSHCP Plan Area in order to offset the overall and on-going County-wide loss of biological resources regionally. This Project would convert 25.8 acres of native or naturalized habitat and applicable MSHCP fees will be paid.

Project-associated impacts within the MSHCP Plan Area are typically offset and mitigated via a number of established procedures and processes. Within conservation cells, when conservation is required (the project site is not within a Cell), various combinations of fee-payment, land dedication/purchase, and other mechanisms as applicable can be utilized to offset impacts to sensitive species and habitats of all types. Fee payment based on the adopted fee schedule funds acquisition and management of lands that are similar to those found within the project site, including upland scrub conservation lands.

The proposed project would not result in direct impacts to any MSHCP-covered plant and animal species which are dependent on the habitat types present in riparian/riverine areas onsite, but incidental use of the riparian/riverine area is possible by animals such as Stephen's kangaroo rat, coyote, and several bird species. These impacts, however, are what the MSHCP anticipated in areas not situated in Criteria Area Cells. Impacts are to be offset through MSHCP fee payment, Stephen's kangaroo rat fee payment, and via Wildlife Agency-approved purchase of In-Lieu Fee Programs or off-site Mitigation Bank credits for impacts to riparian/riverine resources. Additionally, development of the project site requires adherence to BMPs to avoid impacts to other natural areas which could otherwise occur through contamination of atmospheric and water resources. Moreover, it is recommended that close coordination between the developer, the City of Wildomar, the project engineer, and the consulting qualified biologist to consider vegetation clearance outside of the normal bird nesting season (usually February 15 – September 1) to avoid impacts to nesting birds which would potentially violate the MBTA; adherence to standard mitigation measures would avoid direct impacts to nesting birds. Lastly, invasive plants that could potentially be used in landscape plans for the proposed project would not be allowed, therefore avoiding accidental introduction of exotic invasive species into the local environment from the project site.

TERACOR's Consistency Analysis also analyzed the potential for species which can require special protections under the MSHCP to occur on the site. Riparian/Riverine and vernal pool areas have the potential for 23 plant species and 11 animals species to occur within Riparian/Riverine and Vernal Pool areas, however, Table 5.3-2, *Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2*), demonstrates none of these organisms is present on-site:

Table 5.3-2 Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)

Section 6.1.2 Species	Organismal Habitat Needs and Life History Parameters/Determination for the Project Site
Brand's star phacelia (*Phacelia stellaris*)	Not Present. Known only to occur along the Santa Ana River in Riverside County, this annual herb blooms from March through June. Elsewhere in CA it occurs in open areas within coastal dunes and coastal sage scrub below 400 meters. Habitat on-site is not suitable, and the subject property is outside of this species' known geographic range. Further, this species was not expected, due to habitat conditions, and it did not occur on-site.
California Orcutt grass (*Orcuttia californica*)	Not Present. This species is broadly distributed geographically, but confined to vernal pool complexes between fifteen (15) and 660 meters. It blooms from April through August. No vernal pools are present on-site.Habitat on the subject property, therefore, is unsuitable for this species, surveys are not required for the species in this area, and it was not detected on-site.
California black walnut (*Juglans californica*) Formerly *Juglans californica* var. *californica*	Not Present. This MSHCP-covered species occurs in western Riverside County. This deciduous tree occurs on slopes and in canyons between 50 and 900 meters along the south coast, south Transverse Ranges, and north Peninsular Ranges. It blooms from March through August. Walnut forest is a much fragmented, declining community. Individual trees themselves are not particularly relevant. Woodland stands would be considered sensitive and might warrant conservation or mitigation, not single trees. Walnut does not occur on the Project site.
Coulter's matilija poppy (*Romneya coulteri*)	Not Present. This MSHCP-covered species occurs in Riverside County. The matillja poppy is distinctive in that it has the largest flowers of any plant native to California. It typically blooms from March to July, and occasionally as late as August. It is often found in burned chaparral and coastal scrub in the Peninsular Ranges, Western Transverse Ranges, and the south coast area from 20 to 1200 meters in elevation. Surveys of the site revealed this species is not present.
Engelmann oak (*Quercus engelmannii*)	Not Present. This MSHCP-covered species occurs in western Riverside County; however, the subject property contains only juvenile oaks (*Q. agrifolia*) within mixed willow tree cells. This southern California oak occurs in chaparral, cismontane woodland, riparian woodland and valley and foothill grassland. Its elevation range is 50 to 1300 meters. This perennial deciduous tree blooms from March through June. It does not occur on-site.
Fish's milkwort (*Polygala cornuta* var. *fishiae*	Not Present. This perennial deciduous shrub blooms from May through August and occurs in chaparral, oak woodland and riparian woodland between 100 and 1000 meters in elevation. Vegetation surveys and mapping revealed this variety is not present on the subject property.
Graceful tarplant (*Holocarpha virgata* ssp. *elongata*)	Not Present. This MSHCP-covered annual plant blooms from May through November and occurs in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland between 60 and 1100 meters in elevation. It was not detected on-site.
Lemon lily (*Lilium parryi*)	Not Present. This MSHCP-covered bulbiferous plant blooms from Julythrough August and occurs in mesic areas within lower and upper montane coniferous forest, meadows and seeps, and riparian forest between 1220 and 2745 meters in elevation. The subject property is located outside of this species' known geographic and elevational range,and suitable habitat is not present on-site

Table 5.3-2 Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)

Section 6.1.2 Species	Organismal Habitat Needs and Life History Parameters/Determination for the Project Site
Mojave tarplant (*Deinandra mohavensis*)	Not Present. This MSHCP-covered species is primarily a species found in the San Jacinto Mtns., however, it is also known to occur along washes at the eastern fringes of western Riverside Co. This annual herb blooms from May through January and occurs in mesic areas in chaparral, coastal scrub and riparian scrub between 640 and 1,600 meters in elevation. The subject property is outside this species' known geographic distribution, and this tarplant was not detected on-site.
Mud nama (*Nama stenocarpa*)Formerly known as *Nama stenocarpum*	Not Present. This MSHCP-covered species is very scarce in Riverside County, known only from the north shore of Mystic Lake (Boyd et al). Thisherb blooms from January through July and occurs on marshes, swamps,lake margins and streambanks between 5 and 500 meters. Habitat on-site is not suitable and it has a restricted distribution that does not includethe Lakeview Mountains. It was not detected on-site.
Ocellated Humboldt lily (*Lilium humboldtii* ssp. *ocellatum*)	Not Present. This perennial bulbiferous herb blooms from March through August and occurs often in stream settings or in mesic openings within chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest and riparian woodland between 30 and 1800 meters in elevation. Suitable habitat is not present on-site for this tall, conspicuous and easily- detected lily.
Orcutt's brodiaea (*Brodiaea orcuttii*)	Not Present. Boyd et all note that this MSHCP-covered species occurs in the southern Santa Ana Mtns and on the Santa Rosa Plateau. This perennial bulbiferous herb blooms from May through July and occurs onmesic and clay soils in closed-cone coniferous forest, chaparral, cismontane woodland, meadows and seeps, valley and foothill grasslandand vernal pools between 30 and 1,692 meters in elevation. Suitable habitat is not present on-site, and the subject property is not located withinthe known geographic distribution of this species. Orcutt's brodiaea wasnot detected on-site.
Parish's meadowfoam (*Limnanthes alba* ssp. *parishii*) Formerly known as *Limnanthes gracilis* var. *parishii*	Not Present. This annual herb blooms from April through June and occurs in vernally mesic areas and along edges of ephemeral streams inlower montane coniferous forest, meadows and seeps, and vernal poolsbetween 600 and 2000 meters in elevation. Suitable habitat is not presenton-site, and the subject property is outside this subspecies' known geographic distribution. This subspecies is not present on-site.
Prostrate vernal pool navarretia (*Navarretia prostrata*)	Not Present. This MSHCP-covered species occurs in western RiversideCounty; however, focused surveys are not required for the subject property. This annual herb blooms from April through July and occurs inmesic areas in coastal scrub, meadows and seeps, alkaline valley and foothill grassland, and vernal pools between three (3) and 1210 meters inelevation. Suitable habitat is not present on-site. This species is not on the subject property.
San Diego button-celery (*Eryngium aristulatum* var. *parishii*)	Not Present. This MSHCP-covered this herb blooms from April throughJune and occurs in mesic areas in coastal scrub, valley and foothill grassland, vernal pools and marshes between 20 and 620 meters in elevation. Suitable habitat is not present on-site and it is only known to occur in vernal pools on the Santa Rosa Plateau.

Table 5.3-2 Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)

Section 6.1.2 Species	Organismal Habitat Needs and Life History Parameters/Determination for the Project Site
San Jacinto Valley crownscale (*Atriplex coronata* var. *notatior*)	Not Present. This annual herb occurs in alkaline playas, mesic valley, foothill grasslands and vernal pools from 139 to 500 meters in elevationand blooms April through August. Threats: flood control, agriculture, non-native plants, urbanization, vehicles, road maintenance, and pipeline construction. According to the MSHCP, this species is primarily restrictedto the alkali floodplains of the San Jacinto River, Mystic Lake and Salt Creek in association with Willows, Domino and Traver soils. This varietyis also known to occur north of Diamond Valley Lake and on Willows soilsat Alberhill Creek near Lake Elsinore. Suitable habitat is not present on-site. It is not found on the property.
San Miguel savory (*Clinopodium chandleri*) Formerly known as *Satureja chandleri*	Not Present. This MSHCP-covered species is a perennial shrub that occurs in western Riverside County, in rocky, gabbroic or metavolcanic areas in chaparral, cismontane woodland. It blooms from March throughJuly. Habitats on-site overlie granitic material lower in mafic minerals. Suitable habitat for this species is absent on the subject property, and itwas not detected.
Santa Ana River woollystar (*Eriastrum densifolium* ssp. *sanctorum*)	Not Present. This MSHCP-covered perennial herb occurs in sandy or gravelly washes, floodplains, and dry riverbeds in chaparral and alluvialfan sage scrub from 91 to 610 meters in elevation. It blooms from April through September. This subspecies primarily occurs along the Santa Ana River from San Bernardino to Riverside. Suitable habitat is not present on-site and it was not detected.
Slender-horned spineflower (*Dodecahemaleptoceras*)	Not Present. Occurs in Riverside County mostly on old alluvial benchesalong the San Jacinto River, Bautista Canyon, Temescal Valley, and lowerAgua Tibia Mtns. Listed as federally endangered on 28 September 1987and state endangered in January 1982, this annual herb requires flood deposited terraces and washes in chaparral/coastal scrub and cismontanewoodland between 200 and 760 meters. It is also found at Vail Lake on sandstone. It blooms from April through June. This species was not expected due to lack of support habitat and did not occur on-site.
Smooth tarplant (*Centromadia pungens* ssp. *laevis*)	Not Present. This MSHCP-covered species occurs in Riverside Countyand blooms from April through September and occurs below 640 metersin elevation. Smooth tarplant occurs in open, poorly drained flats, depressions, waterway banks and beds, grassland and disturbed sites. CNPS states that this subspecies occurs in alkaline areas in chenopod scrub, meadows and seeps, playas, riparian woodland and grassland. High porosity of sandy loam soils on-site suggest the site is not suitable.
Spreading navarretia (*Navarretia fossalis*)	Not Present. This MSHCP-covered species occurs in southwest Riverside County; however, focused surveys are not required for the subject property. This annual blooms from April through June and occursin vernal pools, ditches, chenopod scrub, marshes and swamps with assorted shallow freshwater, and playas. Habitat on-site is not suitable forthis species, and it was not detected on-site.
Thread-leaved brodiaea (*Brodiaea filifolia*)	Not Present. This MSHCP-covered species occurs in western RiversideCounty. It is a bulbiferous perennial herb that blooms from March throughJune and is known to occur in chaparral openings, cismontane woodland,coastal scrub, playas, valley and foothill grasslands, and most often in vernal pool complexes and clay soils. It can be common in vernal poolscomplexes on the Santa Rosa Plateau and on alkali flats along the SanJacinto River. Suitable habitat is not

Table 5.3-2 Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)

Section 6.1.2 Species	Organismal Habitat Needs and Life History Parameters/Determination for the Project Site
	present. This species was not detected and was not expected to occur on-site.
Vernal barley (*Hordeum intercedens*) Now known commonly as bobtail barley	Not Present. This MSHCP-covered species occurs in vernal pools, alkaliflats and ephemeral saline streams within coastal dunes, coastal scrub and grasslands below 1000 meters throughout southwestern California.An annual herb, it blooms from March through June. Suitable habitat isnot present on-site, and this species was not detected on the subject property.
Riverside fairy shrimp (*Streptocephalus woottoni*)	Not Present. The property was determined to be unsuitable for this species due to the lack of ponds and vernal pools. This species of fairyshrimp is endemic to western Riverside, Orange, and San Diego Countiesin areas of tectonic swales/earth slump basins in grassland and coastalsage scrub. It inhabits seasonally astatic pools filled by winter/spring rains, and hatches in warm water later in the season. Suitable habitat isnot present as vernal pools are not present on the subject property. Thisspecies is not present on-site.
Vernal pool fairy shrimp (*Branchinecta lynchi*)	Not Present. The property contains no vernal pools and thus was determined to be unsuitable for this species in the Habitat Suitability Assessment. Potential habitat includes short lived, cool temperature vernal pools. No vernal pools are present on-site; therefore, suitable habitat for this fairy shrimp is not present on the subject property.
Arroyo toad (*Anaxyrus californicus*) Formerly known as (*Bufo californicus*)	Not Present. This species has no potential to occur on-site. The arroyotoad breeds in sandy river washes and inundated arroyos; hence the name arroyo toad. This species has a very specialized breeding habitat inthat it requires shallow, slow moving water or overflow pools within a stream system comprised of silt-free sandy or gravelly substrates. Thisspecies also requires streamside terraces for burrowing. Suitable breeding habitat is not present on the subject property.
California red-legged frog (*Rana draytonii*) Formerly known as *Rana aurora draytonii*	Not Present. Populations of this frog are in serious decline primarily due to the introduction of non-native predators such as the American bullfrog(*Lithobates catesbeianus*), habitat loss, on-going drought and pollutants.This species prefers pond habitats for breeding; however, it will also utilizeslow, permanent streams. Necessary habitat is not present on-site.
Southern mountain yellow-legged frog (*Rana muscosa*) Formerly known as the mountain yellow-leggedfrog	Not Present. This species has no potential to occur on-site. This frog species, once abundant, has lost approximately 99% of its former range.Chytrid fungus, introduction of bullfrogs and trout species, pollution, fires,drought and cattle grazing are just a few of the suspected causes of this,likely fatal, decline of the species. Suitable habitat is not present. This species is not present on-site.
Santa Ana sucker (*Catostomus santaanae*)	Not Present. The property contains no aquatic habitat and was determined to be unsuitable for this species. This species is not presenton the subject property.
Bald eagle (*Haliaeetus leucocephalus*)	Not Present. Bald eagles typically nest in forested areas adjacent to large bodies of water and avoid heavily developed areas when possible.This species tolerates human activity when feeding, and may congregatearound fish processing plants, dumps, and below dams where fish concentrate. Bald eagles prefer tall, mature coniferous or deciduous treesfor perching, and can be seen in open, dry uplands if there is access to open water for fishing in winter. Bald eagles are

Table 5.3-2 Riparian/Riverine and Vernal Pool Species (MSHCP Section 6.1.2)

Section 6.1.2 Species	Organismal Habitat Needs and Life History Parameters/Determination for the Project Site
	becoming increasinglywidespread again following cessation of use of the pesticide DDT, recovery efforts and public education. They forage throughout the MSHCPPlan area now with increasing frequency. Suitable foraging and nestinghabitat is not present on-site.
Least Bell's vireo (*Vireo bellii pusillus*)	Not Present. This riparian-obligate subspecies generally requires less- disturbed areas of dense willow-associated riparian habitat and prefers areas with standing water. The habitat on-site does not support standingwater even seasonally or riparian vegetation in sufficient extent and density. This subspecies does not occur on-site.
Peregrine falcon (*Falco peregrinus anatum*) Formerly known as the peregrine falcon (*Falcoperegrinus*)	Not Present. This MSHCP-covered species can occur in western Riverside County. This subspecies occurs along the coast year-round, breeding from Santa Barbara to northern California. This subspecies alsobreeds in the Sierra Nevada and the Salton Sea. The wintering range forthis subspecies extends into the Central Valley and more inland in southern California. Most commonly occupied habitats contain cliffs fornesting, with open gulfs of air and generally open landscapes for foraging.In addition to natural habitats, many artificial habitats are now used by this subspecies (urban, human-built environments such as towers, buildings, etc.). Suitable nesting habitat is not present, and we did not observe this species foraging on or near the subject property.
Southwestern willow flycatcher (*Empidonaxtraillii extimus)*	Not Present. The property was determined to be unsuitable for this species based on the paucity of willow scrub on-site and because there isno seasonal standing water. The subspecies southwestern willow flycatcher occupies the southernmost breeding range of the willow flycatcher. Habitat loss and parasitism from brown-headed cowbirds havereduced the populations to the threshold of extinction. This species wouldnot utilize the site.
Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)	Not Present. The property is not suitable for this species. The western yellow-billed cuckoo prefers dense riverine woodlands. This subspecies iscommon in parts of its range, but has experienced serious declines due tohabitat loss and fragmentation. This subspecies is not present on-site.

Source: TERACOR 2021a (Appendix 5.3-1)

The entirety of the subject property would be developed with the proposed project; no areas onsite would be conserved. The proposed project's conditions of approval to improvement surrounding intersections (see Table 5.11-13 in Section 5.11, *Transportation*) would not result in significant impacts to MSHCP-covered species as the proposed improvements would occur in areas previously disturbed.

Other MSHCP-covered species do not yet have assurance of adequate conservation. These species are referenced to as MSHCP Table 9 Species (Covered Species Not Adequately Conserved. Table 5.3-3, *Covered Species Not Adequately Conserved (MSHCP Table 9-3),* demonstrates that these 28 species do not occur on-site.

Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)

Species	Conservation Requirement Status	Suitability of Subject Property for Organism-Life History and/or Habitat Description
Plants		
Beautiful hulsea (*Hulsea vestita* ssp. *callicarpha*)	MET	Not Present. This MSHCP-covered species is a perennial herb which blooms from May through October and occurs on open gravel, talus slopes, rocky and granitic areas in montane chaparraland coniferous forest between 915 and 3050 meters in elevation. Suitable habitat is not present on-site, and the subject property isoutside this subspecies' known geographic and elevational range.
California bedstraw (*Galium californicum* ssp.*primum*) Now known as AlvinMeadow bedstraw	NOT BEEN MET	Not Present. This subspecies is found on granitic or sandy substrates in chaparral and lower montane coniferous forests. Its blooming period is May through July and elevation range is 1350 to1700 meters above sea level. Suitable habitat is not present, and the subject property is below the subspecies' known elevational range.
California muhly(*Muhlenbergia californica*)	NOT BEEN MET	Not Present. This now uncommon perennial rhizomatous herb blooms from June through September and occurs in seeps and streambanks in chaparral, forests, scrub and meadows throughoutthe western Transverse Ranges and south coast regions. Its elevation range is between 100 and 2000 meters. Habitat on-siteis considered unsuitable for this species to occur on the subject property as seeps and moist streambanks are absent.
Chickweed oxytheca (*Sidotheca caryophylloides*) Formerly known as*Oxytheca caryophylloides*	NOT BEEN MET	Not Present. This annual herb occurs on sandy substrates in lower montane coniferous forest. It blooms from July to October and its elevation range is 1114 to 2600 meters. The subject property is outside of this species' known elevational and geographic ranges, and suitable habitat is not present on-site.
Cleveland's bushmonkeyflower (*Diplacus clevelandii*) Formerly known as *Mimulus clevelandii*	NOT BEEN MET	Not Present. This MSHCP-covered plant occurs in upper elevation chaparral in the Santa Ana and Agua Tibia Mtns. This perennial rhizomatous herb blooms from April through July and occurs in gabbroic, often in disturbed areas, openings and rocky areas in chaparral, cismontane woodland and lower montane coniferous forest between 450 and 2000 meters in elevation. Gabbroic parent material is absent, and the subject property is outside this species' known geographic range.

Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)

Species	Conservation Requirement Status	Suitability of Subject Property for Organism-Life History and/or Habitat Description
Cliff cinquefoil (*Potentilla rimicola*)	NOT BEEN MET	Not Present. This perennial herb occurs in granitic and rocky crevices in subalpine coniferous forest and upper montane coniferous forest between 2400 and 2800 meters in elevation. Thisspecies blooms from July through September. According to the CNPS, cliff cinquefoil is known only to occur in the San Jacinto Mountains. Suitable habitat is not present on-site, and the subject property is outside of this species' known geographic and elevational ranges.
Coulter's matilijapoppy (*Romneya coulteri*) Also a 6.1.2 species	MET	Not Present. This MSHCP-covered species occurs in RiversideCounty. The matillja poppy is distinctive in that it has the largest flowers of any plant native to California. It typically blooms from March to July, and occasionally as late as August. It is often foundin burned chaparral and coastal scrub in the Peninsular Ranges, Western Transverse Ranges, and the south coast area from 20 to1200 meters in elevation. It was not detected on-site during vegetation identification and mapping surveys.
Fish's milkwort (*Polygala cornuta* var. *fishiae* Also a 6.1.2 species	MET	Not Present. This perennial deciduous shrub blooms from May through August and occurs in chaparral, oak woodland and riparian woodland between 100 and 1000 meters in elevation. This perennial shrub was not detected on the Project site duringvegetation identification and mapping surveys.
Graceful tarplant (*Holocarpha virgata* ssp. *elongata*) Also a 6.1.2 species	MET	Not Present. This MSHCP-covered annual plant blooms from May through November and occurs in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland between 60 and 1100 meters in elevation. It was not detected on-site.
Lemon lily (*Lilium parryi*) Also a 6.1.2 species	NOT BEEN MET	Not Present. This MSHCP-covered bulbiferous plant blooms from July through August and occurs in mesic areas within lower and upper montane coniferous forest, meadows and seeps, and riparian forest between 1220 and 2745 meters in elevation. The subject property is located outside of this species' known geographic and elevational ranges, and suitable habitat is not present on-site.
Mojave tarplant (*Deinandra mohavensis*) Also a 6.1.2 species	NOT BEEN MET	Not Present. This MSHCP-covered species is primarily found in the San Jacinto Mtns. It is also known to occur along washes at the eastern fringes of western Riverside Co. This herb occurs in mesicareas in chaparral, coastal scrub and riparian scrub between 640and 1,600 meters in elevation. The subject

Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)

Species	Conservation Requirement Status	Suitability of Subject Property for Organism-Life History and/or Habitat Description
		property is outside thisspecies' known geographic distribution and below its elevational range. It was not detected on-site.
Ocellated Humboldt lily (*Lilium humboldtii* ssp. *ocellatum*) Also a 6.1.2 species	NOT BEEN MET	Not Present. This perennial bulbiferous herb blooms from Marchthrough August and occurs along streams and in openings within chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest and riparian woodland between 30 and 1800 meters in elevation. Suitable habitat is not present on-site for thistall, conspicuous and easily-detected lily.
Parry's spineflower (*Chorizanthe parryi* var. *parryi*)	MET	Not Detected. This annual herb occurs in sandy or rocky openings in chaparral, cismontane woodland, coastal scrub and grassland between 275 and 1220 meters in elevation. It blooms from April through June. Much of the habitat on-site is consideredto be too disturbed for this variety to occur.
Peninsular spineflower (*Chorizantheleptotheca*)	MET	Not Detected. This annual herb blooms from May through August and occurs on alluvial fans and granitic areas in chaparral, coastalscrub and lower montane coniferous forests from 300 to 1,900 meters in elevation. Suitable habitat is not present on-site. It occurs on alluvial benches at the base of both the Santa Ana andAgua Tibia Mtns (Vail Like).
Plummer's mariposa lily (*Calochortus plummerae*)	MET	Not Present. This easily detected perennial bulbiferous herb is usually found on granitic, rocky slopes within chaparral, cismontane woodland, coastal scrub, and grassland from 100 to 1700 meters. Boyd et al cite the northeastern Santa Ana Mtns, BoxSprings Mtn, and Skinner Lake as occurrences. This species wasnot detected.
Rainbow manzanita (*Arctostaphylosrainbowensis*)	MET	Not Present. This MSHCP-covered species occurs in western Riverside County in both the Aqua Tibia Mountains and the hills above Murrieta in chaparral on basalt flows. This perennial evergreen shrub blooms from December through March andoccurs on granitic outcrops in chaparral between 205 and 670 meters in elevation. Suitable habitat for this shrub is not present, and this species is not known to occur within the area.
Shaggy-hairedalumroot (*Heuchera hirsutissima*)	NOT BEEN MET	Not Present. This perennial rhizomatous herb blooms from May through July and occurs in rocky and granitic areas in subalpine coniferous forest and upper montane coniferous forest between 1520 and 3500 meters in elevation. The subject property

Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)

Species	Conservation Requirement Status	Suitability of Subject Property for Organism-Life History and/or Habitat Description
		is outside of this species' known geographic and elevational ranges, and suitable habitat is not present on-site.
Small-flowered microseris (*Microseris douglasii* ssp. *platycarpha*)	MET	Not Present. This MSHCP-covered herb occurs in western Riverside County; in heavy clay soils associated with vernal pools, grasslands and similar habitats. It blooms from March through Mayand occurs below 1070 meters in the South Coast region, Peninsular Ranges and San Jacinto Mountains. Suitable habitat isnot present on-site.
Sticky dudleya (*Dudleya viscida*) Formerly known assticky-leaved dudleya	NOT BEEN MET	Not Present. This MSHCP-covered species occurs in western Riverside County. This perennial herb blooms from May through June and occurs in steep, rocky scrub, chaparral, and cismontanewoodland between ten (10) and 550 meters in elevation. This dudleya is not detected on-site.
Reptiles		
California mountain kingsnake (San Bernardino population) (*Lampropeltis zonata [parvirubra*]) California mountain kingsnake (San Diego population) (*Lampropeltis zonata [pulchra]*)	NOT BEEN MET	Not Present. These MSHCP-covered subspecies can occur in southwest Riverside County; however, focused surveys are not specified in the MSHCP and are not required for the subject property. The California mountain kingsnake inhabits mountainous regions across southern California. It prefers moist woods, coniferous forests, oak woodlands, and chaparral above 1000 meters. They are quite secretive, residing in rock crevices or beneath rock and debris piles. They may also utilize rotting logs and seek cover under dense shrubs. Habitat on-site is notparticularly suitable, and the subject property is located below these snakes' known elevational range.
Southern rubberboa (*Charina umbratica*) Formerly known as *Charina bottae umbratica*	NOT BEEN MET	Not Likely Present. The southern rubber boa frequents grassland, broken chaparral, woodland, and forest, in and beneathrotting logs, under rocks, and under bark of fallen and standing dead trees. Habitat on-site is not particularly suitable due to disturbance factors and the lack dead-wood and natural substrateson-site.
Southern sagebrush lizard (*Sceloporus graciosus vandenburgianus*)	NOT BEEN MET	Not Present. This MSHCP-covered subspecies occurs in westernRiverside County; however, this lizard is found within the San Jacinto and Santa Rosa Mountains above 1,524 meters in elevation. Suitable habitat includes montane chaparral, sagebrush (*Artemisia* sp.), hardwood and conifer forests and woodlands andjuniper woodlands. Habitat on-site is not particularly suitable, and

Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)

Species	Conservation Requirement Status	Suitability of Subject Property for Organism-Life History and/or Habitat Description
		the subject property is outside of this subspecies' known geographic range and below its elevational range.
Birds		
California spottedowl (*Strix occidentalisoccidentalis*)	NOT BEEN MET	Not Present. The California spotted owl has a sparse distributionwithin the Santa Ana Mountains, San Bernardino Mountains and the San Jacinto Mountains within the MSHCP Plan Area within montane coniferous forest and oak-deciduous woodlands and forests. Suitable habitat is not present on-site, and the subject property is outside this owl's known geographic range. This subspecies would not occur on the subject property.
Grasshopper sparrow (*Ammodramus savannarum*)	Partially met	Not Detected. This MSHCP-covered species is not likely to utilizethe subject property. The species prefers grasslands with sparseshrub cover. It occurs mainly on hillsides and mesas in coastal districts, but has bred up to 1500 meters in the San Jacinto Mountains. Somewhat suitable habitat is present on-site, but thissparrow is not commonly observed. It was not detected on the subject property.
Lincoln's sparrow - breeding (*Melospiza lincolnii*)	NOT BEEN MET	Not Present. The Lincoln's sparrow has a sparse and widespreaddistribution throughout the MSHCP Plan Area within a wide varietyof habitats. This species occurs within the lowland and foothills ofthe Plan Area as a transient in the spring and fall and may overwinter within the area. This sparrow prefers dense, low underbrush often in disturbed edges with grasses and weeds mixed with shrubs. It occurs in a variety of habitats including willow-sedge swamp, scrub-meadow, and flat land aspen. Breeding in southern California occurs in wet montane meadows ofcorn lily, sedges and low willows. At lower elevations, this organism prefers mesic willow shrubs and can be found in mixeddeciduous groves such as aspen and cottonwoods, mixed shrub-willows, bogs as well as a variety of other riparian habitats. Riparian habitat on-site is too limited in extent.
Williamson'ssapsucker (*Sphyrapicusthyroideus*)	NOT BEEN MET	Not Present. This species has declined throughout its' range presumably from loss of large snags for nesting. Habitat includes montane coniferous forest dominated by lodge pole pines and firs,and oak woodlands and forests in the San Bernardino and San Jacinto Mountains. Suitable habitat is not

Table 5.3-3 Covered Species Not Adequately Conserved (MSHCP Table 9-3)

Species	Conservation Requirement Status	Suitability of Subject Property for Organism-Life History and/or Habitat Description
		present on-site, and thesubject property is outside this species' known range.
Mammals		
San Bernardinoflying squirrel (*Glaucomys oregonensis californicus*) Formerly *Glaucomyssabrinus californicus*	NOT BEEN MET	Not Present. This MSHCP-covered species occurs in Riverside County; however, habitat for the San Bernardino flying squirrel in the Plan Area only occurs in the San Jacinto Mountains. Suitablehabitat is not present on-site. This squirrel would, therefore, not occur on the subject property.

Source: TERACOR 2021a (Appendix 5.3-1)

PRIELIPP-YAMAS PROPERTY REZONE

The property is current vacant and covered in ruderal vegetation. Prior to future development on the site, a biological resources analysis would be conducted to identify potential impact to species onsite. The future project applicant would be required to pay the Stephens' kangaroo rat fee and the MSHCP mitigation fee pursuant to the City's Municipal Code. If applicable, future development would also implement mitigation measures to ensure potentially significant impacts are reduced to less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.3-1 would be potentially significant.

Mitigation Measures

BIO-1 Prior to vegetation clearance and grading, the Project applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following:

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

BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.

BIO-3 In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the project's landscape plan shall exclude invasive species such as crimson fountain grass (*Pennisetum setaceaum),* pampas grass (*Cortaderia selloana),* giant reed (*Arundo donax)*, tree of heaven (*Ailanthus altissima)*, Eucalyptus, acacia groundcovers (*Acasia* sp.), and other ornamental landscape elements in accordance with the *Invasive Plants List* referenced by the MSHCP.

BIO-4 The project applicant shall implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.

Level of Significance After Mitigation: Impact 5.3-1 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.3-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-1 would be less than significant.

Impact 5.3-2: Development of the proposed project would result in the loss of riparian/riverine areas. [Threshold B-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is comprised of 0.72 acre of MSHCP Section 6.1.2 defined riparian/riverine areas, and all riparian/riverine areas onsite are anticipated to be impacted with project implementation. Impacts to the existing riparian/riverine area are unavoidable because the drainage segments to be affected transect the site in a manner that makes avoidance infeasible. To avoid altering the drainages, the associated floodplains would have to be preserved. This would result in a substantial loss of commercial, office, and residential development area. As the proposed development stands, the drainage segments and basin onsite would be removed, therefore, minimization of direct or indirect effects to the existing riparian/riverine area would not occur.

Impacts to this area would be mitigated with the purchase of 1.44 acres of restoration credits for an offsite riparian mitigation area through an approved in-lieu fee program or mitigation bank (TERACOR 2021c). While this represents a mitigation to impact ratio of 2:1, the actual mitigation ratio will be set through discussions with the resource agencies prior to ground disturbance as required by the MSHCP.

The functions and values of the restored offsite riparian mitigation area subsequent to habitat restoration would meet or exceed the existing habitat values and functions presently found within the onsite riparian/riverine area. Habitat would be improved for terrestrial and avian species which utilize the offsite area. The offsite mitigation area would be owned and managed by a qualified management entity. Riparian habitat would be permanently preserved within the mitigation area. The existing condition onsite, however, is subject to ongoing disturbances associated with disking and weed abatement. Overall, a superior quality habitat for insects, birds, herpetofauna, and some mammals would be provided offsite subsequent to mitigation activities relative to the existing condition onsite. Physical attributes and values (e.g. sediment transport, toxic trapping) within the offsite mitigation area would also be improved subsequent to proposed mitigation activities, and would likely exceed those of the onsite riparian area.

Additionally, during project construction, a number of best management practices (BMPs) would be implemented to protect offsite resources, which include, but are not limited to: dust control, fiber rolls (wattles), stabilized construction entrances, check dams, silt fencing, straw bale dikes, and sand bags. Post-construction BMPs would be in place to control erosion and sediment and improve water quality from runoff generated by the site. The three primary components to achieving this are: filterra stormwater bioretention filtration system, porous landscape detention (PLD) area, and stormwater antimicrobial treatment unit.

PRIELIPP-YAMAS PROPERTY REZONE

There are no riparian areas located on the property (Wetlands Mapper 2020). Future development would be required to implement BMPs to ensure impacts to offsite resources would be reduced to less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.3-2 would be potentially significant.

Mitigation Measures

BIO-5 The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite 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. 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) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. 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: Impact 5.3-2 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.3-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-2 would be less than significant.

Impact 5.3-3: The proposed project would impact approximately 0.72 acre of jurisdictional waters as a result of project implementation. [Threshold B-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

There are four drainage segments (Drainage Segments A, B, D, and E), one jurisdictional basin (Basin 1), and one non-riverine drainage segment (Drainage Segment C) onsite. Drainage Segment C appears to have been abandoned by stormwater flow that was picked up in Drainage B in 2005 (TERACOR 2021a).

Drainage A

The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment A is 14,146 square feet (0.32 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage A is 5,894 square feet (0.14 acre).

Drainage Segment B

The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment B is 7,266 square feet (0.17 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage B is 5,000 square feet (0.11 acre).

Drainage D

The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Segment D is 5,720 square feet (0.13 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage D is 1,430 square feet (0.03 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage D_1 is 354 square feet (0.01 acre).

Drainage Segment E

Drainage Segment E is 42 linear feet. The CDFW jurisdictional area associated with Segment E is 182 square feet (0.004 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage E is 65 square feet (0.001 acre).

Basin 1

TERACOR determined Basin 1 to be a wetland. The length associated with Basin 1 is 126 linear feet, while the total area is 3,888 square feet (0.09 acre).

Drainage Segments A, B, D, and E, and Basin 1 meet the definitional parameters of Riparian/Riverine resources. The total Riparian/Riverine area onsite is 31,202 square feet (0.72 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Basin 1 is 2,200 square feet (0.05 acre).

The total Potential Army Corps/RWQCB jurisdictional area is 0.34 acre.

Drainage Segment C

It was determined that Drainage Segment C is not a MHSCP 6.1.2 riparian/riverine feature.

The drainage segments onsite are riverine with two small riparian cells associated with those drainages. The basin, which supports riparian vegetation, is human-constructed. Avoidance does not appear warranted since the property would continue to shed stormwater in the post-development condition, and that runoff must be treated and cleansed. There are no MSHCP-designated riparian species associated with the project site which would suggest avoidance is necessary. As all site resources would be removed and graded to construct the proposed project, 0.72-acre of riparian/riverine area would be permanently impacted.

Mitigation for impacts to wetlands and 0.72 acre of "streambeds"/riparian/riverine area will consist of offsite enhancement or restoration (rehabilitation) at a 2:1 mitigation ratio through purchase of fee credits through an approved mitigation fee payment program. A total of 1.44 acres of mitigation

"streambeds"/riparian/riverine area is therefore, proposed. Therefore, impacts would be potentially significant without mitigation.

PRIELIPP-YAMAS PROPERTY REZONE

There are no wetland areas located on the property (Wetlands Mapper 2020). Future development would be required to implement BMPs to ensure impacts to offsite resources would be reduced to less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.3-3 would be potentially significant.

Mitigation Measures

Implementation of Mitigation Measure BIO-5.

Level of Significance After Mitigation: Impact 5.3-3 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.3-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-3 would be less than significant.

Impact 5.3-4: The proposed project would not affect wildlife movement within the City. [Threshold B-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range.

The project site is located in a relatively urbanized area and is not situated within an MSHCP-established core area or linkage. The surrounding area is comprised of residential and commercial development to the south, southeast, and west; Living Hope Lutheran Church and California Lutheran High School to the southwest; and open space to the north. Additionally, I-15 presents a substantial barrier for wildlife movement from one side of the Temecula Valley to the other. As such, the project site is poorly situated to serve as a movement or migratory corridor.

PRIELIPP-YAMAS PROPERTY REZONE

The property is vacant, and as it is surrounded by urbanized uses–residential to the east and south, and industrial uses to the southwest, the property is poorly situated to serve as a movement or migratory corridor. Additionally, I-15, which is 0.4 mile west of the property, presents a substantial barrier of wildlife movement from one side to the other. As such, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.3-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-4 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.3-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-4 would be less than significant.

Impact 5.3-5: The proposed project would require compliance with the MSHCP. [Thresholds B-5 and B-6]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Conservation Cells

The project site is generally located within the MSHCP Elsinore Area Plan. The project site is not located within or adjacent to a conservation criteria cell.

MSHCP Section 6.1.2 Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

The project site is comprised of 0.72 acre of MSHCP Section 6.1.2 defined riparian/riverine areas. All riparian/riverine areas onsite are anticipated to be impacted with project implementation. The Determination of Biologically Equivalent or Superior Preservation (DBESP) provided mitigation (see Mitigation Measure BIO-5) to reduce impacts to a level of less than significant by requiring the purchase of offsite mitigation credits. Therefore, the proposed project would be consistent once the DBESP is approved by the City of Wildomar.

MSHCP Section 6.1.3 Protection of Narrow Endemic Plant Species

The project site is not within a Narrow Endemic Plant Species Survey Area, and therefore, a habitat assessment/survey for narrow endemic plant species is not required. The proposed project is therefore consistent with Section 6.1.3 of the MSHCP.

MSCHP Section 6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface

The project site is not located within or near a conservation criteria cell. The project site is therefore not in proximity to the MSHCP Conservation Area. The guidelines established in Section 6.1.4 of the MSHCP therefore do not apply to the proposed project.

MSHCP Section 6.3.1 Vegetation Mapping

Vegetation mapping has been provided in the Consistency Analysis (Appendix 5.3-1) in conformance with Section 6.3.1 parameters in order to assist the City and resource agencies in review of this Consistency Analysis.

MSHCP Section 6.3.2 Additional Survey Needs and Procedures

Mammal Surveys

The project site does not require surveys for any mammal species. Ground squirrel is present in moderate densities due to high vegetative density. There are no mammal survey requirements for the property and none of the MSHCP-listed species have been detected.

Riparian Birds

There are no riparian vegetative communities on the project site that would justify focused surveys for least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo. Focused riparian bird surveys were not warranted and were not conducted.

Amphibians/Reptiles

The project site does not support suitable habitat for the Section 6.1.2 listed amphibians which included arroyo toad, red-legged frog, and mountain yellow-legged frog. There are no natural pools, cienegas or tenajas which could provide breeding habitat for western pond turtle. Spadefoot toad would not be expected to utilize this 25.8-acre site for breeding due to disturbance factors, area development, and absence of adjacent surface water resources.

Burrowing Owl

The project site is located within a burrowing owl survey area. TERACOR conducted a habitat assessment and focused burrowing owl surveys in 2018, as well as in 2020, and no burrowing owls were detected. No impacts associated with the proposed project to burrowing owls are therefore anticipated. Because suitable burrowing owl habitat is present onsite, Mitigation Measure BIO-2 would be implemented. If no burrowing

owls are detected during the 30-day pre-construction survey, then no burrowing owls would be impacted by the proposed project. The project site is not located within a Criteria Area Plan Species Survey Area, an Amphibian Species Survey Area or Mammalian Species Survey Area. No habitat assessments or surveys for these species are therefore required for the proposed project.

PRIELIPP-YAMAS PROPERTY REZONE

Prior to future development, a MSHCP consistency analysis will be conducted for the property to ensure that future development would be consistent. No physical changes to the property can occur until compliance with the MSHCP is documented. It is likely that pre-construction mitigation such as BIO-2 will be required, however until the biological analysis is completed the level of mitigation is too speculative.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.3-5 would be potentially significant.

Mitigation Measures

Implementation of Mitigation Measure BIO-2.

Level of Significance After Mitigation: Impact 5.3-5 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.3-5 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.3-5 would be less than significant.

5.3.5 Cumulative Impacts

The area considered for cumulative impacts to biological resources is the project site and the region. Many other projects in the City could impact sensitive species directly and/or indirectly through impacts on those species' habitats. Other projects would be required to comply with existing laws and regulations protecting biological resources.

The proposed project would have a significant impact on sensitive species and habitats, however, with the implementation of mitigation measures, impacts to biological resources would not be cumulatively considerable. Additionally, future development on the Prielipp-Yamas Drive Property could require pre-construction mitigation measures in order to comply with the MSHCP, however, until a detailed biological

analysis is complete, it would be speculative to determine the level of mitigation, and therefore, biological resources on the Property would not be cumulatively considerable.

5.3.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.3-4.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.3-1** Development of the proposed project could impact the MSHCP-covered species.
- **Impact 5.3-2** Development of the proposed project would result in the loss of riparian/riverine areas.
- **Impact 5.3-3** The proposed project could impact jurisdictional waters, but that has not been confirmed by regulatory agencies.
- **Impact 5.3-5** The proposed project would require compliance with the MSHCP.

5.3.7 Mitigation Measures

Impact 5.3-1

BIO-1 Prior to vegetation clearance and grading, the Project applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following:

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

BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.

BIO-3 In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the project's landscape plan shall exclude invasive species such as crimson fountain grass (*Pennisetum setaceaum),* pampas grass (*Cortaderia selloana),* giant reed (*Arundo donax)*, and tree of heaven (*Ailanthus altissima)*, in accordance with the *Invasive Plants List* referenced by the MSHCP.

BIO-4 The project applicant shall implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.

Impact 5.3-2 and Impact 5.3-3

BIO-5 The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite 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. 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) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. 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 5.3-4

BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.

5.3.8 Level of Significance After Mitigation

The mitigation measures would reduce potential impacts to biological resources to a level that is less than significant. No significant unavoidable adverse impacts to biological resources have been identified.

5.3.9 References

TERACOR. 2021a, March 22. MSHCP Consistency Analysis for the Wildomar Trail Town Center. (Appendix 5.3-1).

_____. 2021b, March 16. Step II, Part A Focused Burrow Survey and Step II, Part B Focused Burrowing Owl Surveys for a 25.8-acre Property. (Appendix 5.3-2).

_____. 2021c, March 25. Determination of Biologically Equivalent or Superior Preservation for the 25.8-acre Property. (Appendix 5.3-3).

Wetlands Mapper. 2020. https://www.fws.gov/wetlands/data/mapper.html.

5.4 ENERGY

This section evaluates the potential for energy-related impacts with the project and ways in which the project would reduce unnecessary energy consumption, consistent with the suggestions in Appendix F of the CEQA Guidelines. Energy service provides to the site include Southern California Edison (SCE) for electrical service and Southern California Gas Company (SoCalGas) for natural gas.

5.4.1 Environmental Setting

Section 21100(b)(3) of CEQA requires that an EIR include a detailed statement with mitigation measures proposed to minimize significant effects on the environment, including but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy. Appendix F of the State CEQA Guidelines states that, in order to ensure that energy implications are considered in project decisions, the potential energy implications of a project shall be considered in an EIR, to the extent relevant and applicable to the project. Appendix F further states that a project's energy consumption and proposed conservation measures may be addressed, as relevant and applicable, in the project description, environmental setting, and impact analysis portions of technical sections, as well as through mitigation measures and alternatives.

In accordance with Appendices F and G of the State CEQA Guidelines, this EIR includes relevant information and analyses that address the energy implications of the proposed project. This section summarizes the proposed project's anticipated energy needs, impacts, and conservation measures. The information in this section and other aspects of the proposed project's energy implications are also discussed in Chapter 3, *Project Description,* and Sections 5.2, *Air Quality,* 5.5, *Greenhouses Gas Emissions,* and Chapter 5.11, *Transportation.*

5.4.1.1 REGULATORY BACKGROUND

Federal

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (Public Law 110-140) seeks to provide the nation with greater energy independence and security by increasing the production of clean renewable fuels; improving vehicle fuel economy; and increasing the efficiency of products, buildings, and vehicles. It also seeks to improve the energy performance of federal government. The Act sets increased Corporate Average Fuel Economy Standards; the Renewable Fuel Standard; appliance energy efficiency standards; building energy efficiency standards; and accelerated research and development tasks on renewable energy sources (e.g., solar energy, geothermal energy, and marine and hydrokinetic renewable energy technologies), carbon capture, and sequestration (USEPA 2019).

State

Renewables Portfolio Standard

The California Renewables Portfolio Standard (RPS) was established in 2002 under SB 1078 and was amended in 2006, 2011, and 2018. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase the use of eligible renewable energy resources to 33 percent of total procurement by 2020. The California Public Utilities Commission is required to provide quarterly progress reports on progress toward RPS goals. This has accelerated the development of renewable energy projects throughout the State. California's three large investor-owned utilities met or surpassed the 2019 annual RPS percentage target of 31 percent. Since 2003, 8,248 megawatts (MW) of renewable energy projects have started operations (CPUC 2016). SB 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in 2018 puts California on the path to 100 percent fossil-fuel-free electricity by the year 2045.

State Alternative Fuels Plan

AB 1007 requires the California Energy Commission (CEC) to prepare a plan to increase the use of alternative fuels in California. The State Alternative fuels plan was prepared by the CEC with the California Air Resources Board and in consultation with other federal, state, and local agencies to reduce petroleum consumption; increase use of alternative fuels (e.g., ethanol, natural gas, liquefied petroleum gas, electricity, and hydrogen); reduce greenhouse gas (GHG) emissions; and increase in-state production of biofuels. The State Alternative Fuels Plan recommends a strategy that combines private capital investment, financial incentives, and advanced technology that will increase the use of alternative fuels; result in significant improvements in the energy efficiency of vehicles; and reduce trips and vehicle miles traveled through changes ion travel habits and land management policies. The Alternative Fuels and Vehicle Technologies Funding Program legislation (AB 118, Statutes of 2007) proactively implements this plan (CEC 2007).

Appliance Efficiency Regulations

California's Appliance Efficiency Regulations contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California (California Code of Regulations Title 20, Parts 1600–1608). These standards are updated regularly to allow consideration of new energy efficiency technologies and methods (CEC 2017).

Title 24, Part 6, Energy Efficiency Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resource Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2016 (California Code of Regulations Title 24, Part 6). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow

for consideration and possible incorporation of new energy efficiency technologies and methods. The CEC adopted the 2019 Building Energy Efficiency Standards on May 9, 2018, which went into effect on January 1, 2020.

The 2019 Standards improve upon the previous 2016 Standards for new construction of and additions and alterations to residential and nonresidential buildings. The 2019 Standards move toward cutting energy use in new homes by more than 50 percent and will require installation of solar photovoltaic systems for single-family homes and multifamily buildings of three stories and less. The 2019 Standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; and 4) nonresidential lighting requirements (CEC 2018a). Under the 2019 Standards, nonresidential buildings would be 30 percent more energy efficient compared to the 2016 Standards, and single-family homes would be 7 percent more energy efficient (CEC 2018b). When accounting for the electricity generated by solar photovoltaic system, single-family homes would use 53 percent less energy compared homes built to the 2016 Standards (CEC 2018b).

Title 24, Part 11, Green Building Standards

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (California Code of Regulations Title 24, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. It includes mandatory requirements for new residential and nonresidential buildings throughout California. CALGreen is intended to: 1) reduce GHG emissions from buildings; 2) promote environmentally responsible, cost-effective, healthier places to live and work; 3) reduce energy and water consumption; and 4) respond to the directives by the Governor. The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011, and were last updated in 2016. On October 3, 2018, the CEC adopted the voluntary standards of the 2019 CALGreen which became effective on January 1, 2020.

Overall, the code is established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. CALGreen contains requirements for construction site selection; stormwater control during construction; construction waste reduction; indoor water use reduction; materials selection; natural resource conservation; site irrigation conservation; and more. The Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The Code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency (CBSC 2019).

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I Standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG

emissions standards for model year 2017 through 2025 light-duty vehicles. In January 2012, the California Air Resources Board approved the Pavley Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions (CARB 2017).

Local

City of Wildomar Municipal Code

According to Chapter 15.20, Green Building Code, the City has adopted the 2019 Green Building Standards Code, and according to Chapter 15.22, the City has adopted the 2019 California Energy Code.

5.4.1.2 EXISTING CONDITIONS

Electricity

The City of Wildomar is in SCE's service area which spans much of southern California from Orange and Riverside counties on the south to Santa Barbara County on the west to Mono County on the north. Total electricity consumption in SCE's service area in gigawatt-hours (GWh) was 105,162 GWh in 2019 (CEC 2020a).[1] Sources of electricity sold by SCE in 2018, the latest year for which data are available, were:

- 36 percent renewable sources
- 4 percent large hydroelectric
- 17 percent natural gas
- 6 percent nuclear
- 37 percent unspecified sources of power—that is, not traceable to specific generation sources (CEC 2020b).

Gas

SoCalGas provides gas service in the City of Wildomar and has facilities throughout the City. The service area of SoCalGas spans much of the southern half of California, from Imperial County to the southeast to San Luis Obispo County on the northwest to part of Fresno County on the north, to Riverside County, and most of San Bernardino County on the east (CEC 2015b). Total natural gas supplies available to SoCalGas for 2020 is 3,175 million cubic feet per day (MMcf/day) (CGEU 2020). Total natural gas consumption in SoCalGas's service area was 7,498 million therms which is equivalent to 2,054 MMcf/day (CEC 2020b).

[1] One GWh is equivalent to one million kilowatt-hours.

Wildomar Trail Town Center Mixed-Use Project

The project site is currently vacant, and does not consume electricity or gas.

Prielipp-Yamas Property Rezone

The property is currently vacant, and does not consume electricity or gas.

5.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

E-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

E-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.4.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval for energy impacts are identified below.

PPP E-1 New buildings are required to achieve the current California Building Energy Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2019 Building Energy Efficiency Standards became effective on January 1, 2020. The Building Energy Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve zero net energy for residential buildings by 2020 and non-residential buildings by 2030.

PPP E-2 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new non-residential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen Sections 5.106.4.1, 14.106.4.1, and 5.106.4.1.2).

PPP E-3 California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse at minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal of recycling, reuse on the project, or salvaged for future use or sale and the amount (by weight or volume).

PPP E-4 Construction activities are required to adhere to Title 13 California Code of Regulations Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less.

PPP E-5 New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.

PPP E-6 The California Air Resources Board's Renewable Portfolio Standard (RPS) is a foundational element of the State's emissions reduction plan. These mandates apply directly to investor-owned utilities, which in the case of the proposed project is Southern California Edison. On September 10, 2018, Senate Bill 100 was signed into law and established the following RPS targets: 50 percent renewable resources target by December 31, 2026, and 60 percent target by December 31, 2030. SB 100 also requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; and 60 percent by December 31, 2030.

PPP E-7 The 2007 Energy Bill creates new federal requirements for increases in fleetwide fuel economy for passenger vehicles and light trucks under the Federal Corporate Average Fuel Economy Standards. The federal legislation requires a fleetwide average of 35 miles per gallon (mpg) to be achieved by 2020. The National Highway Traffic Safety Administration is directed to phase in requirements to achieve this goal. Analysis by the California Air Resources Board suggests that this will require an annual improvement of approximately 3.4 percent between 2008 and 2020.

PPP E-8 SB 375 requires the reduction of GHG emissions from light trucks and automobiles through land use and transportation efforts that will reduce vehicle miles traveled. In essence, SB 375's goal is to control GHGs by curbing urban sprawl and through better land use planning. SB 375 essentially becomes the land use contribution to the GHG reduction requirements of AB 32, California's global warming bill enacted in 2006, and SB 32.

5.4.4 Environmental Impacts

5.4.4.1 METHODOLOGY

Based on CEQA Guidelines Appendix F, Energy Conservation, in order to ensure energy implications are considered in project decisions, EIRs include a discussion of the potential impacts of proposed projects, with particular emphasis on avoiding or reducing wasteful, unnecessary, or inefficient use of energy resources. Environmental effects may include the proposed project's energy requirements and its energy use efficiencies by amount and fuel type during construction and operation; the effects of the proposed project on peak- and base-period demands for electricity and other forms of energy; the degree to which the proposed project complies with existing standards; the effects of the proposed project on energy resources; and the proposed

project's projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable.

5.4.4.2 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.4-1: Project construction and operation would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. [Threshold E-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Short-Term Construction Impacts

Construction of the proposed project would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use.

Electrical Energy

Electricity use during construction would vary during different phases of construction: the majority of construction equipment during grading would be gas- or diesel-powered, and the later construction phases would require electricity-powered equipment for interior construction and architectural coatings. Overall, the use of electricity would be temporary during construction and would fluctuate according to the phase of construction. Additionally, it is anticipated that electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities. Electrical equipment would draw energy from the grid that follows the state requirements for renewable energy. The equipment itself is commercially available and subject to energy requirements of the state and federal government. Because the electrical construction equipment is commercially available, and the power grid must comply with state renewable energy requirements, construction activities would not result in wasteful or unnecessary electricity demands, and impacts would be less than significant.

Natural Gas Energy

It is not anticipated that construction equipment used for the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, there would be no impact on natural gas.

Transportation Energy

Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that

would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is anticipated that off-road construction equipment, such as those used during grading (e.g. graders, bulldozers, backhoes, trenching equipment, pickup trucks), would be gas- or diesel-powered. In addition, all the use of construction-equipment would cease upon completion of project construction. Therefore, impacts related to transportation energy use during construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Furthermore, to limit wasteful and unnecessary energy consumption, the construction contractors are anticipated to minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9.

Because it is in the contractor's economic interest to minimize fuel and maintenance costs, is anticipated that the construction equipment would be well maintained and meet the appropriate tier ratings per CALGreen or EPA emissions standards, so that adequate energy efficiency level is achieved. Construction trips would not result in unnecessary use of energy since the project area is served by I-15 which would provide the most direct route from various areas of the region. Electrical energy would be available for use during construction from existing power lines and connections, precluding the use of less-efficient electrical generators. Therefore, energy use during construction of the proposed project would not be considered inefficient, wasteful, or unnecessary. Impact would be less than significant.

Long-Term Operational Impacts

Operation of the proposed project would create additional demands for electricity and natural gas compared to existing conditions and would result in increased transportation energy use. Operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; and indoor, outdoor, perimeter, and parking lot lighting.

Electrical Energy

Operation of the existing facility consumes electricity for various purposes, including heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; security and control center functions; lighting; and use of onsite equipment and appliances. The proposed project would be consistent with the requirements of the current Building Energy Efficiency Standards and CALGreen and, therefore, would not result in wasteful or unnecessary electricity demands. Therefore, the proposed project would not result in a significant impact related to electricity.

Natural Gas Energy

The proposed natural gas consumption for the proposed project would be increased compared to existing conditions. Because the proposed project would be built to meet the Building Energy Efficiency Standards, it would not result in wasteful or unnecessary natural gas demands. Therefore, operation of the proposed project would result in less than significant impacts with respect to natural gas usage.

Transportation Energy

The proposed project would consume transportation energy during operations from the use of motor vehicles. The efficiency of motor vehicles in use, such as the average miles per gallon for motor vehicles involved with the proposed project, are unknown. Therefore, estimates of transportation energy use is assessed based on the overall vehicle miles traveled (VMT) and related transportation energy use. Since the proposed project would involve development of commercial, office, and residential uses, its implementation would provide more opportunities for employment for residents in the City and opportunities to reside within an urbanized area with nearby amenities and public transit options. In addition, in compliance with CALGreen, the proposed project would include short- and long-term bicycle parking for employees of the office buildings. These features of the proposed project would contribute to minimizing per capita VMT and transportation-related fuel usage. Therefore, it is expected that operation-related fuel usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

PRIELIPP-YAMAS PROPERTY REZONE

Short-Term Construction Impacts

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

Construction of future development on the property would require the use of construction equipment for grading, hauling, and building activities. Electricity use during construction would vary during different phases of construction. It is expected that the majority of construction equipment during grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment, such as interior construction and architectural coatings. Construction also includes the vehicles of construction workers traveling to and from the project site and haul trucks for the export of materials from site clearing.

The surrounding area is already served by electricity provided by Southern California Edison (SCE) and natural gas infrastructure provided by the Southern California Gas Company. Future development would connect to the existing lines. Adequate infrastructure capacity in the vicinity of the property would be available to accommodate the electricity and natural gas demand for construction activities and would not require additional or expanded infrastructure.

Future construction contractors would minimize idling of construction equipment during construction as required by state law and reduce construction waste by recycling. These required practices would limit wasteful and unnecessary electrical energy consumption. Therefore, the future short-term construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption.

Transportation

Transportation energy use depends on the type and number of tips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of future construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is expected that construction equipment during grading would be gas-powered or diesel-powered, and the later construction phases would require electricity-powered equipment. Impacts related to transportation energy use during future construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure. Impacts would not be significant.

Long-Term Operational Impacts

Future operational use of energy would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems, security, and control center functions; use of on-site equipment and appliances; and indoor, outdoor, perimeter, and parking lot lighting. Additionally, future uses onsite would operate as residential uses, and would not result in an excessive consumption of energy compared to other residential uses.

Electricity

Prior to final building plan submittal, the future project applicant would provide project plans to SCE to prepare a Method-of-Service Study to determine exact location of electrical connections at the property and establish estimated electricity demand. Additionally, because future development would be subject to the most recently adopted Green Buildings Standards Code and California Energy Code, the future project's electricity demand would not result in significant impacts. Therefore, impacts are less than significant.

Natural Gas

Future development would construct new facilities on the property that would result in an increase in gas demands. The use of natural gas would be limited to building heating. Because future development would be built to meet the Building Energy Efficiency Standards, it would not result in wasteful or unnecessary natural gas demands. Therefore, operation of future development would result in less than significant impacts.

Transportation Energy

Transportation energy use depends on the type and number of trips, vehicle miles traveled (VMT), fuel efficiency of vehicles, and travel mode. Transportation energy used during operation of the site would come from delivery, employee, and visitor vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would be temporary and would fluctuate throughout the lifespan of the future development. Therefore, it is expected that operation-related fuel usage associated with the future development would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant with respect to operation-related fuel usage.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impacts 5.4-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impacts 5.4-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impacts 5.4-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impacts 5.4-1 would be less than significant.

Impact 5.4-2: The proposed project would not conflict with or obstruct a state or local plan for renewable energy efficiency. [Threshold E-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The City of Wildomar is within SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

The RTP/SCS sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The RTP/SCS is meant to provide individual jurisdictions with growth strategies that, when taken together, achieve the regional GHG emissions reduction targets. Specifically, the SCS distributes growth forecast data to transportation analysis zones for the purpose of modeling performance.

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

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the site would be subject to the latest energy and building standards. Additionally, future contractors and waste haulers would be required to comply with the Countywide Integrated Waste Management Plan, which requires a minimum diversion of 50 percent of waste project materials from disposal. Therefore, future development on the property would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impacts 5.4-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impacts 5.4-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impacts 5.4-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impacts 5.4-2 would be less than significant.

5.4.5 Cumulative Impacts

The areas considered for cumulative impacts to electricity and natural gas supplies are the service areas of SCE and SoCalGas, respectively. Other projects would generate increased electricity and natural gas demands. However, all projects within the SCE and SoCalGas service areas would be required to comply with the Building Energy Efficiency Standards and CALGreen, which would contribute in minimizing wasteful energy consumption. Therefore, cumulative impacts would be less than significant, and projects impacts would not be cumulatively considerable.

5.4.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.4.7 Mitigation Measures

No mitigation measures are required.

5.4.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.4.9 References

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5.5 GREENHOUSE GAS EMISSIONS

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for the Wildomar Trail Town Center Mixed-use Project (Project) to cumulatively contribute to greenhouse gas (GHG) emissions impacts. Because no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, climate change impacts of a project are considered on a cumulative basis. This evaluation is based on the methodology recommended by the South Coast Air Quality Management District (SCAQMD). Transportation-sector impacts are based on trip generation and vehicle miles traveled, as provided by IEG (see Appendix 5.11-2) for trips generated in the City of Wildomar. GHG emissions modeling for the project is included in Appendix 5.2-1 of this DEIR.

Terminology

The following are definitions for terms used throughout this section.

- **Greenhouse gases (GHG).** Gases in the atmosphere that absorb infrared light, thereby retaining heat in the atmosphere and contributing to a greenhouse effect.
- **Global warming potential (GWP).** Metric used to describe how much heat a molecule of a greenhouse gas absorbs relative to a molecule of carbon dioxide (CO_2) over a given period of time (20, 100, and 500 years). CO_2 has a GWP of 1.
- **Carbon dioxide-equivalent (CO_2e).** The standard unit to measure the amount of greenhouse gases in terms of the amount of CO_2 that would cause the same amount of warming. CO_2e is based on the GWP ratios between the various GHGs relative to CO_2.
- **$MTCO_2e$.** Metric ton of CO_2e.
- **$MMTCO_2e$.** Million metric tons of CO_2e.

5.5.1 Environmental Setting

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The "greenhouse effect" is the natural process that retains heat in the troposphere, which is the bottom layer of the atmosphere. Without the greenhouse effect, thermal energy would escape into space, resulting in a much colder and inhospitable planet. GHGs are the components of the atmosphere responsible for the greenhouse effect. The amount of heat that is retained is proportional to the concentration of GHGs in the atmosphere. As more GHGs are released into the atmosphere, GHG concentrations increase and the atmosphere retains more heat, increasing the effects of climate change.

The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st

centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent are nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).[1,2] The major GHGs applicable to the proposed project are briefly described.

- **Carbon dioxide (CO_2)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

- **Methane (CH_4)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in landfills and water treatment facilities.

- **Nitrous oxide (N_2O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have a stronger greenhouse effect than others. These are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 5.5-1. The GWP is used to convert GHGs to CO2-equivalence (CO_2e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under IPCC's Fourth Assessment Report (AR4), GWP values for CH_4, 10 MT of CH_4 would be equivalent to 250 MT of CO_2.

Table 5.5-1 GHG Emissions and Their Relative Global Warming Potential Compared to CO_2

GHGs	Second Assessment Report Atmospheric Lifetime (Years)	Fourth Assessment Report Atmospheric Lifetime (Years)	Second Assessment Report Global Warming Potential Relative to CO_2[1]	Fourth Assessment Report Global Warming Potential Relative to CO_2[1]
Carbon Dioxide (CO_2)	50 to 200	50 to 200	1	1
Methane[2] (CH_4)	12 (±3)	12	21	25
Nitrous Oxide (N_2O)	120	114	310	298

Source: IPCC 1995, 2007.

Notes: The IPCC published updated GWP values in its Fifth Assessment Report (2013) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO_2. However, GWP values identified in AR4 are used to maintain consistency in statewide GHG emissions modeling. In addition, the 2014 Scoping Plan Update was based on the GWP values in AR4.

1 Based on 100-year time horizon of the GWP of the air pollutant compared to CO_2.

2 The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO_2 is not included.

1 Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant because it is considered part of the feedback loop rather than a primary cause of change.

2 Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2017a). However, state and national GHG inventories do not include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

California's GHG Sources and Relative Contribution

In 2019, the statewide GHG emissions inventory was updated for 2000 to 2017 emissions using the GWPs in IPCC's AR4.[3] Based on these GWPs, California produced 424.10 MMTCO$_2$e GHG emissions in 2017. The California Air Resources Board (CARB) categorizes GHG generation into the following seven sectors (CARB 2019b).

- **Transportation.** Consists of direct tailpipe emissions from on-road vehicle and direct emissions from off-road transportation mobile sources, intrastate aviation, rail, and watercraft. Emissions are generated from the combustion of fuels in on- and off-road vehicles in addition to aviation, rail, and ships.

- **Electric.** Includes emissions from instate power generation (including the portion of cogeneration emissions attributed to electricity generation) and emissions from imported electricity.

- **Industrial.** Includes emissions primarily driven by fuel combustion from sources that include refineries, oil and gas extraction, cement plants, and the portion of cogeneration emissions attribute to thermal energy output.

- **Commercial and Residential.** Accounts for emissions generated from combustion of natural gas and other fuels for household and commercial business use, such as space heating, cooking, and hot water or steam generation. Emissions associated with electricity usage are accounted for in the Electric Sector.

- **Recycling and Waste.** Consists of emissions generated at landfills and from commercial-scale composting.

- **Agriculture.** Primarily includes methane (CH_4) and nitrous oxide (N_2O) emissions generated from enteric fermentation and manure management from livestock. Also accounts for emissions associated with crop production (fertilizer use, soil preparation and disturbance, and crop residue burning) and fuel combustion associated with stationary agricultural activities (e.g., water pumping, cooling or heating buildings).

- **High Global Warming Potential Gases.** Associated with substitutes for ozone-depleting substances, emissions from electricity transmission and distribution system, and gases emitted in the semiconductor manufacturing process. Substitutes for ozone-depleting substances are used in refrigeration and air conditioning equipment, solvent cleaning, foam production, fire retardants, and aerosols.

California's transportation sector was the single largest generator of GHG emissions, producing 40.1 percent of the state's total emissions. Industrial sector emissions made up 21.1 percent, and electric power generation made up 14.7 percent of the state's emissions inventory. Other major sectors of GHG emissions include commercial and residential (9.7 percent), agriculture and forestry (7.6 percent), high GWP (4.7 percent), and recycling and waste (2.1 percent) (CARB 2019a).

[3] Methodology for determining the statewide GHG inventory is not the same as the methodology used to determine statewide GHG emissions under Assembly Bill 32 (2006).

California's GHG emissions have followed a declining trend since 2007. In 2017, emissions from routine GHG-emitting activities statewide were 424 $MMTCO_2e$, 5 $MMTCO_2e$ lower than 2016 levels. This represents an overall decrease of 14 percent since peak levels in 2004 and 7 $MMTCO_2e$ below the 1990 level and the state's 2020 GHG target. During the 2000 to 2017 period, per capita GHG emissions in California have continued to drop from a peak in 2001 of 14.0 $MTCO_2e$ per capita to 10.7 $MTCO_2e$ per capita in 2017, a 24 percent decrease. Overall trends in the inventory also demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product) has declined 41 percent since the 2001 peak, while the state's gross domestic product has grown 52 percent during the same period. For the first time since California started to track GHG emissions, California uses more electricity from zero-GHG sources (hydro, solar, wind, and nuclear energy) (CARB 2019b).

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and the quantity of climate change pollutants in the Earth's atmosphere that is attributable to human activities. The amount of CO_2 in the atmosphere has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million per year since 1960, mainly due to combustion of fossil fuels and deforestation (IPCC 2007). These recent changes in the quantity and concentration of climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime (IPCC 2007).

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are hard to predict. Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions and on observations of the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty. For example, there are varying degrees of certainty on the magnitude of the trends for:

- Warmer and fewer cold days and nights over most land areas.
- Warmer and more frequent hot days and nights over most land areas.
- An increase in frequency of warm spells/heat waves over most land areas.
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas.

- Larger areas affected by drought.
- Intense tropical cyclone activity increases.
- Increased incidence of extreme high sea level (excluding tsunamis).

Potential Climate Change Impacts for California

Observed changes over the last several decades across the western United States reveal clear signs of climate change. Statewide, average temperatures increased by about 1.7°F from 1895 to 2011, and warming has been greatest in the Sierra Nevada (CCCC 2012). The years from 2014 through 2016 have shown unprecedented temperatures with 2014 being the warmest (OEHHA 2018). By 2050, California is projected to warm by approximately 2.7°F above 2000 averages, a threefold increase in the rate of warming over the last century. By 2100, average temperatures could increase by 4.1 to 8.6°F, depending on emissions levels (CCCC 2012).

In California and western North America, observations of the climate have shown: 1) a trend toward warmer winter and spring temperatures; 2) a smaller fraction of precipitation falling as snow; 3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones; 4) advanced shift in the timing of snowmelt of 5 to 30 days earlier in the spring; and 5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms (CAT 2006). Overall, California has become drier over time, with five of the eight years of severe to extreme drought occurring between 2007 and 2016, with unprecedented dry years occurring in 2014 and 2015 (OEHHA 2018). Statewide precipitation has become increasingly variable from year to year, with the driest consecutive four years occurring from 2012 to 2015 (OEHHA 2018). According to the California Climate Action Team—a committee of state agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency—even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see Table 5.5-1), and the inertia of the Earth's climate system could produce as much as 0.6°C (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks to California are shown in Table 5.5-2 and include impacts to public health, water resources, agriculture, coastal sea level, forest and biological resources, and energy.

Table 5.5-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Public Health Impacts	Heat waves will be more frequent, hotter, and longer Fewer extremely cold nights Poor air quality made worse Higher temperatures increase ground-level ozone levels
Water Resources Impacts	Decreasing Sierra Nevada snowpack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation

Table 5.5-2 Summary of GHG Emissions Risks to California

Impact Category	Potential Risk
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods Shrinking beaches Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Sources: CEC 2006, 2009; CCCC 2012; CNRA 2014.

5.5.1.1 REGULATORY BACKGROUND

This section describes the federal, state, and local regulations applicable to GHG emissions.

Federal

The US Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 US Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings did not themselves impose any emission reduction requirements but allowed the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

To regulate GHGs from passenger vehicles, EPA was required to issue an endangerment finding. The finding identifies emissions of six key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world.

US Mandatory Reporting Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 $MTCO_2e$ or more per year are required to submit an annual report.

Update to Corporate Average Fuel Economy Standards (2021 to 2026)

The federal government issued new Corporate Average Fuel Economy (CAFE) standards in 2012 for model years 2017 to 2025, which required a fleet average of 54.5 miles per gallon in 2025. However, on March 30, 2020, the EPA finalized an updated CAFE and GHG emissions standards for passenger cars and light trucks and established new standards, covering model years 2021 through 2026, known as the Safer Affordable Fuel Efficient (SAFE) Vehicles Final Rule for Model Years 2021-2026. However, consortium of automakers and California have agreed on a voluntary framework to reduce emissions that can serve as an alternative path forward for clean vehicle standards nationwide. Automakers who agreed to the framework are Ford, Honda, BMW of North America, and Volkswagen Group of America. The framework supports continued annual reductions of vehicle greenhouse gas emissions through the 2026 model year, encourages innovation to accelerate the transition to electric vehicles, and provides industry the certainty needed to make investments and create jobs. This commitment means that the auto companies party to the voluntary agreement will only sell cars in the United States that meet these standards (CARB 2019c).

EPA Regulation of Stationary Sources under the Clean Air Act (Ongoing)

Pursuant to its authority under the Clean Air Act, the EPA has been developing regulations for new, large stationary sources of emissions such as power plants and refineries. Under former President Obama's 2013 Climate Action Plan, the EPA was directed to develop regulations for existing stationary sources as well. On June 19, 2019, the EPA issued the final Affordable Clean Energy (ACE) rule which became effective on August 19,2019. The ACE rule was crafted under the direction of President Trump's Energy Independence Executive Order. It officially rescinds the Clean Power Plan rule issued during the Obama Administration and sets emissions guidelines for states in developing plans to limit CO_2 emissions from coal-fired power plants.

State

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Orders S-03-05 and B-30-15, Assembly Bill (AB) 32, Senate Bill (SB) 32, and SB 375.

Executive Order S-03-05

Executive Order S-03-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Assembly Bill 32, the Global Warming Solutions Act (2006)

State of California guidance and targets for reductions in GHG emissions are generally embodied in the Global Warming Solutions Act, adopted with passage of AB 32. AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 emissions reduction goal established in Executive Order S-03-05.

CARB 2008 Scoping Plan

The first Scoping Plan was adopted by CARB on December 11, 2008. The 2008 Scoping Plan identified that GHG emissions in California are anticipated to be 596 MMTCO2e in 2020. In December 2007, CARB approved a 2020 emissions limit of 427 $MMTCO_2e$ (471 million tons) for the state (CARB 2008). To effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor GHG emissions levels for large stationary sources that generate more than 25,000 $MTCO_2e$ per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the plan by 2012.

First Update to the Scoping Plan

CARB completed a five-year update to the 2008 Scoping Plan, as required by AB 32. The First Update to the Scoping Plan, adopted May 22, 2014, highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. As part of the update, CARB recalculated the 1990 GHG emission levels with the updated AR4 GWPs, and the 427 $MMTCO_2e$ 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, are slightly higher at 431 $MMTCO_2e$ (CARB 2014).

As identified in the Update to the Scoping Plan, California is on track to meet the goals of AB 32. The update also addresses the state's longer-term GHG goals in a post-2020 element. The post-2020 element provides a high-level view of a long-term strategy for meeting the 2050 GHG goal, including a recommendation for the state to adopt a midterm target. According to the Update to the Scoping Plan, local government reduction targets should chart a reduction trajectory that is consistent with or exceeds the trajectory created by statewide goals (CARB 2014). CARB identified that reducing emissions to 80 percent below 1990 levels will require a fundamental shift to efficient, clean energy in every sector of the economy. Progressing toward California's 2050 climate targets will require significant acceleration of GHG reduction rates. Emissions from 2020 to 2050 will have to decline several times faster than the rate needed to reach the 2020 emissions limit (CARB 2014).

Executive Order B-30-15

Executive Order B-30-15, signed April 29, 2015, sets a goal of reducing GHG emissions in the state to 40 percent below 1990 levels by year 2030. Executive Order B-30-15 also directs CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement measures to meet the interim 2030 goal as well as the long-term goal for 2050 in Executive Order S-03-05. It also requires the Natural Resources Agency to conduct triennial updates of the California adaption strategy,

Safeguarding California, in order to ensure climate change is accounted for in state planning and investment decisions.

Senate Bill 32 and Assembly Bill 197

In September 2016, Governor Brown signed Senate Bill 32 and Assembly Bill 197, making the Executive Order goal for year 2030 into a statewide, mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires the CARB to prioritize direction emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

2017 Climate Change Scoping Plan

Executive Order B-30-15 and SB 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state. On December 24, 2017, CARB approved the 2017 Climate Change Scoping Plan Update, which outlines potential regulations and programs, including strategies consistent with AB 197 requirements, to achieve the 2030 target. The 2017 Scoping Plan establishes a new emissions limit of 260 $MMTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030 (CARB 2017b).

California's climate strategy will require contributions from all sectors of the economy, including enhanced focus on zero- and near-zero emission vehicle technologies; continued investment in renewables such as solar roofs, wind, and other types of distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants (methane, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conserve agricultural and other lands. Requirements for GHG reductions at stationary sources complement local air pollution control efforts by the local air districts to tighten emissions limits for criteria air pollutants and toxic air contaminants on a broad spectrum of industrial sources. Major elements of the 2017 Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing zero-emission (ZE) buses and trucks.
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the Renewables Portfolio Standard (RPS) to 50 percent RPS and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency by 25 percent by 2030 and utilizes near-zero emissions technology and deployment of ZE trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy, which focuses on reducing methane and hydrofluorocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Post-2020 Cap-and-Trade Program that includes declining caps.

- Continued implementation of SB 375.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

In addition to these statewide strategies, the 2017 Climate Change Scoping Plan also identified local governments as essential partners in achieving the state's long-term GHG reduction goals and recommended local actions to reduce GHG emissions—for example, statewide targets of no more than 6 $MTCO_2e$ or less per capita by 2030 and 2 $MTCO_2e$ or less per capita by 2050. CARB recommends that local governments evaluate and adopt quantitative, locally appropriate goals that align with the statewide per capita targets and sustainable development objectives and develop plans to achieve the local goals. The statewide per capita goals were developed by applying the percent reductions necessary to reach the 2030 and 2050 climate goals (i.e., 40 percent and 80 percent, respectively) to the state's 1990 emissions limit established under AB 32. For CEQA projects, CARB states that lead agencies have discretion to develop evidenced-based numeric thresholds (mass emissions, per capita, or per service population) consistent with the Scoping Plan and the state's long-term GHG goals. To the degree a project relies on GHG mitigation measures, CARB recommends that lead agencies prioritize on-site design features that reduce emissions, especially from vehicle miles traveled (VMT), and direct investments in GHG reductions within the project's region that contribute potential air quality, health, and economic co-benefits. Where further project design or regional investments are infeasible or not proven to be effective, CARB recommends mitigating potential GHG impacts through purchasing and retiring carbon credits.

The Scoping Plan scenario is set against what is called the "business as usual" yardstick—that is, what would the GHG emissions look like if the state did nothing at all beyond the policies that are already required and in place to achieve the 2020 limit, as shown in Table 5.5-3. It includes the existing renewables requirements, advanced clean cars, the "10 percent" LCFS, and the SB 375 program for more vibrant communities, among others. However, it does not include a range of new policies or measures that have been developed or put into statute over the past two years. Also shown in the table, the known commitments are expected to result in emissions that are 60 $MMTCO_2e$ above the target in 2030. If the estimated GHG reductions from the known commitments are not realized due to delays in implementation or technology deployment, the post-2020 Cap-and-Trade Program would deliver the additional GHG reductions in the sectors it covers to ensure the 2030 target is achieved.

Table 5.5-3 2017 Climate Change Scoping Plan Emissions Reductions Gap

Modeling Scenario	2030 GHG Emissions $MMTCO_2e$
Reference Scenario (Business-as-Usual)	389
With Known Commitments	320
2030 GHG Target	260
Gap to 2030 Target	60

Source: CARB 2017b.

Table 5.5-4 provides estimated GHG emissions compared to 1990 levels, and the range of GHG emissions for each sector estimated for 2030.

Table 5.5-4 2017 Climate Change Scoping Plan Emissions Change by Sector

Scoping Plan Sector	1990 $MMTCO_2e$	2030 Proposed Plan Ranges $MMTCO_2e$	% Change from 1990
Agricultural	26	24 to 25	-8% to -4%
Residential and Commercial	44	38 to 40	-14% to -9%
Electric Power	108	30 to 53	-72% to -51%
High GWP	3	8 to 11	267% to 367%
Industrial	98	83 to 90	-15% to -8%
Recycling and Waste	7	8 to 9	14% to 29%
Transportation (including TCU)	152	103 to 111	-32% to -27%
Net Sink[1]	-7	TBD	TBD
Sub Total	431	294 to 339	-32% to -21%
Cap-and-Trade Program	NA	34 to 79	NA
Total	431	260	-40%

Source: CARB 2017b.
Notes: TCU = Transportation, Communications, and Utilities; TBD = To Be Determined.
[1] Work underway through 2017 was used to estimate the range of potential sequestration benefits from the natural and working lands sector.

Senate Bill 375

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Southern California Association of Governments (SCAG) is the MPO for the Southern California region, which includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial.

Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035 (CARB 2010). The 2020 targets are smaller than the 2035 targets because a significant portion of the built environment in 2020 has been defined by decisions that have already been made. In general, the 2020 scenarios reflect that more time is needed for large land use and transportation infrastructure changes. Most of the reductions in the interim are anticipated to come from improving the efficiency of the region's transportation network. The targets would result in 3 $MMTCO_2e$ of reductions by 2020 and 15 $MMTCO_2e$ of reductions by 2035. Based on these reductions, the passenger vehicle target in CARB's Scoping Plan (for AB 32) would be met (CARB 2010).

2017 Update to the SB 375 Targets

CARB is required to update the targets for the MPOs every eight years. In June 2017, CARB released updated targets and technical methodology and recently released another update in February 2018. The updated targets consider the need to further reduce VMT, as identified in the 2017 Scoping Plan Update, while balancing the need for additional and more flexible revenue sources to incentivize positive planning and action toward sustainable communities. Like the 2010 targets, the updated SB 375 targets are in units of percent per capita reduction in GHG emissions from automobiles and light trucks relative to 2005. This excludes reductions anticipated from implementation of state technology and fuels strategies and any potential future state strategies such as statewide road user pricing. The proposed targets call for greater per capita GHG emission reductions from SB 375 than are currently in place, which for 2035, translate into proposed targets that either match or exceed the emission reduction levels in the MPOs' currently adopted sustainable communities strategies (SCS). As proposed, CARB staff's proposed targets would result in an additional reduction of over 8 MMTCO$_2$e in 2035 compared to the current targets. For the next round of SCS updates, CARB's updated targets for the SCAG region are an 8 percent per capita GHG reduction in 2020 from 2005 levels (unchanged from the 2010 target) and a 19 percent per capita GHG reduction in 2035 from 2005 levels (compared to the 2010 target of 13 percent) (CARB 2018). CARB adopted the updated targets and methodology on March 22, 2018. All SCSs adopted after October 1, 2018, are subject to these new targets.

SCAG's Regional Transportation Plan / Sustainable Communities Strategy

SB 375 requires each MPO to prepare a sustainable communities strategy in its regional transportation plan. For the SCAG region, the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) was adopted on April 7, 2016, and is an update to the 2012 RTP/SCS (SCAG 2016). SCAG approved and adopted the 2020-2045 RTP/SCS (Connect SoCal) in September 2020. In general, the SCS outlines a development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled from automobiles and light duty trucks and thereby reduce GHG emissions from these sources.

Connect SoCal focuses on the continued efforts of the previous RTP/SCSs to integrate transportation and land uses strategies in development of the SCAG region through horizon year 2045 (SCAG 2020). Connect SoCal forecasts that the SCAG region will meet its GHG per capita reduction targets of 8 percent by 2020 and 19 percent by 2035. Additionally, Connect SoCal also forecasts that implementation of the plan will reduce VMT per capita in year 2045 by 4.1 percent compared to baseline conditions for that year. Connect SoCal includes a "Core Vision" that centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together, and increasing investments in transit and complete streets (SCAG 2020).

Transportation Sector Specific Regulations

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles)

from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 light-duty vehicles (see also the discussion on the update to the Corporate Average Fuel Economy standards under *Federal Laws*, above). In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases with requirements for greater numbers of ZE vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025 new automobiles will emit 34 percent less global warming gases and 75 percent less smog-forming emissions.

Executive Order S-01-07

On January 18, 2007, the state set a new LCFS for transportation fuels sold in the state. Executive Order S-01-07 sets a declining standard for GHG emissions measured in CO_2e gram per unit of fuel energy sold in California. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applies to refiners, blenders, producers, and importers of transportation fuels, and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods.

Executive Order B-16-2012

On March 23, 2012, the state identified that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate ZE vehicles in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). The executive order also directed the number of ZE vehicles in California's state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are ZE by 2015 and at least 25 percent by 2020. The executive order also establishes a target for the transportation sector of reducing GHG emissions 80 percent below 1990 levels.

Renewables Portfolio: Carbon Neutrality Regulations

Senate Bills 1078, 107, and X1-2 and Executive Order S-14-08

A major component of California's Renewable Energy Program is the renewables portfolio standard established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08, signed in November 2008, expanded the state's renewable energy standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

Senate Bill 350

Senate Bill 350 (de Leon) was signed into law September 2015 and establishes tiered increases to the RPS—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100. Under SB 100, the RPS for public-owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Executive Order B-55-18

Executive Order B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Executive Order B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Energy Efficiency Regulations

California Building Code: Building Energy Efficiency Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2019 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Building Energy Efficiency Standards, which were adopted on May 9, 2018, went into effect starting January 1, 2020.

The 2019 standards move toward cutting energy use in new homes by more than 50 percent and require installation of solar photovoltaic systems for single-family homes and multifamily buildings of three stories and less. The 2019 standards focus on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements (CEC 2018a). Under the 2019 standards, nonresidential buildings are 30 percent more energy efficient compared to the 2016 standards, and single-family homes are 7 percent more energy efficient (CEC 2018b). When

accounting for the electricity generated by the solar photovoltaic system, single-family homes would use 53 percent less energy compared to homes built to the 2016 standards (CEC 2018b).

California Building Code: CALGreen

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (24 CCR, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.[4] The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011, and were last updated in 2019. The 2019 CALGreen standards became effective January 1, 2020.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (20 CCR §§ 1601–1608) were adopted by the CEC on October 11, 2006 and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non–federally regulated appliances. Though these regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

Solid Waste Diversion Regulations

AB 939: Integrated Waste Management Act of 1989

California's Integrated Waste Management Act of 1989 (AB 939, Public Resources Code §§ 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 341

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses. Section 5.508 of CALGreen also requires that at least 65 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

AB 1327

The California Solid Waste Reuse and Recycling Access Act (AB 1327, Public Resources Code §§ 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

[4] The green building standards became mandatory in the 2010 edition of the code.

AB 1826

In October of 2014, Governor Brown signed AB 1826 requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses and multifamily residential dwellings with five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed with food waste.

Water Efficiency Regulations

SBX7-7

The 20x2020 Water Conservation Plan was issued by the Department of Water Resources (DWR) in 2010 pursuant to Senate Bill 7, which was adopted during the 7th Extraordinary Session of 2009–2010 and therefore dubbed "SBX7-7." SBX7-7 mandated urban water conservation and authorized the DWR to prepare a plan implementing urban water conservation requirements (20x2020 Water Conservation Plan). In addition, it required agricultural water providers to prepare agricultural water management plans, measure water deliveries to customers, and implement other efficiency measures. SBX7-7 requires urban water providers to adopt a water conservation target of 20 percent reduction in urban per capita water use by 2020 compared to 2005 baseline use.

AB 1881, Water Conservation in Landscaping Act

The Water Conservation in Landscaping Act of 2006 (AB 1881) requires local agencies to adopt the updated DWR model ordinance or an equivalent. AB 1881 also requires the CEC to consult with the DWR to adopt, by regulation, performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water.

Short-Lived Climate Pollutant Reduction Strategy

Senate Bill 1383

On September 19, 2016, the Governor signed SB 1383 to supplement the GHG reduction strategies in the Scoping Plan to consider short-lived climate pollutants, including black carbon and CH_4. Black carbon is the light-absorbing component of fine particulate matter produced during incomplete combustion of fuels. SB 1383 required the state board, no later than January 1, 2018, to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The bill also established targets for reducing organic waste in landfills. On March 14, 2017, CARB adopted the Short-Lived Climate Pollutant Reduction Strategy, which identifies the state's approach to reducing anthropogenic and biogenic sources of short-lived climate pollutants. Anthropogenic sources of black carbon include on- and off-road transportation, residential wood burning, fuel combustion (charbroiling), and industrial processes. According to CARB, ambient levels of black carbon in California are 90 percent lower than in the early 1960s, despite the tripling of diesel fuel use (CARB

2017a). In-use on-road rules are expected to reduce black carbon emissions from on-road sources by 80 percent between 2000 and 2020.

5.5.1.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

The project site is currently vacant, and does not produce GHGs.

Prielipp-Yamas Property Rezone

The project site is currently vacant, and does not produce GHGs.

5.5.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.5.2.1 SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

South Coast AQMD has adopted a significance threshold of 10,000 $MTCO_2e$ per year for permitted (stationary) sources of GHG emissions for which South Coast AQMD is the designated lead agency. To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, South Coast AQMD convened a GHG CEQA Significance Threshold Working Group (Working Group). The Working Group identified GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold – that could be applied by lead agencies. Although the SCAQMD Board has not approved the thresholds, in 2010, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold.

Based on the last Working Group meeting (Meeting No. 15) in September 2010, South Coast AQMD identified a tiered approach for evaluating GHG emissions for development projects where South Coast AQMD is not the lead agency (South Coast AQMD 2010a). If the proposed project exceeds the Tier 3 screening GHG threshold, then the City and project applicant would proceed to Tier 4, which is the efficiency metric thresholds subject to Year 2035 GHG reduction targets.

This following tiered approach has not been formally adopted by South Coast AQMD.

- **Tier 1.** If a project is exempt from CEQA, project-level and contribution to significant cumulative GHG emissions are less than significant.

- **Tier 2.** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (e.g., city or county), project-level and contribution to significant cumulative GHG emissions are less than significant.

- **Tier 3.** If GHG emissions are less than the screening-level criterion, project-level and contribution to significant cumulative GHG emissions are less than significant.

  For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, the South Coast AQMD methodology calls for an assessment of GHG emissions. Project-related GHG emissions include on-road transportation, energy use, water use, wastewater generation, solid waste disposal, area sources, off-road emissions, and construction activities. The South Coast AQMD Working Group identified that because construction activities would result in a "one-time" net increase in GHG emissions, construction activities should be amortized into the operational phase GHG emissions inventory based on the service life of a building. For buildings in general, it is reasonable to look at a 30-year time frame, since this is a typical interval before a new building requires the first major renovation. South Coast AQMD identified a screening-level threshold of 3,000 $MTCO_2e$ annually for all land use types. The bright-line screening-level criteria are based on a review of the Governor's Office of Planning and Research database of CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds. Therefore, projects that do not exceed the bright-line threshold would have a nominal, and therefore, less than cumulatively considerable impact on GHG emissions. South Coast AQMD recommends use of the 3,000 $MTCO_2e$ interim bright-line screening-level criterion for all project types (South Coast AQMD 2010b).

- **Tier 4.** If emissions exceed the screening threshold, a more detailed review of the project's GHG emissions is warranted.[5]

  The South Coast AQMD Working Group has identified an efficiency target for projects that exceed the screening threshold of 4.8 $MTCO_2e$ per year per service population ($MTCO_2e$/year/SP) for project-level analyses and 6.6 $MTCO_2e$/year/SP for plan level projects (e.g., program-level projects such as general plans) for the year 2020.[6] The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan.[7]

[5] South Coast AQMD had identified an efficiency target for projects that exceed the bright-line threshold: a 2020 efficiency target of 4.8 $MTCO_2e$ per year per service population ($MTCO_2e$/year/SP) for project-level analyses and 6.6 $MTCO_2e$/year/SP for plan-level projects (e.g., general plans). Service population is generally defined as the sum of residential and employment population of a project. The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan.[5]

[6] It should be noted that the Working Group also considered efficiency targets for 2035 for the first time in this Working Group meeting.

[7] South Coast AQMD took the 2020 statewide GHG reduction target for land use only GHG emissions sectors and divided it by the 2020 statewide employment for the land use sectors to derive a per capita GHG efficiency metric that coincides with the GHG reduction targets of AB 32 for year 2020.

The buildout year of the proposed project is 2026, and GHG efficiency targets were calculated based on statewide GHG reduction goals and the statewide service population. The SCAQMD proposed a draft threshold of 3,000 MT CO_2e/year for mixed-use developments such as the proposed project. If the proposed project would exceed this Tier 3 screening threshold, the project shall then be compared to the SCAQMD-recommended Tier 4 efficiency-based thresholds of 4.8 MT CO_2e/year per service population in 2020 and 3.8 MT CO_2e/year per service population in 2026.

Summary

For purposes of this analysis, because the City has not developed its own numeric GHG significance threshold, the South Coast AQMD Working Group's bright-line screening-level criterion of 3,000 $MTCO_2e$ per year is used as the significance threshold for this project. If the project operation-phase emissions exceed this criterion, GHG emissions would be considered potentially significant in the absence of mitigation measures.

5.5.2.2 MASS EMISSIONS AND HEALTH EFFECTS

On December 24, 2018, in *Sierra Club et al. v. County of Fresno et al.* (Friant Ranch), the California Supreme Court determined that the EIR for the proposed Friant Ranch project failed to adequately analyze the project's air quality impacts on human health. The EIR prepared for the project, a master planned retirement community in Fresno County, showed that project-related mass emissions would exceed the San Joaquin Valley Air Pollution Control District's regional significance thresholds. In its findings, the California Supreme Court affirmed the holding of the Court of Appeal that EIRs for projects must not only identify impacts to human health, but also provide an "analysis of the correlation between the project's emissions and human health impacts" related to each criteria air pollutant that exceeds the regional significance thresholds or explain why it could not make such a connection. In general, the ruling focuses on the correlation of emissions of toxic air contaminants and criteria air pollutants and their impact to human health.

In 2009, the EPA issued an endangerment finding for six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) in order to regulate GHG emissions from passenger vehicles. The endangerment finding is based on evidence that shows an increase in mortality and morbidity associated with increases in average temperatures, which increase the likelihood of heat waves and elevated ozone levels. The effects of climate change are identified in Table 5.5-2. While effects such as sea level rise and extreme weather can indirectly impact human health, neither the EPA nor CARB has established ambient air quality standards for GHG emissions. The state's GHG reduction strategy outlines a path to avoid the most catastrophic effects of climate change. Yet the state's GHG reduction goals and strategies are based on the state's path toward reducing statewide cumulative GHGs as outlined in AB 32, SB 32, and Executive Order S-03-05. As described further below, the two significance thresholds that the City uses to analyze GHG impacts are based on achieving those statewide GHG reduction goals (Impact 5.5-1, relying on the South Coast AQMD's recommended bright-line screening-level criterion; and Impact 5.5-2 relying on consistency with policies or plans adopted to reduce GHG emissions). Further, because no single project is large enough to result in a measurable increase in global concentration of GHG emissions, climate change impacts of a project are considered on a cumulative basis. Without federal ambient air quality standards for GHG emissions and given the cumulative nature of

GHG emissions and the City's significance thresholds that are tied to reducing the state's cumulative GHG emissions, it is not feasible at this time to connect the project's specific GHG emission to the potential health impacts of climate change.

5.5.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP) are identified below, including applicable regulatory requirements and conditions of approval for GHG emissions.

PPP GHG-1 New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). The 2019 Building and Energy Efficiency Standards were effective on January 1, 2020. The Building Energy and Efficiency Standards and CALGreen are updated tri-annually with a goal to achieve zero net energy for residential buildings by 2020 and nonresidential buildings by 2030.

PPP GHG-2 New buildings are required to adhere to the California Green Building Standards Code (CALGreen) requirement to provide bicycle parking for new nonresidential buildings, or meet local bicycle parking ordinances, whichever is stricter (CALGreen §§ 5.106.4.1, 14.106.4.1, and 5.106.4.1.2). Development within the Plan Area would be required to provide anchored bicycle racks and long-term secured bicycle parking.

PPP GHG-3 California's Green Building Standards Code (CALGreen) requires the recycling and/or salvaging for reuse at minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen §§ 4.408 and 5.508). Construction contractors are required to submit a construction waste management plan that identifies the construction and demolition waste materials to be diverted from disposal by recycling, reuse on the project, or salvaged for future use or sale and the amount (by weight or volume).

PPP GHG-4 Construction activities are required to adhere to California Code of Regulations, Title 13, Section 2449, which requires that nonessential idling of construction equipment be restricted to five minutes or less.

PPP GHG-5 New buildings are required to adhere to the California Green Building Standards Code and Water Efficient Landscape Ordinance requirements to increase water efficiency and reduce urban per capita water demand.

5.5.4 Environmental Impacts

5.5.4.1 METHODOLOGY

This GHG emissions evaluation was prepared in accordance with the requirements of CEQA to determine if significant GHG emissions impacts are likely in conjunction with the type and scale of development

associated with the proposed project. Air pollutant emissions are calculated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2.25 CalEEMod compiles an emissions inventory of construction (fugitive dust, off-gas emissions, on-road emissions, and off-road emissions) and area sources and indirect emissions from energy use, mobile sources, waste disposal (annual only), and water/wastewater (annual only).

The following provides a summary of the assumptions used for the proposed project. GHG emissions modeling datasheets are in Appendix 5.2-1.

Construction Phase

Construction would entail demolition of existing asphalt, site preparation, grading, building construction, architectural coating, and asphalt paving on the 25.8-acre site.

The 25.8-acre property will be divided into four phases: 1) 22-pump gas station and 4,000-square foot (sf) convenience store along with a car wash, access roads, and parking lot for the Phase 2 construction project and a 1.57-acre storm water basin; 2) a regional shopping center and remainder of the surface roads and associated parking lot for Phase 2; 3) medical office buildings with an associated parking lot; and 4) multifamily midrise apartments and surface roads. Because construction emissions are one-time emissions, construction emissions are amortized over a 30-year building lifetime in accordance with the South Coast AQMD Working Group recommendations (South Coast AQMD 2010).

Operational Phase

- **Transportation.** Daily vehicle miles traveled (VMT) and average daily trip (ADT) generation was provided by LSA Associates, Inc. for the proposed Wildomar Trail Town Center Mixed-Use Project. The primary source of mobile criteria air pollutant emissions is tailpipe exhaust emissions from the combustion of fuel (i.e., gasoline and diesel). Additionally, for criteria air pollutants, brake and tire wear and fugitive dust from vehicles traveling roadways also generate particulate matter.

- **Area Sources.** Area source emissions from use of consumer cleaning products, landscaping equipment, and VOC emissions from paints are based on CalEEMod default values and the square footage of the proposed buildings and surface parking lot areas.

- **Energy.** Criteria air pollutant emissions from energy use (natural gas used for cooking, heating, etc.) are based on the CalEEMod defaults for natural gas usage for residential and nonresidential land uses. Criteria air pollutant emissions from energy use are associated with natural gas used for heating.

- **Solid Waste Disposal:** Indirect emissions from waste generation are based on CalEEMod default values.

- **Water/Wastewater:** Emissions from this sector are based on CalEEMod default values Emissions of GHG are associated with the embodied energy used to supply, treat, and distribute water.

5.5.4.2 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.5-1: Implementation of the project would generate a substantial increase in the magnitude of GHG emissions. [Threshold GHG-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction Phase

Table 5.5-5 lists the annual CO_2e emissions for each of the planned construction phases based on the results from CalEEMod.

Table 5.5-5 Construction Greenhouse Gas Emissions

Construction Activities	Emissions (MT)				Total Emissions (MT/CO_2e)
	CO_2	CH_4	N_2O	CO_2e	
Construction Phase 1					
Site Preparation	3.34	<0.01	0	3.37	338.33
Grading	5.72	<0.01	0	5.76	
Building Construction	317.80	0.05	0	319.0	
Paving	8.45	<0.01	0	8.51	
Architectural Coating	1.69	<0.01	0	1.69	
Construction Phase 2					
Site Preparation	3.34	<0.01	0	3.37	328.93
Grading	5.71	<0.01	0	5.75	
Building Construction	308.53	0.04	0	309.70	
Paving	8.42	<0.01	0	8.48	
Architectural Coating	1.63	<0.01	0	1.63	
Construction Phase 3					
Site Preparation	8.76	<0.01	0	8.83	485.96
Grading	10.96	<0.01	0	11.04	
Building Construction	444.33	0.07	0	446.08	
Paving	16.29	<0.01	0	16.40	
Architectural Coating	3.61	<0.01	0	3.61	
Construction Phase 4					
Site Preparation	8.75	<0.01	0	8.82	457.79
Grading	10.94	<0.01	0	11.02	
Building Construction	413.81	0.07	0	415.59	
Paving	16.22	<0.01	0	16.34	
Architectural Coating	6.11	<0.01	0	6.12	
Construction Phase Totals					
Site Preparation	24.19	<0.01	0	24.39	1,611.01
Grading	33.33	0.01	0	33.57	
Building Construction	1,484.24	0.23	0	1,490.27	

Table 5.5-5 Construction Greenhouse Gas Emissions

Construction Activities	Emissions (MT)				Total Emissions (MT/CO_2e)
	CO_2	CH_4	N_2O	CO_2e	
Paving	49.38	<0.01	0	49.73	
Architectural Coating	13.04	<0.01	0	13.05	
Total Construction Emissions Amortized over 30 Years					53.70

Source: Compiled by LSA (February 2021)
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT = metric tons
MT/ CO_2e = metric tons of carbon dioxide equivalent
N_2O = nitrous oxide

Operational Phase

Long-term operation of the proposed project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would result from project-generated vehicle trips. Area-source emissions would be associated with activities including landscaping and maintenance of the proposed project, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed project.

The GHG emission estimates presented in Table 5.5-6 shows the emissions associated with the level of development envisioned by the proposed project at opening. Appendix 5.2-1 includes the worksheets for the GHG emissions. Area sources include consumer products and landscaping.

Table 5.5-6 Operational Greenhouse Gas Emissions

Source	Pollutant Emissions (MT/yr)					
	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Construction Emissions Amortized over 30 Years	0	53.47	53.47	0.01	0	53.70
Operational Emissions						
Area	0	2.58	2.58	<0.01	0	2.64
Energy	0	635.80	635.80	0.03	<0.01	638.98
Mobile	0	4,940.25	4,940.25	0.23	0	4,945.95
Waste	186.07	0	186.07	11.00	0	460.99
Water	5.67	81.82	87.49	0.59	0.01	106.54
Total Project Emissions	191.75	5,713.92	5,905.66	11.85	0.01	6,208.80
					SCAQMD Tier 3 Threshold	3,000
					Significant?	Yes

Source: Compiled by LSA (February 2021)
Bio-CO_2 = biologically generated CO_2
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT/yr = metric tons per year
N_2O = nitrous oxide
Nbio-CO_2 = non-biologically generated CO_2
MT/ CO_2e = metric tons of carbon dioxide equivalent

As shown in Table 5.5-6, the project would result in GHG emissions of 6,208.80 MT CO_2e/year, which is 0.00621 MMT CO_2e per year (MMT CO_2e/year). Table 5.5-6 shows that the project operational emissions of CO_2 would exceed the corresponding SCAQMD yearly emission thresholds. Thus, project-related emissions would have a potentially significant impact related to generation of GHG emissions.

Therefore, the project is compared with the efficiency-based threshold of 4.8 MT CO_2e/year per project service population (project employees + residents) by the year 2020, and 3.4 MT CO_2e/year per project service population in 2026. The SCAQMD's approach is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions. The SCAQMD efficiency-based threshold describes an efficiency limit using "per service population." An advantage of the service population approach is its application to both residential land uses and employment-oriented land uses. The per capita or per service population metrics represent the rates of emissions needed to achieve a fair share of the State's emission reduction mandate. The use of "fair share" in this instance indicates the GHG efficiency level that, if applied statewide or to a defined geographic area, would meet the year 2020 and post-2020 emissions targets. The intent of AB 32 and SB 32 is to accommodate population and economic growth in California but do so in a way that achieves a lower rate of GHG emissions, as evidenced in the statement from ARB's Scoping Plan. If projects can achieve targeted rates of emissions per the sum of residents plus jobs (i.e., service population), California can accommodate expected population growth and achieve economic development objectives, while also abiding by AB 32's emissions target and future post-2020 targets.

The proposed project includes several uses and is distinguished by four separate components that include retail stores, medical office buildings, gas service station, and multifamily residential development. According to the CalEEMod output files, the number of residences is estimated at 435 residents. The apartment

employees are assumed to include two groundskeepers, one maintenance worker, and six sales/office staff. The number of retail, medical office buildings, and gas service station employees is not currently known, yet according to the U.S. Green Building Council (2008), retail use can be expected to employ one person per 588 sf of building space. Thus, based on the estimated total building square footage of 113,609 square feet, the total number of employees for the proposed project is estimated at 193.

As demonstrated, the project is estimated to have approximately 435 residents and employ 193 employees daily per generic employee generation rates identified by the U.S. Green Building Council. Therefore, the project service population is 628 (435 residents + 193 employees = 628).

For analysis purposes herein, the service population threshold for the project's buildout year of 2026 was calculated by linear interpolation of the 2020 target of 4.8 MT CO_2e/year and the 2030 target of 2.88 MT CO_2e/year. As such, the target for the project's buildout year of 2026 is 3.4 MT CO_2e/year.

As shown in Table 5.5-7, the service population with residents and employees would yield a metric ton per service population ratio of 9.9.

Table 5.5-7 Greenhouse Gas Emissions per Service Population

Per Capita Emissions	Project Emissions	Service Population Increase (Residents Employees)	Metric Tons of CO_2e/SP/Year	SCAQMD Threshold for Buildout Year 2026	Exceed Threshold?
Year 2026 Project Buildout	6,208.80	628	9.9	3.4	Yes

Source: Compiled by LSA with CalEEMod Version 2016.3.2 (February 2021)
CO2e/SP/Year = carbon dioxide equivalent per service population per year

As shown in Table 5.5-7, the proposed project would surpass the SCAQMD efficiency-based significance thresholds. SCAQMD thresholds were developed based on substantial evidence that such thresholds represent quantitative levels of GHG emissions, compliance with which means that the environmental impact of the GHG emissions will normally not be cumulatively considerable under CEQA. These thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. The working group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State OPR, ARB, the Attorney General's Office, a variety of city and county planning departments in the Southern California Air Basin, various utilities such as sanitation and power companies throughout the basin, industry groups, and environmental and professional organizations. Compliance with such thresholds will be part of the solution to the cumulative GHG emissions problem rather than a hindrance to the State's ability to meet its goals of reduced statewide GHG emissions.

Therefore, the proposed project's impacts related to GHG emissions would be considered significant, and mitigation measures are required.

PRIELIPP-YAMAS PROPERTY REZONE

Future development of residential uses on the property would produce GHG emissions during construction. Construction-related GHG emissions would occur during site preparation, grading, building construction, paving, and architectural coating. Long-term operation of the residential uses would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would result from project-generated vehicle trips. Area-source emissions would be associated with activities including landscaping and maintenance of the residential uses, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the residential uses. Future development of the site would be evaluated pursuant to SCAQMD efficiency-based significance thresholds. As indicated in Section 5.2, *Air Quality,* of this DEIR, development under the existing I-P zoning designation for the site would result in a higher development intensity than the proposed R-3 zoning designation, due to the larger minimum lot size allowed under the I-P zoning designation. Additionally, the Horizons project amended the City of Wildomar General Plan by changing the land use designation of the site from Business Park (BP) to High Density Residential (HDR) on 10.68 net acres, and found that potential traffic would be reduced as a result of the change from business park to residential land uses. Therefore, future GHG emissions as a result of the Prielipp-Yamas Property Rezone would be less than the existing zoning designation of the site.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.5-1 would be potentially significant.

Mitigation Measures

Mitigation Measure AQ-1 from Section 5.2, *Air Quality*, applies to this impact and would reduce GHG emissions of the project.

GHG-1 **Transportation Demand Management (TDM) Program.** The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented:

i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building.

ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of

Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees.

iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.

Level of Significance After Mitigation: Impact 5.5-1 would significant and unavoidable.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.5-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.5-1 would be less than significant.

Impact 5.5-2: Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. [Threshold GHG-2])

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As shown in Table 5.5-6, the proposed project would generate 6,208.80 MT CO_2e/year. As shown in Table 5.5-7, the proposed project's 9.9 MT CO_2e/SP/year is greater than the SCAQMD SP threshold of 3.4 MT CO_2e/SP/year for Buildout year 2026. While these exceed the SCAQMD GHG thresholds, a project's incremental contribution to a cumulative GHG effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances. In June 2014, the City adopted the WRCOG CAP, which qualifies as a plan for the reduction of GHG emissions pursuant to the State CEQA Guidelines. The WRCOG CAP identifies local GHG reduction measures by sector and the GHG reduction potential associated with each measure.

The proposed project incorporates certain measures as design features. Table 5.5-8 details the project design features that are necessary to ensure consistency with applicable local reduction measures of the WRCOG CAP. With implementation of these project design features, the project would be consistent with the WRCOG CAP.

Table 5.5-8 Western Riverside Council of Governments Climate Action Plan (WRCOG CAP) Consistency Analysis

Measures by Sector	WRCOG CAP Consistency Analysis
State and Regional Measures	
Energy	
Measure SR-2: 2013 California Building Energy Efficiency Standards (Title 24, Part 6). Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. = Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).	Consistent. The proposed project would comply with the requirements of the 2019 California Building Energy Efficiency Standards (Title 24, Part 6), including measures to incorporate energy-efficient building design features detailed in Subchapter 3 (Nonresidential Mandatory Requirements), Subchapter 4 (Residential Mandatory Requirements), Section 120.7 (Mandatory Insulation Requirements), and Section 120.8 (Nonresidential Building Commissioning).
Measure SR-4: HERO Commercial Program. A public-private partnership administered by WRCOG, offering financing to business owners in the subregion for the installation of energy efficient, renewable energy, and water conservation improvements.	Consistent. The proposed project would work with WRCOG to determine any project features that are eligible and to add any new features, as appropriate.
Measure SR-5: Utility Programs. Southern California Edison (SCE) and Southern California Gas Company (SCG) each offer rebate programs to reduce energy consumption.	Consistent. The proposed project would work with SCE and SCG to determine any project features that are eligible and to add any new features, as appropriate.
Water	
Measure SR-14: Water Conservation and Efficiency. Reduce per capita water use by 20 percent by 2020. SB X7-7 is part of a California legislative package passed in 2009 that requires urban retail water suppliers to reduce per-capita water use by 10 percent from a baseline level by 2015, and to reduce per capita water use by 20% by 2020. Green accountability performance (GAP) Goal 16 directly aligns with SB X7-7. In Southern California, energy costs and GHG emissions associated with the transport, treatment, and delivery of water from outlying regions are high. Therefore, the region has extra incentive to reduce water consumption. While this is considered a State measure, it is up to the local water retailers, jurisdictions, and water users to meet these targets.	Consistent. The proposed project would install water-efficient irrigation systems and devices and drought -tolerant landscaping.
Solid Waste	
Measure SR-13: Construction and Demolition Waste Diversion. Meet mandatory requirement to divert 50 percent of C&D waste from landfills by 2020 and exceed requirement by diverting 90 percent of C&D waste from landfills by 2035.	Consistent. The proposed project would comply with California Green Building Standards Code requirements. At least 50 percent of all nonhazardous construction waste generated by the proposed project (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) will be recycled and/or salvaged.
Transportation	
Measure SR-6: Pavley and Low Carbon Fuel Standard (LCFS). CARB identified this measure as a "Discrete Early Action Measure." This measure would reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.	Consistent. The proposed project does not involve the manufacture, sale, or purchase of vehicles. However, vehicles that operate within and access the project site will comply with Pavley and the Low Carbon Fuel Standard. Passenger cars and medium- and heavy-duty trucks and trailers making deliveries will be subject to aerodynamic and hybridization requirements as established by the CARB; no feature of the project will interfere with implementation of these requirements and programs.
Measure SR-10: Telecommuting. Telecommuting would reduce GHG emissions associated with vehicles no longer on the road.	Consistent. The proposed project would provide telecommuting materials to encourage future tenants to telecommute.
Measure SR-11: Goods Movement Efficient movement of goods through inland Southern California.	Consistent. The proposed project would provide efficient movement of goods through inland Southern by optimizing business practices.

Table 5.5-8 Western Riverside Council of Governments Climate Action Plan (WRCOG CAP) Consistency Analysis

Measures by Sector	WRCOG CAP Consistency Analysis
Local Reduction Measures	
Energy	
Measure E-1: Energy Action Plans Improve municipal and community-wide energy efficiency and reduce energy consumption through the adoption of local Energy Action Plans (EAP).	Consistent. Building energy efficiency elements shall include, at a minimum, 2019 Title 24 Energy Code standards, as amended. The installation and use of on-site renewable energy systems shall be investigated to reduce demand on existing energy grid infrastructure and to support the City of Wildomar energy efficiency goals. Buildings will be designed to maximize daylight access for interior occupied spaces. Top lighting and side lighting strategies shall be combined to optimize daylight access for building occupants. Daylighting strategies to be investigated for feasibility include, but are not limited to, exterior/interior light shelves, skylights and monitors, clerestory windows, tubular skylights, and light wells. Nonessential exterior lighting shall be turned off by automatic controllers from 11:00 p.m. until the following evening at dusk. Lighting shall be ramped up to full power(based on zones) when motion is detected in the vicinity.
Measure E-3, Shade Trees: Strategically plant trees at new nonresidential developments to reduce the urban heat island effect.	Consistent. As established by the landscape plan and/or determined by the owner/tenants, shade trees would be provided on site. Shade trees in new landscape designs would be provided to reduce heat island impacts (when shading paved/developed surfaces) and to support the City of Wildomar goals.
Transportation	
Measure T-3, End of Trip Facilities: Encourage use of non-motorized transportation modes by providing appropriate facilities and amenities for commuters. Measure T-4, Promotional Transportation Demand Management: Encourage transportation demand management strategies. Measure T-5: Transit Service Expansion; Collaborate with local and regional transit providers to increase transit service provided in the subregion. Measure T-6: Transit Frequency Expansion; Collaborate with local and regional transit providers to provide more frequent transit in the subregion. Measure T-7, Traffic Signal Coordination: Incorporate technology to synchronize and coordinate traffic signals along local arterials. Measure T-8, Density: Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities. Measure T-10: Design/Site Planning: Design neighborhoods and sites to reduce VMT.	Consistent. Project development will be within already urbanized parts of Wildomar, utilizing existing facilities and infrastructure to promote pedestrian, bicycle, and transit-oriented mobility. The Riverside Transit Agency currently provides bus service to the City of Wildomar, Route 8; the Lake Elsinore – Wildomar Loop route runs along Mission Trail and Malgana Road near the project site and connects to other bus routes in Wildomar and the surrounding communities. Two bus stops facilitate bus service to the project site, supporting the City of Wildomar's General Plan objectives and policies related to alternative modes of transportation. Because the project site is located in close proximity to an existing bus route, the proposed project would be accessible to existing transit systems. The project site is in a rapidly developing area, it is expected that existing bus service will be expanded to provide more convenient service to the project.

Source: Western Riverside Council of Governments Subregional Climate Action Plan. Adopted June 2014; and LSA (2020).
CARB = California Air Resources Board
C&D = Construction and Demolition SB = Senate Bill VMT = vehicle miles traveled

Although the proposed project would comply with most of the applicable provisions of the WRCOG CAP, which was prepared to achieve the AB 32 GHG reduction target to achieve 1990 emission levels by 2020, in the absence of mitigation it cannot be ensured that the project would implement certain applicable measures from the WRCOG CAP that are not already a requirement of the City's Municipal Code and/or the 2019 Green Building Standards Code. The city did not adopt the WRCOG regional CAP but does consider the measures in the CAP when reviewing development projects. However, the CAP does not adequately address the GHG reduction target established by SB 32 to reduce emission levels to 40 percent below 1990 levels by 2030. As such, prior to mitigation, the project would result in a cumulatively considerable impact due to GHG emissions that may have a significant impact on the environment.

Because the City of Wildomar considers the exceedance of the SCAQMD guideline threshold of 3,000 MT CO_2e annually to be a significant greenhouse gas emissions impact, the proposed project is not consistent with the WRCOG CAP. Therefore, the proposed project is considered to result in a significant impact related to the consistency with the WRCOG CAP.

PRIELIPP-YAMAS PROPERTY REZONE

Future development of residential uses on the property would produce GHG emissions during construction and long-term operation via area and mobile sources and indirect emissions from stationary sources. Future development of the site would be evaluated pursuant to SCAQMD efficiency-based significance thresholds and the City of Wildomar's exceedance threshold of 3,000 MT CO_2e for consistency with the WRCOG CAP. If applicable, future development would implement mitigation measures to reduce impacts to the extent feasible. While impacts from future residential development would be similar to other multi-family residential development in the local area, it would be speculative to determine whether future development exceeds the City's threshold of 3,000 MT CO_2e. Therefore, future development of the Prielipp-Yamas property is considered to be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.5-2 would be potentially significant.

Mitigation Measures

Mitigation Measure AQ-1 from Section 5.2, *Air Quality*, applies to this impact and would reduce GHG emissions of the project.

GHG-1 **Transportation Demand Management (TDM) Program.** The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented:

i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building.

ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees.

iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.

Level of Significance After Mitigation: Impact 5.5-2 would significant and unavoidable.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.5-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.5-2 would be less than significant.

5.5.5 Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, Impact 5.5-1 is not project-specific impacts, but the project's contribution to a cumulative impact. Implementation of the project would result in annual emissions that would exceed South Coast AQMD's numeric threshold and service population thresholds. Therefore, project-related GHG emissions and their contribution to global climate change are cumulatively considerable, and GHG emissions impacts would be significant and unavoidable.

5.5.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, none of the impacts would be less than significant.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.5-1** Implementation of the project would generate a substantial increase in magnitude of GHG emissions and would have a significant impact on the environment.

- **Impact 5.5-2** Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

5.5.7 Mitigation Measures

Impact 5.5-1 and Impact 5.5-2

Mitigation Measure AQ-1 from Section 5.2, *Air Quality*, applies to this impact and would reduce GHG emissions of the project.

GHG-1 **Transportation Demand Management (TDM) Program.** The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented:

i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building.

ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees.

iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.

5.5.8 Level of Significance After Mitigation

GHG emissions generated by the project would be considered to cumulatively contribute to statewide GHG emissions. Implementation of Mitigation Measures AQ-1 and GHG-1 would reduce GHG emissions to the extent feasible. However, Impact 5.5-1 and 5.5-2 would remain **significant and unavoidable**.

5.5.9 References

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5.6 HAZARDS AND HAZARDOUS MATERIALS

This section evaluates the potential impacts of the proposed project on human health and the environment due to exposure to hazardous materials or conditions associated with the project site, project construction, and project operations. Potential project impacts and appropriate mitigation measures or standard conditions are included as necessary. The analysis in this section is based, in part, upon the following source(s):

- *All Appropriate Inquiry (AAI)*, eScreenLogic, September 6, 2017

A complete copy of this study is included in Appendix 5.6-1.

5.6.1 Environmental Setting

5.6.1.1 AGENCIES THAT REGULATE HAZARDOUS MATERIALS

Hazardous materials are substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (e.g., household cleaners, industrial solvents, paints, pesticides, etc.) and manufacturing (e.g., of electronics, newspapers, plastic products, etc.) Examples of hazardous materials are petroleum, natural and synthetic gas, and other toxic chemicals that may be used in agriculture or commercial and industrial uses, businesses, hospitals, and households. Accidental releases of hazardous materials have a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

The term "hazardous materials," as used in this section, includes all materials defined in the California Health and Safety Code:

> A material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment. (§§ 25411, 25501)

Federal and state hazardous waste definitions are similar, but different enough that separate classifications are in place for federal Resource Conservation and Recovery Act (RCRA) hazardous wastes and state non-RCRA hazardous wastes.

Federal Agencies

Several federal agencies regulate hazardous materials.

- **US Environmental Protection Agency.** The USEPA is the primary federal agency that regulates hazardous materials and waste. In general, the USEPA develops and enforces regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility

for issuing permits and for monitoring and enforcing compliance. USEPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Under the authority of the RCRA and in cooperation with state and tribal partners, the Waste Management Division manages a hazardous waste program, and underground storage tank program, and a solid waste program, which includes development of waste reduction strategies such as recycling. The USEPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations.

- **Occupational Safety and Health Administration.** OSHA oversees administration of the Occupational Safety and Health Act, which requires specific training for hazardous materials handlers, provision of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets from manufacturers. Material safety data sheets describe the risks associated with particular hazardous materials, and proper handling and procedures. Employee training must include response and remediation procedures for hazardous materials releases and exposures.

- **US Department of Transportation.** The USDOT has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. The US Postal Service has developed additional regulations for the transport of hazardous materials by mail. USDOT regulations specify packaging requirements for different types of materials.

State Agencies

Responsible state agencies that regulate hazardous materials and waste in accordance with the federal and state laws include:

- **California Environmental Protection Agency.** CalEPA was created in 1991 by Governor's Executive Order. Six boards, departments, and offices were placed under the CalEPA umbrella to create a cabinet-level voice for the protection human health and the environment and to ensure the coordinated deployment of state resources. CalEPA oversees hazardous materials and hazardous waste compliance throughout California. Among those responsible for hazardous materials and waste management are the Department of Toxic Substances Control, Department of Pesticide Regulation, and Office of Environmental Health Hazard Assessment. CalEPA also oversees the unified hazardous waste and hazardous materials management regulatory program (Unified Program), which consolidates and coordinates:

  - Hazardous Materials Release Response Plans and Inventories (Business Plans)
  - Underground Storage Tank Program
  - Aboveground Petroleum Storage Tank Act
  - Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs
  - California Uniform Fire Code: Hazardous Material Management Plans and Inventory Statements
  - California Accidental Release Prevention Program.

- **California Department of Toxic Substances Control.** DTSC is the department of CalEPA that carries out the RCRA and CERCLA programs in California to project people from exposure to hazardous substances and wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (Health and Safety Code Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow state and federal requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

- **California Department of Forestry and Fire Protection.** CAL FIRE is dedicated to the fire protection and stewardship of over 13 million acres of California's wildlands. The Office if the State Fire Marshal (OSFM) supports CAL FIRE's mission to protect life and property through fire prevention engineering programs, law and code enforcements, and education. OSFM provides for fire prevention by enforcing fire-related laws in state- owned or -operated buildings; investigating arson fires; licensing those who inspect and service fire protection systems; approving fireworks for use in California; regulating the use of chemical flame retardants; evaluating building materials against fire safety standards; regulating hazardous liquid pipelines; and tracking incident statistics for local and state government emergency response agencies. The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and preservation to reduce firefighting costs and property losses, increase firefighter safety, and contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and CAL FIRE.

Regional Agencies

Responsible regional agencies that regulate hazardous materials and waste in accordance with the federal and state laws include:

- **Riverside County Department of Environmental Health.** The Certified Unified Program Agency (CUPA) for the City of Wildomar is the Riverside County Department of Environmental Health (DEH), which is responsible for regulating hazardous waste and tiered permitting; underground storage tanks; Regulatory Background.

5.6.1.2 REGULATORY BACKGROUND

Hazardous wastes require special handling and disposal because of their potential to impact public health and the environment. Some materials are designated "acutely" or "extremely" hazardous under relevant statutes and regulations. Hazardous materials and wastes can pose significant actual or potential hazards to human health and the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Many federal, state, and local programs regulate the use, storage, and transportation of hazardous materials and hazardous waste. These programs are designed to reduce the danger that hazardous substances may pose to people and businesses under normal, daily conditions and as a result of emergencies.

Federal

Resource Conservation and Recovery Act of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984

The RCRA if 1976 is the principal federal law enacted by Congress that regulates the generation, management, and transportation of waste. In general, the USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs and delegates to states and tribes the responsibility of issuing permits and for monitoring and enforcing compliance. USEPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing trash. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. The RCRA gave the USEPA the authority to control hazardous waste from "cradle to grave," that is, from generation to transportation, treatment, storage, and disposal. The RCRA also set forth a framework for the management of nonhazardous wastes. The 1986 amendments to RCRA enabled the USEPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances. It should be noted that RCRA focuses only on active future facilities and does not address abandoned or historical sites.

Comprehensive Environmental Response, Compensation, and Liability Act and the Superfund Amendments and Reauthorization Act of 1986

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, commonly known as Superfund, established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites, required Superfund actions to consider the standards and requirements found in other state and federal environmental laws and regulations, provided new enforcement authorities and settlement tools, increased state involvement in every phase of the Superfund program, increased the focus on human health problems posed by hazardous waste sites, encouraged greater citizen participation in site cleanup decisions, and increased the size of the trust fund to $8.5 billion. CERCLA also enabled the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List of Superfund sites.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning and Community Right-to-Know Act (EPCRA), also known as SARA Title III, was enacted by Congress as the national legislation on community safety. This law helps local communities protect public health, safety, and the environment from chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies. These reports help communities prepare to respond to chemical spills and similar emergencies.

Section 3131 of EPCRA requires manufacturers to report releases to the environment (air, soil, and water) of more than 600 designated toxic chemicals, report offsite transfers of waste for treatment or disposal at separate facilities, develop pollution prevention measures and activities, and participate in chemical recycling. These annual reports are submitted to the USEPA and state agencies. EPCRA Sections 301 through 312 are administered by the USEPA's Office of Emergency Management. The USEPA's Office of Information Analysis and Access implements the EPCRA Section 313 program. In California, SARA Title III is implemented through the California Accidental Release Prevention Program.

The USEPA maintains and publishes a database that contains information on toxic chemical releases and other waste management activities by certain industry groups and federal facilities. This online, publicly available, national digital database is called the Toxics Release Inventory and was expanded by the Pollution Prevention Act of 1990.

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 requires state and local governments to prepare mitigation plans that identify hazards, potential losses, mitigation needs, goals, and strategies. It is intended to facilitate cooperation between state and local governments.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 was enacted by Congress to give the USEPA the ability to track the 75,000 industrial chemicals currently produced by or imported into the United States. The USEPA repeatedly screens these chemicals and can require reporting or testing of any that may pose an environmental or human health hazard. It can ban the manufacture and import of chemicals that pose an unreasonable risk. Also, the USEPA has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics. It then can control these chemicals as necessary to protect human health and the environment. The Act supplements other federal statutes, including the Clean Air Act and the Toxics Release Inventory under EPCRA.

Hazardous Materials Transportation Act

The USDOT regulates hazardous materials transportation under Title 49 of the Code of Federal Regulations (CFR). State agencies that have primary responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol and the California Department of Transportation. These agencies also govern permitting for hazardous materials transportation. Title 49 CFR reflects laws passed by Congress as January 2, 2006.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies and the American Red Cross that: 1) provide the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local government overwhelmed by a major disaster or emergency; 2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and 3) supplements other federal emergency operations plans

developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a presidential declaration of a major disaster or emergency.

State

California Health and Safety Code and Code of Regulations

California Health and Safety Code Chapter 6.95 and California Code of Regulations (CCR), Title 19, Section 2729 describe the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material inventory disclosing hazardous materials stored, used, or handled onsite. A business that uses hazardous materials, or mixtures containing them, in certain quantities must establish and implement a business plan.

Tanner Act (Assembly Bill 2948)

Although numerous state policies deal with hazardous waste, the most comprehensive is the Tanner Act (Assembly Bill 2948), which was adopted in 1986. The Tanner Act governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in California. To be in compliance with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define: 1) the planning process for waste management, 2) the permit process for new and expanded facilities, and 3) the appeals process to the state available for certain local decisions.

California Building Code

The state of California provided a minimum standard for building design through California Building Code (CBC), which is in Part of 2 Title 24 of the CCR. The CBC is based on the International Building Code, modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan checked by city and county building official for compliance with the CBC.

State Hazardous Waste Management Programs

Numerous state programs regulate hazardous waste management.

Underground Storage Tank Program

Releases of petroleum and other products from USTs are the leading source of groundwater contamination in the United States. The RCRA Subtitle I establishes regulations governing the storage of petroleum products and hazardous substances in USTs and the prevention and cleanup of leaks. In USEPA Region 9 (California, Arizona, Hawaii, Nevada, Pacific Islands, and over 140 tribal nations) the UST program operates primarily through state agency programs with USEPA oversight. In California, the State Water Resources Control Board (SWRCB), under the umbrella of CalEPA, provides assistance to local agencies enforcing UST requirements. The purpose of the UST program is to protect public health and safety and the environment

from releases of petroleum and other hazardous substances. The program consists of four elements: leak prevention, cleanup, enforcement, and tank tester licensing. In September 2004, the SWRCB adopted regulations that require electronic submittal of information for groundwater cleanup programs, including groundwater analytical data, the surveyed locations of monitoring wells, and other data. The SWRCB's GeoTracker system currently has information submitted by responsible parties for over 10,000 leaking UST (LUST) sites statewide and has been extended to include all SWRCB groundwater cleanup programs, including the LUST, non-LUST (Spill, Leaks, Investigation, and Cleanup), Department of Defense, and landfill programs.

Hazardous Materials Disclosure Programs

Both the federal government (CFR, USEPA, SARA, and Title III) and the state (Health and Safety Code, Division 20, Chapter 6.95, §§ 2500-25520; 19 CCR, Chapter 2, Subchapter 3, Article 4, §§ 2729-2734) require all businesses that handle more than specified amount of hazardous materials or extremely hazardous materials, termed a reporting quantity, to submit a hazardous materials emergency/contingency plan (also known as a hazardous materials business plan) to their local CUPA. The responsible CUPA in Riverside County is the Riverside County Environmental Health Division, which is responsible for conducting compliance inspections of regulated facilities in Wildomar.

The hazardous materials business plan includes the business owner/operator identification page, hazardous materials inventory chemical description page, and an emergency response plan and training plan. Business plans must include an inventory of the hazardous materials at the facility. The entire hazardous materials business plan needs to be reviewed and recertified every three years. Business plans are required to include emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. These plans need to identify the procedures to follow for immediate notification to all appropriate agencies and personnel of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. All facilities must keep a copy of their plan onsite.

Hazardous materials business plans are designed to be used for responding agencies, such as the Wildomar Fire Department, during a release or spill to allow for a quick and accurate evaluation of each situation for appropriate response. Businesses that handle hazardous materials are required by law to provide an immediate verbal report of any release or threatened release of hazardous materials if there is a reasonable belief that the release or threatened release poses a significant present or potential hazard to human health and safety, property, or the environment. If a release involves a hazardous substance listed in Title 40 of the CFR in an amount equal to or exceeding the reportable quantity for that material, a notice must be filed with the California Office of Emergency Services within 15 days of the incident.

Hazardous Materials Incident Response

Under Title III of SARA, the Local Emergency Planning Committee (LEPC) is responsible for developing an emergency plan for preparing for and responding to chemical emergencies in that community. The State

Emergency Response Commission (SERC) established six emergency planning districts. The SERC appointed a LEPC for each planning district and supervises and coordinates their activities.

The emergency plan developed by the LEPCs must include:

- An identification of local facilities and transportation routes where hazardous materials are present.
- The procedures for immediate response in case of an accident (this must include a community-wide evacuation plan).
- A plan for notifying the community that an incident has occurred.
- The names of response coordinators at local facilities.
- A plan for conducting exercises to test the plan.

The plan is reviewed by the SERC and publicized throughout the community. The LEPC is required to review, test, and update the plan each year.

Hazardous Materials Spill/Release Notification Guidance

All significant spills, releases, or threatened releases of hazardous materials must be immediately reported. Federal and state emergency notification are required for all significant releases of hazardous materials. Requirements for immediate notification of all significant spills or threatened releases cover owners, operators, persons in charge, and employers. Notification is required regarding significant releases from facilities, vehicles, vessels, pipelines, and railroads. The following state statutes require emergency notification of a hazardous chemical release:

- Health and Safety Codes, Sections 25270.7, 25270.8, and 25507
- Vehicle Code, Section 23112.5
- Public Utilities Code, Section 7673 (PUC General Orders #22-b, 161)
- Government Code, Sections 51018, 8670.25.5(a)
- Water Code, Sections 13271, 13272
- California Labor Code, Section 6409.1(b)10.

In addition, all releases that result in injuries or workers harmfully exposed must be immediately reported to California OSHA (California Labor Code, Section 6409.1[b]). Additional reporting requirements are in the Safe Drinking Water and Toxic Enforcement Act of 1986, better known as Proposition 65, and Section 9030 of the California Labor Code.

California Accidental Release Prevention Program

The CalARP became effective on January 1, 1997, in response to Senate Bill 1889. CalARP replaced the California Risk Management and Prevention Program. Under CalARP, the Governor's Office of Emergency Services must adopt implementing regulations and seek delegation of the program from the USEPA. CalARP aims to be proactive and therefore requires businesses to prepare risk management plans, which are detailed engineering analyses of the potential accident factors present at a business and the migration measures that can be implemented to reduce this accident potential. In most cases, local governments will have the lead role for working directly with businesses in this program. The Riverside County Environmental Health Division is the CUPA designated as the administering agency for CalARP.

Regional

Local Hazard Mitigation Plan

The purpose of the City of Wildomar Local Hazard Mitigation Plan (September 2012) is to identify the County's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences and set goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards.

Local

City of Wildomar General Plan

The City of Wildomar General Plan Chapter 6, Public Safety, includes goals and policies aimed at protecting the community from hazards such as hazardous materials and wildland fires. Applicable policies include:

- **Policy S-1.1:** Mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.
- **Policy S-5.1:** Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:
    - 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.
    - 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 element 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 stairway or fire doors.

- Proposed development in Hazardous Fire areas shall provide secondary public access, unless determined otherwise by the County Fire Chief.
- Proposed development in Hazardous Fire areas shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the County Fire Chief.

- **Policy S-5.2:** Reduce fire threat ad strengthen fire-fighting capability so that the County could successfully respond to multiple fires (AI 88).
- **Policy S-5.3:** Require automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities, and encourage them for all residences.
- **Policy S-5.5:** Conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved mutual aid agreements with the private and public sector.
- **Policy S-5.6:** Ensure coordination between the Fire Department and the Transportation Land Management Agency, Environmental Health Department and private and public water purveyors to improve fire fighting infrastructure, during implementation of the County's capital improvement programs, by obtaining:
  - Replacement and/or relocation of old cast-iron pipelines and inadequate water mains when street improvements are planned;
  - Assessment of impact fees as a condition of development; and
  - Redundant emergency distribution pipelines in areas of potential ground failure or where determined to be necessary.
- **Policy S-5.10:** Continue to utilize the Riverside County Fire Protection Master Plan as the base document to implement the goals and objectives of the Safety Element.
- **Policy S-6.1:** Enforce the policies and siting criteria and implement the programs identified in the County of Riverside Hazardous Waste Management plan, which includes the following: (AI 98)
  - Comply with federal and state laws pertaining to the management of hazardous wastes and materials.
  - Ensure active public participation in hazardous waste and hazardous materials management decisions in Riverside County.
  - Coordinate hazardous waste facility responsibilities on a regional basis through the Southern California Hazardous Waste Management Authority (SCHWMA).
  - Encourage and promote the programs, practices, and recommendations contained in the County Hazardous Waste Management Plan, giving the highest waste management priority to the reduction of hazardous waste at its source.

- **Policy 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.
- **Policy S-7.4:** Use incentives and disincentives to persuade private businesses, consortiums, and neighborhoods to be self-sufficient in an emergency by:
  - Maintaining a fire control plan, including an onsite fire fighting capability and volunteer fire response teams to respond to and extinguish small fires; and
  - Identifying medical personnel or local residents who are capable and certified in first aid and CPR.

City of Wildomar Municipal Code

- **Chapter 2.32, Disaster Relief:** The purpose of this Chapter is to provide for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency.
- **Chapter 8.52, Hazardous Waste Control:** The intent of this Chapter is to administer a program for the purpose of monitoring establishments where hazardous waste is generated, stored, handled, disposed, treated, or recycled, and to regulate by the issuance of permits, the activities of establishments where hazardous waste is generated.

5.6.1.3 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

The project site is vacant and includes ruderal vegetation. The AAI Report (Appendix 5.6-1) conducted a regulatory database records search and identified the following on federal and state databases:

- **Federal:**
  - One site listed on RCRA Non-Gen was identified within 0.25-mile of the project site.
- **State:**
  - Two sites listed on EnviroStor were identified within 1-mile of the project site.
  - One site listed on Historical Hazardous Substance Storage Information Database was found within 0.25-mile of the project site.
  - One site listed on Aboveground Storage Tanks (AST) was identified within 0.25-mile of the project site.

An additional screen of these summarized sites was performed specific to the project site, adjacent properties, and identified Recognized Environmental Condition (REC) sites within 500 feet of the project

site. No environmental concerns were identified on the project site, however, 31705 Central Avenue, which is approximately 100 feet west of the project site, was listed on the several databases, however, no reports or RECs were listed for this site (eScreenLogic 2017).

Prielipp-Yamas Property Rezone

The Property is vacant and contains ruderal vegetation. According to EnviroStor and GeoTracker, there are no hazardous sites located on the Property; the Inland Valley Regional Medical Center located 0.32-mile west of the Property is listed as a LUST Cleanup site, however, the case was closed as of October 13, 2006 (EnviroStor 2020; GeoTracker 2020).

5.6.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

H-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.

H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

H-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard or excessive noise for people residing or working in the project area.

H-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

H-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

5.6.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval for hazards and hazardous materials impacts are identified below:

PPP HAZ-1 Any project-related hazardous materials and hazardous wastes will be transported to and/or from the project site in compliance with any applicable state and federal requirements,

including the US Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; and the California Occupational Safety and Health Administration standards.

PPP HAZ-2 Any project-related hazardous waste generation, transportation, treatment, storage, and disposal will be conducted in compliance with the Subtitle C of the Resource Conservation and Recovery Act (Code of Federal Regulations, Title 40, Part 263), including the management of nonhazardous solid wastes and underground tanks storing petroleum and other hazardous substances. The proposed project will be designed and constructed in accordance with the regulations of the Riverside County Environmental Health Department, which is the designated Certified Unified Program Agency and which implements state and federal regulations for the following programs: 1) Hazardous Waste Generator Program, 2) Hazardous Materials Release Response Plans and Inventory Program, 3) California Accidental Release Prevention, 4) Aboveground Storage Tank Program, and 5) Underground Storage Tank Program.

PPP HAZ-3 Any project-related new construction, excavations, and/or new utility lines within 10 feet or crossing existing high-pressure pipelines, natural gas/petroleum pipelines, or electrical lines greater than 60,000 volts will be designed and constructed in accordance with the California Code of Regulations (Title 8, Section 1541).

PPP HAZ-4 The project applicant shall incorporate the recommendations of the Geotechnical Report into the project plans related to the project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the Geotechnical Report and comply with all applicable requirements of the latest adopted version of the California Building Code.

PPP HAZ-5 Construction personnel involved in excavation and grading activities shall be informed of the possibility of discovering fossils at any location and the protocol to be followed if fossils are found. A professional meeting the Society of Vertebrate Paleontology's standards shall provide the preconstruction training. The City shall ensure the grading plan notes include specific reference to the potential discovery of fossils. If potentially unique paleontological resources (fossils) are inadvertently discovered during project construction, work shall be halted immediately within 50 feet of the discovery, the City shall be notified, and a professional paleontologist shall be retained to determine the significance of the discovery. The paleontologist shall establish procedures for paleontological resource surveillance throughout project construction and shall establish, in cooperation with the project applicant, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. Excavated finds shall be offered to an accredited repository.

5.6.4 Environmental Impacts

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

IMPACT 5.6-1: Project construction and operations of the proposed project could involve the transport, use, and/or disposal of hazardous materials; however, compliance with existing local, state, and federal regulations would ensure impacts are minimized. [Thresholds H-1, H-2, and H-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Project construction would require small amounts of hazardous materials, including fuels, greases and other lubricants, and coatings such as paint. The handling, use, transport, and disposal of hazardous materials during the construction phase of the project would comply with existing regulations of several agencies–the USEPA, the Riverside County Environmental Health Division, OSHA, California Division of Occupational Safety and Health, and USDOT.

The proposed project would include residential and non-residential uses, including a gas station. Project maintenance and operation may require the use of cleaners, solvents, paints, other custodial products, and gasoline/diesel that are potentially hazardous. These custodial products and paints would be used in relatively small quantities, clearly labeled, and stored in compliance with state and federal requirements. Similarly, the gasoline and diesel used for the proposed gas station would be stored in compliance with state and federal requirements. However, with the exercise of normal safety practices, the proposed project would not create substantial hazards to the public or the environment. Therefore, a less than significant impact would occur.

Additionally, construction projects typically maintain supplies onsite for containing and cleaning small spills of hazardous materials. However, construction activities would not involve a significant amount of hazardous materials, and their use would be temporary. Furthermore, project construction workers would be trained on the proper use, storage, and disposal of hazardous materials. Moreover, according to the AAI Report, the project site does not contain any RECs or other hazardous materials.

Operation of the office, retail, and residential uses would not warrant use of hazardous materials in quantities that could result in hazardous conditions. However, the operation of the proposed gas station could result in hazardous impacts due to the potential to have liquefied petroleum gas (LPG) tanks; operation of the gas station would require a permit. All on-site activities during construction and operation would be required to adhere to federal, state, and local regulations for the management and disposal of hazardous materials. Also, construction activities would be conducted in accordance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the NPDES permit. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. BMPs for hazardous materials include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing clean out areas for cement, etc. While, the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and

local laws and regulations. Therefore, transport, use, and/or disposal of hazardous materials during construction of new developments in accordance with the proposed project would be properly managed, and impacts would be less than significant.

Additionally, the California Lutheran High School is located 0.25-mile southwest of the project site. Operation of the proposed office, retail, and residential uses would not generate hazardous emissions or require the handling of acutely hazardous materials, substances, or waste. However, the proposed gas station would release gasoline and diesel vapors which would be hazardous. Although project operations would include the use of potentially hazardous materials, when used correctly, these would not result in a significant impact to residents, workers, or schools in the project vicinity. Therefore, the proposed project would result in less than significant impacts.

PRIELIPP-YAMAS PROPERTY REZONE

Future development of residential uses on the Property would require small amounts of hazardous materials, including fuels, greases and other lubricants, and coatings such as paint. The handling, use, transport, and disposal of hazardous materials during construction activities would comply with existing regulation of USEPA, the Riverside County Environmental Health Division, OSHA, California Division of Occupational Safety and Health, and USDOT.

Future development on the Property would include residential uses, and maintenance and operational activities may require the use of cleaners, solvents, paints, and other custodial products that are potentially hazardous. These materials would be used in relatively small quantities, clearly labeled, and stored in compliance with state and federal requirements. With the exercise of normal safety practices, the future development on the Property would not create substantial hazards top the public. Therefore, impacts would be less than significant. Furthermore, construction projects typically maintain supplies onsite for containing and cleaning small spills of hazardous materials. However, future construction activities would not involve a significant amount of hazardous materials, and their use would be temporary. Construction workers would be trained on the proper use, storage, and disposal of hazardous materials. Operation of future residential uses would not warrant use of hazardous materials in quantities that could result in hazardous conditions. Future construction activities would be conducted in accordance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the NPDES permit. The primary objective of the SWPPP is to identify, construct, implement, and maintain best management practices (BMPs) to reduce eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. BMPs for hazardous materials include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing clean out areas for cement, etc. While, the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations. Therefore, transport, use, and/or disposal of hazardous materials during construction of future development on the Property would be properly managed, and impacts would be less than significant.

There are no schools located within 0.25-mile of the Property, however, Ronald Reagan Elementary is approximately 1.05 miles northwest of the Property. Future operation of residential uses on the Property would not generate hazardous emissions or require the handling of acutely hazardous materials, substances, or waste. Future project operations would include the use of potentially hazardous materials, however, when used correctly, these would not result in a significant impact to residents, workers, or schools in the project vicinity. Therefore, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.6-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.6-1 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.6-1 would be less than significant.

IMPACT 5.6-2: The project site is not on a list of hazardous materials sites. [Threshold H-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As identified in the AAI Report, there are not RECs on the project site and the site is not listed on a hazardous materials database. Although no environmental concerns were identified on the project site, the property located on 31705 Central Avenue, which is approximately 100 feet west of the project site, was listed on the several databases, however, no reports or RECs were listed for this site (eScreenLogic 2017). Construction activities would occur within the boundaries of the project site, and would not impact properties within the project area that are listed as hazardous sites. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is vacant and contains ruderal vegetation. According to EnviroStor and GeoTracker, there are no hazardous sites located on the Property; the Inland Valley Regional Medical Center located 0.32-mile west of the Property is listed as a LUST Cleanup site, however, the case was closed as of October 13, 2006

(EnviroStor 2020; GeoTracker 2020). Future construction activities would occur within the boundaries of the Property, and would not impact adjacent properties, including those on a hazardous materials list. Therefore, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.6-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.6-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-2 would be less than significant.

Impact 5.6-3: The project site is not located in the vicinity of an airport or within the jurisdiction of an airport land use plan. [Threshold H-5]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is not located within an airport land use plan area. The closest airport is the French Valley Airport, which is located approximately 8 miles southeast of the project site. Given the distance of the project site to the French Valley Airport, no impact would occur.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is not located within an airport land use plan area. The closest airport is the French Valley Airport, which is located approximately 6 miles southeast of the Property. Given the distance of the Property to the French Valley Airport, no impact would occur.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.6-3 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-3 would not be significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.6-3 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-3 would not be significant.

Impact 5.6-4: Project development would not affect the implementation of an emergency responder or evacuation plan. [Threshold H-6]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

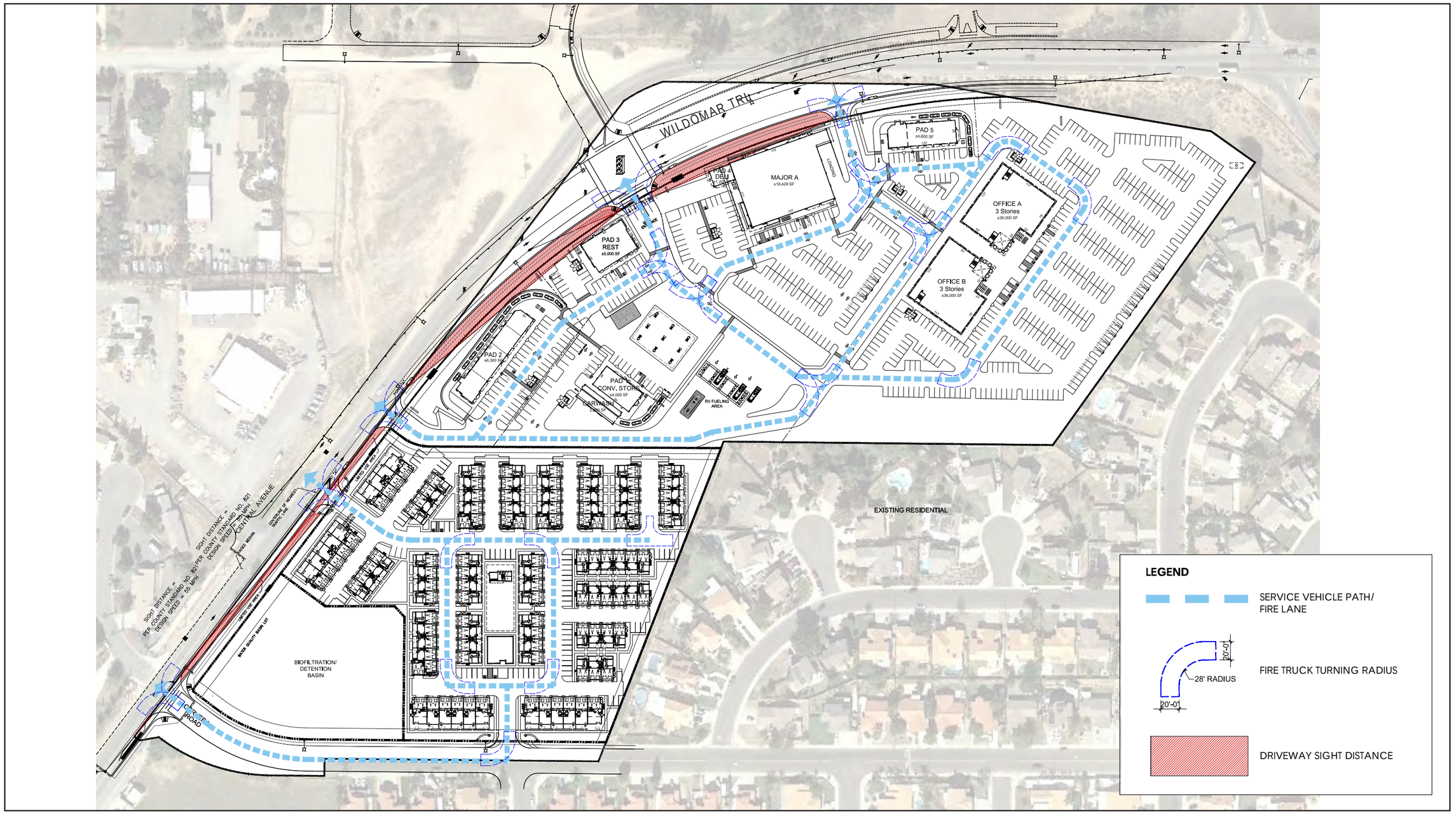
The addition of project residents, visitors, and employees would be expected to increase the volume of vehicles leaving the project area in the event of an emergency, which could impede emergency vehicles from attempting to get into the project site; this issue is discussed in Section 5.11, *Transportation*.

The proposed project would not conflict with adopted emergency response or evacuation plans. As shown in Figure 5.6-1, *Emergency Vehicle Path,* the curve of Wildomar Trail would be "flattened," and vehicle paths for emergency services would be provided via five driveways. A traffic control plan would be developed to ensure that the roadway as well as surrounding roadways would continue to provide emergency access to the project site and surrounding areas during construction. Although regular travelers may experience some delays during construction activities, access would remain for emergency vehicles. The proposed project would not result in inadequate emergency access. To ensure compliance with zoning, building, and fire codes, the project applicant is required to submit appropriate plans for plan review prior to the issuance of a building permit. Therefore, impacts to adopted emergency response and evacuation plans are less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The surrounding roadways would continue to provide emergency access to the Property and surrounding properties during construction and operation. A traffic control plan would be required to ensure access to the Property and adjacent properties. The traffic control plan would need to ensure that access to the residential uses that bound the western boundary of the Property. Therefore, impacts to adopted emergency response and evacuation plans are less than significant.

Figure 5.6-1 - Emergency Vehicle Path



0 160
Scale (Feet)

Source: ktgy, 2021

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LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.6-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-4 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.6-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.6-4 would be less than significant.

Impact 5.6-5: The project site is in a designated Very High Fire Hazard Severity Zone and could expose structures and/or residences to fire danger. [Threshold H-7]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

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

The eastern and western portions of the City of Wildomar have been designated Very High Fire Hazard Severity Zones. The project site is in a VHFHSZ in the LRA. Development on the project site would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). The 2019 California Fire Code (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation and the Riverside County Operation Area Multi-

Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires. In addition, all proposed construction is required to meet minimum standards for fire safety, and Mitigation Measures HAZ-1 and HAZ-2, which require conformance with the California Building Code and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is not in a VHFHSZ in the LRA. Future development on the Property would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). The 2019 California Fire Code (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires. In addition, all future construction would be required to meet minimum standards for fire safety, and Mitigation Measures HAZ-1 and HAZ-2, which require conformance with the California Building Code and Fire Code, would be implemented. Therefore, impacts are considered less than significant with mitigation incorporated.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.6-5 would be potentially significant.

Mitigation Measures

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the

vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

Level of Significance After Mitigation: Impact 5.6-5 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.6-5 would be potentially significant.

Mitigation Measures

Mitigation Measures HAZ-1 and HAZ-2.

Level of Significance After Mitigation: Impact 5.6-5 would be less than significant with mitigation incorporated.

5.6.5 Cumulative Impacts

Past, existing, and planned development in the City could pose risks to public health and safety as they relate to the use, storage, handling, generation, transport, and disposal of hazardous materials and wastes. The proposed project, future development on the Prielipp-Yamas Property, and other development in the project vicinity could increase the risks if they are not remediated and/or managed properly in accordance with applicable regulations. Compliance with applicable regulations related to public health and safety and hazardous materials would ensure that impacts are reduced to a less than significant level, individually and cumulatively.

Other projects in the City of Wildomar would require assessments for hazardous materials, such as assessments of structures on-site (over certain ages) for lead-based paint, asbestos-containing materials, and other contamination from past uses and/or releases. Cleanup of hazardous materials in soil, soil vapor, and/or groundwater to regulatory cleanup levels for relevant types of land uses would be required in compliance with applicable federal, state, and regional regulations. Therefore, the use, storage, transport, and disposal of hazardous materials by construction and operation of other projects would result in site-specific impacts and would be reduced to a less than significant level. Combined with the proposed project and future development on the Prielipp-Yamas Property, impacts would not be cumulatively considerable.

5.6.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.6-1 through 5.6-4.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.6-5** The project site is in a very high fire hazard severity zone and could impact people and/or structures.

5.6.7 Mitigation Measures

Impact 5.6-5

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

5.6.8 Level of Significance After Mitigation

Impact 5.6-5

Mitigation Measure HAZ-1 would ensure that the project complies with the 2019 Building and Fire Codes, and Mitigation Measure HAZ-2 would ensure compliance with vegetation management requirements. Therefore, impacts would be reduced to less than significant.

5.6.9 References

eScreenLogic. 2017, September 6. All Appropriate Inquiry (AAI). Appendix 5.6-1.

Department of Toxic Substances Control. EnviroStor. 2020. https://www.envirostor.dtsc.ca.gov/public/

State Water Resources Control Board. GeoTracker. 2020. https://geotracker.waterboards.ca.gov/

5.7 HYDROLOGY AND WATER QUALITY

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts of the proposed project to hydrology and water quality conditions in the City of Wildomar. Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface- and groundwater. Surface water includes lakes, rivers, streams, and creeks; groundwater is under the earth's surface.

- *Technical Drainage Study*, Michael Baker International, February 26, 2021
- *Project Specific Water Quality Management Plan (WQMP)*, Michael Baker International, March 4, 2021

Complete copies of these studies are included as Appendix 5.7-1 and Appendix 5.7-2 to this DEIR.

5.7.1 Environmental Setting

5.7.1.1 REGULATORY BACKGROUND

Federal

Clean Water Act

The federal Water Pollution Control Act (or Clean Water Act [CWA]) is the principal statute governing water quality. It establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the EPA authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to completely end all discharges and to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates direct and indirect discharge of pollutants; sets water quality standards for all contaminants in surface waters; and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges; requires states to establish site-specific water quality standards for navigable bodies of water; and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA funds the construction of sewage treatment plants and recognizes the need for planning to address nonpoint sources of pollution. Section 402 of the CWA requires a permit for all point source (a discernible, confined, and discrete conveyance, such as pipe, ditch, or channel) discharges of any pollutant (except dredge or fill material) into waters of the United States.

National Pollutant Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program (under Section 402 of the CWA), all facilities the discharge pollutants from any point into water of the United States must have a NPDES permit. The term "pollutant" broadly applies to any type of industrial, municipal, and agricultural waste discharged into water. Point sources can be publicly owned treatment works (POTWs), industrial facilities, and urban runoff. (The NPDES program addresses certain agricultural activities, but the majority are considered nonpoint sources and are exempt from NPDES regulation). Direct sources discharge directly

to receiving waters, and indirect sources discharges to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only for direct, point-source discharges. The National Pretreatment Program addresses industrial and commercial indirect discharges. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows (CSOs), and the Municipal Storm Water Program. Nonmunicipal sources industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues two basic permit types: individual and general. Also, the EPA has recently focused on integrating the NPDES program further into watershed planning and permitting.

The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of 50,000 or more, as well as construction sites one acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator (such as a City) of a regulated small municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., Best Management Practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in post-construction runoff to the City's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre.

Safe Drinking Water Act

The federal Safe Drinking Water Act (SDWA) regulates drinking water quality nationwide and gives the U.S. Environmental Protection Agency (EPA) the authority to set drinking water standards, such as the National Primary Drinking Water regulations (NPDWRs or primary standards). The NPDWRs protect drinking water by limiting the levels of specific contaminants that can adversely affect public health. All public water systems that provide service to 25 or more individuals must meet these standards. Water purveyors must monitor for contaminants on fixed schedules and report to the EPA when a maximum contaminant level (MCL) is exceeded. MCL is the maximum permissible level of a contaminant in water that is delivered to any use of a public water system. Contaminants include organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer, radionuclides (e.g. uranium and radon), and microbial contaminants (e.g., coliform and E. coli). The MCL list typically changes every three years as the EPA adds new contaminants or revises MCLs. The California Department of Public Health's Division of Drinking Water and Environmental Management is responsible for implementation of the SDWA in California.

Federal Urban Flooding Awareness Act

In recent years, communities have become concerned with localized flooding. In 2015, Congress passed the Urban Flooding Awareness Act of 2015. Under this bill, the National Academy of Sciences will conduct a

study on urban flooding. It defines "urban flooding" as the inundation of property in a built environment, particularly in more densely populated areas, caused by rain falling on increased amounts of impervious surface and overwhelming the capacity of drainage systems. The bill directs the National Academy of Sciences to evaluate the latest research, laws, regulations, policies, best practices, procedures, and institutional knowledge regarding urban flooding. The findings from this assessment will direct future federal policies on identifying, preventing, and mitigating urban flooding.

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as Flood Insurance Studies (FISs). Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas (SFHAs) on FIRMs.

The Flood Disaster Protection Act (FDPA) requires owners of all structures in identified SFHAs to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program (NFIP) afforded by FEMA. The NFIP is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the NFIP by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System (CRS), a system for crediting communities that implement measures to protect the natural and beneficial functions of their flood plains, as well as managing erosion hazards.

State

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this Act, the State Water Resources Control Board (SWRCB) has ultimate control over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB.

Storm Water Pollution Prevention Plans

Pursuant to the CWA, in 2001, the SWRCB issued a statewide general NPDES Permit for storm water discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of storm water from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for storm water discharges or to be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each

applicant under the General Construction Activity Permit must ensure that a SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to protect storm water runoff, and must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters.

Regional

San Diego Regional Water Quality Control Board

The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine Regional Water Quality Control Boards (RWQCBs) carries out the regulation, protection, and administration of water quality in each region. The project site is under the jurisdiction of the San Diego RWQCB.

County of Riverside MS4 Permit

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 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 Best Management Practices (BMPs) outlined in the Riverside County Water Quality Management Plan (WQMP), which covers the Santa Ana and Santa Margarita Watersheds.

San Diego Basin Plan

Each RWQCB is required to adopt a Water Quality Control Plan or Basin Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The project site is located in the San Diego Basin, Region 9. The Water Quality Control Plan for the San Diego Basin (Region 9) was adopted in 1994. This Basin Plan gives direction on the beneficial uses of the state waters within Region 9, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan.

Santa Margarita Watershed Water Quality Improvement Plan

Agencies involved in the development of the Santa Margarita Water Quality Improvement Plan (WQIP) include the California Department of Transportation, the County of Riverside, the Riverside County Flood Control and Water Conservation District, the County of San Diego, and Cities in Riverside County, including the City of Wildomar. The WQIP is a requirement of updated stormwater regulations adopted by the Regional Water Quality Control Board according to Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100. The ultimate goal of the WQIP is to protect, preserve, enhance, and restore water quality of receiving water bodies. These improvements in water quality will be accomplished through an

adaptive planning and management process that identifies the highest priority water quality within the watershed and implements strategies to address them.

Local

City of Wildomar Municipal Code, Section 13.12.060 Reduction of Pollutants in Stormwater

Wildomar Municipal Code Section 13.12.060 requires that new construction and renovation control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The City shall identify the best management practices (BMPs) that may be implemented in addition to those provided in the WQMP to prevent such deterioration, as part of the building plan check review process prior to construction.

5.7.1.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

The project site is currently vacant and accepts flows from the north in two locations (Michael Baker 2020a, see Appendix 5.7-1). Both flows enter the northern portion of the site and meander southeasterly to an existing storm drain system. These flows are approximately 144 cubic feet per second (cfs) and 158 cfs. Surface runoff from the existing site is split and outflows in two locations. Approximately, half of the site conjoins the flows reaching this site and outflows to an existing storm drain system; while the other half flows onto Cervera Road, continues south on Wildomar Trail, and enters a storm drain inlet on Wildomar Trail just south of California Lutheran High School.

Prielipp-Yamas Property Rezone

The property is currently vacant and covered in ruderal vegetation. Elevation on the site ranges from 1,310 feet in the southern portion of the site to approximately 1,375 feet in the northern portion of the site. Therefore, onsite drainage flows from the northern portion of the site to the southern portion of the site.

5.7.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in a substantial erosion or siltation on- or off-site.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

iv) Impede or redirect flood flows.

HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.7.3 Plans, Programs, and Policies

PPP HYD-1 The proposed project would be required to comply with City of Wildomar Municipal Code, Section 13.12.060, Reduction of Pollutants in Stormwater.

5.7.4 Environmental Impacts

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.7-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. [Threshold HYD-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Urban runoff from storms or nuisance flows (runoff during dry periods) from development projects can carry pollutants to receiving waters. Runoff can contain pollutants such as oil, fertilizers, pesticides, trash soil, and animal waste. This runoff can flow directly into local streams or lakes or into storm drains and continue through pipes until it is released untreated into a local waterway and eventually the ocean. Untreated stormwater runoff degrades water quality in surface waters and groundwater and can affect drinking water, human health, and plant and animal habitats.

Construction Activities

Clearing, grading, excavation, and construction activities associated with the proposed project may impact water quality due to sheet erosion of exposed soils and subsequent deposition of particulates in local drainages. Grading activities lead to exposed areas of loose soil and sediment stockpiles that are susceptible to uncontrolled sheet flow. Although erosion occurs naturally in the environment, primarily from weathering by

water and wind action, improperly managed construction activities can lead to substantially accelerated rates of erosion that are considered detrimental to the environment.

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

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

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

Operational Activities

The primary constituents of concern during the project operational phase would be solids, oils, and grease from parking areas and driveways that could be carried offsite. The proposed project would be graded to closely mimic the direction of flow of the existing conditions. These flows would continue in the southern direction but would be directed to a proposed bioretention basin before exiting the site. This basin would treat the runoff of pollutants. Offsite runoff, entering the site from the north, would be intercepted by a 48-inch storm drain pipe and would only conjoin with cleaned runoff from onsite. This project is located within the Santa Margarita Hydrologic Unit, Murrieta HA, and Wildomar HAS, outlets to Murrieta Creek and eventually the ocean (Michael Baker 2020a).

Additionally, onsite landscaping would assist in minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume. Infiltration through landscaped areas would serve as a water treatment function. The proposed project would also include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. The BMPs could include marking "only rain down the storm drain" on storm drain inlets, maintaining landscaping using minimum or no pesticides, and dry sweeping the fueling area routinely, as stated in the WQMP (Michael Baker 2020b). The mix of BMPs have been determined as part of the WQMP. The proposed project would include a bioretention basin that would treat the required water quality volume for the project site. Moreover, the proposed gas station would be required to have impermeable floors (i.e., Portland cement concrete or equivalent smooth impervious surface) that are a) graded at the minimum slope necessary to prevent ponding; and b) separated from the rest of the site by a grade break that prevents run-on of stormwater to the maximum extent practicable. Additionally, the fueling areas shall be covered by a canopy that extends a minimum of 10 feet in each direction from each pump, or the fueling area must be covered and the cover's minimum dimensions must be equal to or greater than the area within the grade break or fuel dispensing area. Other BMPs for the gas station includes dry sweeping the fueling area routinely, and installing and maintaining oil and water separators.

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

PRIELIPP-YAMAS PROPERTY REZONE

Construction Activities

As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency has established regulations under the NPDES program to control direct stormwater discharges. The NPDES program regulates industrial pollutant discharges, which include construction activities. In California, the SWRCB administers the NPDES permitting program and is responsible for developing NPDES permitting requirements.

Wildomar Municipal Code Section 13.12.050 requires development to comply with a Municipal Separate Storm Sewer System (MS4) Permit from the San Diego Regional Water Quality Control Board. Requirements for waste discharges potentially affecting stormwater from construction sites of one acre or more are set forth in the SWRCB's Construction General Permit, Order No. 2012-0006-DWQ, issued in 2012. The site is larger than one acre and would be subject to requirements of the Construction General Permit. Projects obtain coverage under the Construction General Permit by filing a Notice of Intent with the SWRCB prior to grading activities and preparing and implementing a SWPPP during construction. Implementation and monitoring required under the SWPPP would control and reduce short-term intermittent impacts to water quality from future construction activities to less than significant levels.

Operational Activities

The primary constituents of concern during a residential project's operational phase would be solids, oils, and greases from parking areas and driveways that could be carried offsite. Future project design features would be identified in the WQMP for future development on the property. Future development on the site would implement BMPs and the requirements of the municipal NPDES permit, which would reduce impacts to less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.7-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.7-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-1 would be less than significant.

Impact 5.7-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin. [Threshold HYD-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

According to the WQMP, field work included 10 excavating deep geotechnical borings and seven percolation borings; groundwater was not encountered in the percolation test holes or in the borings during the geotechnical investigation (Michael Baker 2020b). Groundwater was encountered at an elevation of 1,339 and 1,334 feet above mean sea level (Michael Baker 2020a).

The project site, which is located in the Santa Margarita River Watershed, is adjudicated (DWR 2020). The Elsinore Basin Groundwater Management Plan (GWMP) summarizes inflows to the Elsinore Basin that include infiltration of local precipitation, runoff from the surrounding watershed, infiltration from the San Jacinto River prior to reaching Lake Elsinore, and return flows from either irrigation or domestic use. Since adoption of the 2005 GWMP, EVMWD has limited pumping (approximately 5,550 acre-ft/yr) to be consistent with the safe yield of the Elsinore Basin (EVMWD 2016). Groundwater pumping to meet water

demands accounts for essentially the entire outflow from the Basin. Active groundwater management and conjunctive use programs have been implemented by EVMWD to balance the Elsinore Basin inflows and outflows (EVMWD 2016).

As shown in Department of Water Resources Bulletin 118, the Elsinore Basin, which is the major source of potable groundwater supply for EVMWD, has not been identified to be in a state of overdraft (EVMWD 2016). Additionally, the filtration BMPs in the WMQP such as including landscaping to promote surface infiltration would treat and discharge stormwater into storm drain facilities which would be conveyed to channels within the Elsinore Basin. As stormwater quality would be assured the through LID Project features, and all stormwater would remain with the Elsinore Basin and available for groundwater recharge, the proposed project would not significantly affect groundwater recharge or the availability of groundwater and impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The property, which is located in the Santa Margarita River Watershed, is adjudicated (DWR 2020). As indicated above, since adoption of the 2005 GWMP, EVMWD has limited pumping (approximately 5,550 acre-ft/yr) to be consistent with the safe yield of the Elsinore Basin (EVMWD 2016). Groundwater pumping to meet water demands accounts for essentially the entire outflow from the Basin. Active groundwater management and conjunctive use programs have been implemented by EVMWD to balance the Elsinore Basin inflows and outflows (EVMWD 2016).

As shown in Department of Water Resources Bulletin 118, the Elsinore Basin, which is the major source of potable groundwater supply for EVMWD, has not been identified to be in a state of overdraft (EVMWD 2016). Additionally, the filtration BMPs from the WMQP which would be prepared for future development on the property, would treat and discharge stormwater into storm drain facilities which would be conveyed to channels within the Elsinore Basin. As stormwater quality would be assured the through future LID Project features, and all stormwater would remain with the Elsinore Basin and available for groundwater recharge, the future development on the property would not significantly affect groundwater recharge or the availability of groundwater and impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.7-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.7-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-2 would be less than significant.

Impact 5.7-3: The proposed project would not substantially alter the existing drainage pattern of the site or area which would result in substantial erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, create or contribute to runoff which would exceed the capacity of existing or planned stormwater drainage systems, or impede flood flows. [Thresholds HYD-3i, ii, iii, iv]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Development of the proposed project would result in an increase in impervious surfaces compared to existing conditions. As indicated above, the proposed project would be graded to closely mimic the direction of flow of the existing conditions, and these flows would continue in the southern direction but would be directed to a proposed bioretention basin before existing the site.

Table 5.7-1, *Pre-Development (Existing) Condition Hydrology Summary Table,* shows the existing hydrological conditions.

Table 5.7-1 Pre-Development (Existing) Condition Hydrology Summary Table

Watershed Area	Node Number	Location	Area (acres)	100-Year Discharge (cfs)	10-Year Discharge (cfs)
Offsite Flows Entering Site					
-	30	Flows cross under Baxter Road through an existing culvert and discharges to DMA B-5A	49.13	144.31[1]	-
-	31	Flows cross under Baxter Road through an existing culvert and discharges to DMA B-2	67.72	157.56[1]	-
Onsite Flows					
A	12	Flow is conveyed to Cervera Road as surface flow	9.94	21.99	11.89
B[2]	26	Flow is conveyed to an existing storm drain system	15.87	337.34	318.82
		Total	27.87	57.46	-
		Total Offsite and Onsite	144.72	359.34	330.71

Source: Michael Baker 2021 (Appendix 5.7-1)
[1] Flows are included in DMA-B Total.
[2] DMA-B onsite only has Q_{100} = 35.47 cfs (3337.34 cfs – (157.56 cfs + 144.31 cfs) = 35.47 cfs)

Table 5.7-2, *Post-Developed (Proposed) Condition Hydrology Summary Table,* shows the proposed project's hydrological conditions and on- and off-site flows.

Table 5.7-2 Post-Developed (Proposed) Condition Hydrology Summary Table

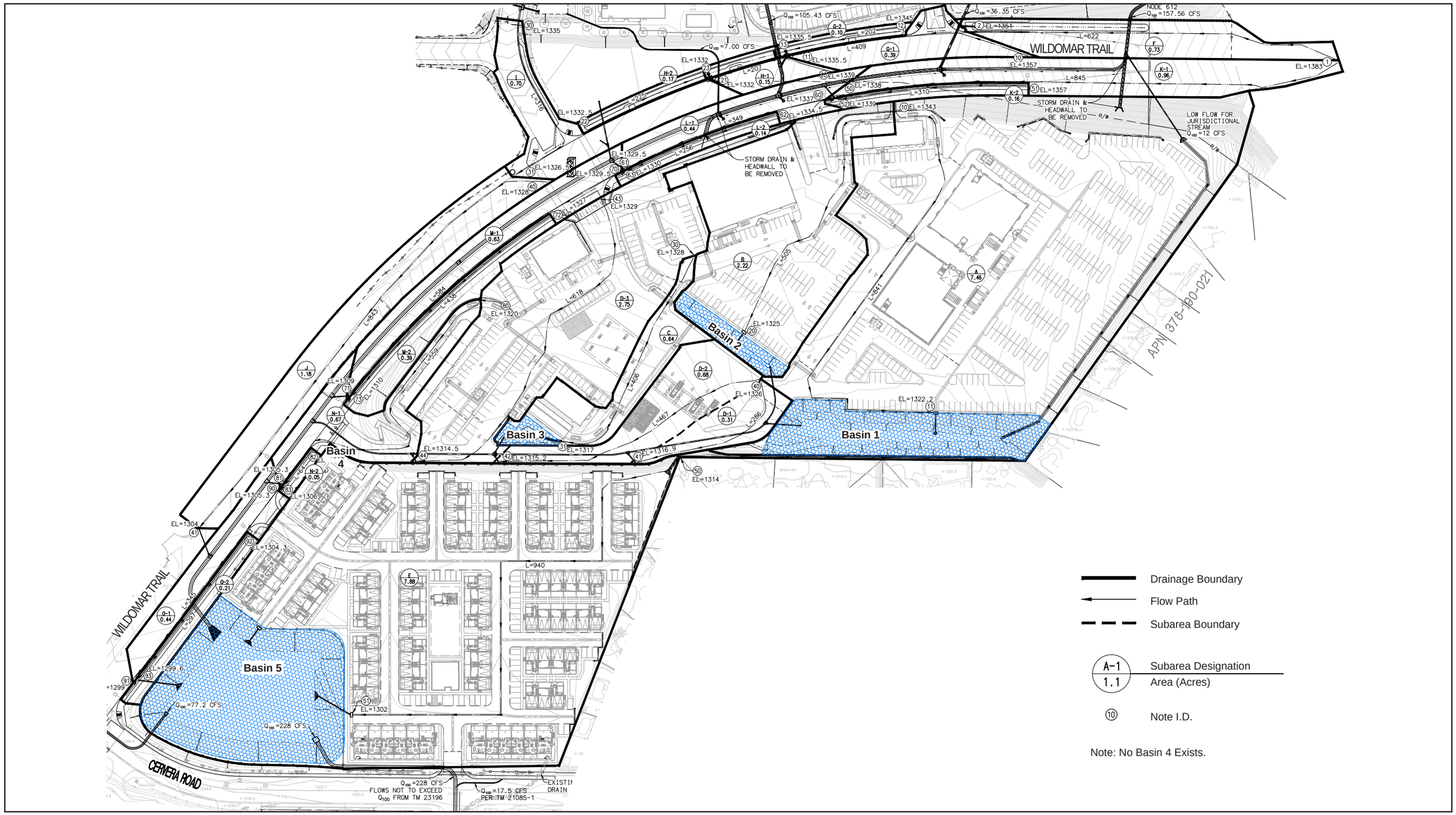
Watershed Area	Node Number	Location	Area (acres)	100-Year Discharge (cfs)	10-Year Discharge (cfs)
On-site Flows					
A	11	Flow is conveyed to Basin 1 as surface flow	7.46	24.49	15.78
B	20	Flow is conveyed to Basin 2 as surface flow	2.22	8.33	5.38
C	31	Flow is conveyed to Basin 3 as surface flow	0.64	2.44	1.57
D	44	Flow is conveyed to Basin 4 as surface flow	3.74	12.97	8.36
E	51	Flow is conveyed to Basin 5 via onsite storm drain system and surface flow	7.88	23.75	15.29
		Total	21.94	71.98	46.38
Off-Site Flows					
F	2	Flow is conveyed to a WQ Trench through curb openings	0.73	2.73	1.76
G	13	Flow is conveyed to a WQ Trench through curb openings	0.49	1.99	1.28
H	23	Flow is conveyed to a WQ Trench through curb openings	0.32	1.42	0.92
I	31	Flow is conveyed, as sheet flow, to a tree well	0.70	2.80	1.81
J	41	Flow is conveyed, as sheet flow, to a curb inlet that will outlet to Basin 5	1.18	3.93	2.53
K	52	Flow is conveyed to a WQ Trench through curb openings	1.12	3.96	2.55
L	63	Flow is conveyed to a WQ Trench through curb openings	0.58	2.23	1.42
M	73	Flow is conveyed to a WQ Trench through curb openings	1.02	3.72	2.40
N	83	Flow is conveyed to a WQ Trench through curb openings	0.72	2.57	1.66
O	93	Flow is conveyed to a WQ Trench through curb openings	0.65	2.46	1.59
		Total	7.51	27.80	110.68

Source: Michael Baker 2021 (Appendix 5.7-1)

Onsite existing flows are 57.46 cfs and proposed onsite flows would be 71.98 cfs. The proposed project would increase onsite flows by 14.52 cfs.

Offsite runoff would no longer outlet to the site; it would be conveyed through a proposed storm drain system around the project and separate from the onsite project storm drain. All onsite runoff would be diverted to Basin 5 through a separate storm drain system, so as not to converge with offsite runoff (see Figure 5.7-1, *Proposed Hydrological Conditions).*

Figure 5.7-1 - Proposed Hydrological Conditions



Source: Michael Baker International, 2019

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Although there is an increase in flow for the 100-year storm event for the post-development conditions, this is due to the increase in impervious surfaces. However, there would be no negative impact anticipated downstream due to the proposed development (Michael Baker 2020a). The 100-year storm event flows are mitigated onsite and do not exceed the pre-developed conditions.

Moreover, the proposed project is subject to NPDES requirements and the countywide MS4 permit. Additionally, the project applicant must submit a SWPPP to reduce erosion and sedimentation of downstream watercourses during construction. Furthermore, the project applicant is required to prepare and submit a detailed erosion control plan for the City's approval prior to obtaining a grading permit. Implementation of this plan would address any erosion issues associated with the proposed grading and site preparation. Furthermore, the proposed project would result in opportunities for landscaped areas which are integrated into the stormwater collection and treatment system. The landscape areas would be used to treat stormwater runoff.

Additionally, the WQMP for the proposed project includes BMPs to prevent erosion during construction and post-construction. The proposed project would not result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.

The project site is designated by the Federal Emergency Management Agency (FEMA) as being Zone X, indicating minimal risk of flooding (FEMA 2008a). Although the proposed project would increase impervious surfaces, the project site is not located within an area of flood risk, and the proposed bioretention basin would reduce impacts from on- or off-site flooding. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The property is currently vacant; future development on the property would increase impervious surfaces. Surface water drainage would be controlled by building regulations, with water directed toward existing streets, flood control channels, storm drains, catch basins, etc. as applicable. Future development on the property would be subject to NPDES requirements and the countywide MS4 permit. Additionally, the future project applicant would be required to submit a SWPPP to reduce erosion and sedimentation of downstream watercourses during project construction. Furthermore, the future project applicant would be required to prepare and submit a detailed erosion control plan for City approval prior to obtaining a grading permit. Implementation of this plan would address any erosion issues associated with future grading and site preparation. Furthermore, the future WQMP for development on the property would include BMPs designed to prevent erosion during construction. Therefore, impacts would be less than significant.

Moreover, future development would be required to comply with the Wildomar Municipal Code Section 13.12.050, which requires development to comply with a MS4 permit from the San Diego Regional Water Quality Control Board. The property is designated by the FEMA as being within Zone X, indicating minimal risk of flooding (FEMA 2008b). Although future development on the site would increase impervious surfaces, the property is not located within an area of flood risk. Therefore, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.7-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-3 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.7-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-3 would be less than significant.

Impact 5.7-4: The proposed project would not, in a flood hazard, tsunamic, or seiche zones, risk release of pollutants due to project inundation. [Threshold HYD-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is not within a flood hazard zone, as indicated above. The project site is not in an area subject to seiches, mudflows, or tsunamis due to the absence of any nearby bodies of water and mud/debris channels. The County of Riverside identifies dam inundation hazard areas throughout the County. A review or records maintained at the California Office of Emergency Services provided potential failure inundation maps for 23 dams affecting Riverside County; these maps were compiled into geographic information system (GIS) digital coverage of potential dam inundation zones. The County's dam inundation zones are identified in Figure S-10 of the Wildomar General Plan. As shown in Figure S-10, the project site is not in any dam inundation hazard zones (Wildomar 2003). In addition, the project site is not in the vicinity of any levees or waterbody which could cause a tsunami. Therefore, the proposed project would not be exposed to seiches, mudflows, or tsunami hazards, and no significant impact would occur.

PRIELIPP-YAMAS PROPERTY REZONE

The property is not in an area subject to seiches, mudflows, or tsunamis due to the absence of any nearby bodies of water and mud/debris channels. The County's dam inundation zones are identified in Figure S-10 of the Wildomar General Plan. As shown in Figure S-10, the property is not in any dam inundation hazard zones (Wildomar 2003). In addition, the property is not in the vicinity of any levees or waterbody which could cause a tsunami. Therefore, future development would not be exposed to seiches, mudflows, or tsunami hazards, and no significant impact would occur.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.7-4 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-4 would not be significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.7-4 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-4 would not be significant.

Impact 5.7-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. [Threshold HYD-5]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As indicated in Impact 5.7-1, the proposed project would implement BMPs to ensure that the proposed project has a less than significant impact on surface and ground water quality. These measures also ensure that the proposed project would not obstruct or conflict with implementation of the San Diego Basin Plan or the Santa Margarita Water Quality Improvement Plan. Additionally, the proposed project would not conflict with the EVMWD UWMP. The proposed project would comply with water quality requirements set forth in the Statewide General Construction Permit, the NPDES, and the City of Wildomar Municipal Code Section 13.12 (Stormwater/Urban Runoff Management and Discharge Controls Ordinance). Additionally, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Basin. Therefore, the proposed project would not impede sustainable groundwater management of the basin and impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

As indicated in Impact 5.7-1, future development on the property would implement BMPs to ensure that the future development has a less than significant impact on surface and ground water quality. These measures would also ensure that future development would not obstruct or conflict with implementation of the San Diego Basin Plan or the Santa Margarita Water Quality Improvement Plan. Additionally, future development would not conflict with the EVMWD UWMP as future development would comply with water quality requirements set forth in the Statewide General Construction Permit, the NPDES, and the City of Wildomar

Municipal Code Section 13.12 (Stormwater/Urban Runoff Management and Discharge Controls Ordinance). Additionally, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Basin. Therefore, future development would not impede sustainable groundwater management of the basin and impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.7-5 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-5 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.7-5 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.7-5 would be less than significant.

5.7.5 Cumulative Impacts

Construction and operation of the proposed project as well as future development on the Prielipp-Yamas Property, in conjunction with related projects in the EVMWD and could result in increased flows that would eventually discharge into waterways. Other projects would comply with their respective SWPPP and regulations for water quality standards established by the UWMP and the City. Although the areas around the project site and the Prielipp-Yamas Property are built out, new projects in the areas, both individually and cumulatively, could potentially increase the volume of stormwater runoff and contribute to pollutant loading in the storm drain system with eventual discharge to waterways. However, as with the proposed project and future development on the Prielipp-Yamas Property, future projects in the City would be required to comply with drainage and grading regulations and ordinances, such as with water quality requirements set forth in the Statewide General Permit, the NPDES, and the City of Wildomar Code Section 13.12 (Stormwater/Urban Runoff Management and Discharge Controls Ordinance). New projects would also be required to comply with the City's standard conditions of approval, regulations, ordinances regarding water quality, and NPDES permitting requirements. In consideration of preceding factors, cumulative water impacts would be rendered less than cumulatively considerable.

5.7.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.7.7 Mitigation Measures

No mitigation measures are required.

5.7.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.7.9 References

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5.8 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Wildomar from implementation of the proposed Wildomar Trail Town Center Mixed-Use Project.

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

5.8.1 Environmental Setting

5.8.1.1 REGULATORY BACKGROUND

Regional

Southern California Association of Governments

SCAG is a council of governments representing Imperial, Los Angeles, Orange, San Bernardino, Riverside, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issued concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has development regional plans to achieve specific regional objectives. The plans most applicable to the proposed project are discussed below.

Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS which encompasses four principles—mobility, economy, healthy/complete communities, and environment—that are important to the region's future. The 2020 RTP/SCS explicitly lays out goals related to housing, transportation technologies, equity, and resilience in order to adequately reflect the increasing importance of these topics in the region.

Local

City of Wildomar General Plan

The Land Use Element of the General Plan provides goals and policies that are used to guide the implementation of land use objectives that provide for the present and future population:

- **Policy LU-2.1:** Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following: (AI 1, 3, 5, 9, 27, 29, 30, 41, 60, 91)
  - Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services.
  - Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.
  - Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses.
  - Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.
  - Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible.
  - Site Development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.
  - Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.
- **Policy LU-3.1**: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts: (AI 1, 3, 9, 10)
  - Accommodate communities that provide a balance mix of land uses, including employment, recreation, shopping, and housing.
  - Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map.
  - Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance.
  - Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.
  - Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision.
  - In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network).
  - Provide the opportunity to link communities through access to multi-modal transportation systems.

- **Policy LU-3.3:** Promote the development and preservation of unique communities in which each community exhibits a special sense of place and quality of design. (AI 14, 30)

- **Policy LU-3.4:** Allow techniques, such as incentives or transfer of development credit programs or other mechanisms, to achieve more efficient use of land. (AI 9, 30)

- **Policy LU-4.1:** Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts: (AI 1, 3, 6, 14, 23, 24, 41, 62)
  - Compliance with the design standards of the appropriate area plan land use category.
  - Require that structures be constructed in accordance with the requirements of the County's zoning, building, and other pertinent codes and regulations.
  - Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.
  - Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems.
  - Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 of the California Administrative Code.
  - Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.
  - Encourage innovative and creative design concepts.
  - Encourage the provision of public art.
  - Include consistent and well-designed signage that is integrated with the building's architectural character.
  - Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.
  - Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.
  - Mitigate noise, odor, lighting, and other impacts on surrounding properties.
  - Provide and maintain landscaping in open spaces and parking lots.
  - Include extensive landscaping.

- Preserve natural features, such as unique natural terrain, drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.
- Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.
- Design parking lots and structures to be functionally and visually integrated and connected.
- Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.
- Establish safe and frequent pedestrian crossings.
- Create a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.

- **Policy LU-4.2:** Require property owners to maintain structures and landscaping to a high standard of design, health, and safety through the following: (AI 5)
  - Provide proactive code enforcement activities.
  - Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods.
  - Promote and support community and neighborhood-based efforts for the maintenance, upkeep, and renovation of structures and sites.
- **Policy LU-26.10:** Require that mixed-use development be designed to mitigate potential conflicts between uses, considering such issues as noise, lighting, security, trash, and truck and automobile access. (AI 3)
- **Policy LU-26.11**: Require that mixed-use developments be located and designed to visually enhance, not degrade the character of the surrounding area. (AI 3)

Moreover, the 2013-2021 Housing Element strategies and programs that focus on the provisions of housing, and to meet or exceed the regional housing needs allocation.

- **Policy H-1:** Ensure there is sufficient supply of multi-family and single-family zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA).
- **Policy H-2:** Maintain land use policies that allow residential growth consistent with the availability of adequate infrastructure and public services.

The Housing Element states that to facilitate the development of affordable housing on parcels 50 to 150 units in size, the City will routinely give high priority to processing subdivision maps that include affordable housing units.

City of Wildomar Municipal Code

The Wildomar Zoning Code is designed to encourage the most appropriate use of land and to facilitate adequate provision for community facilities and utilities. Chapter 17.76, C-P-S Scenic Highway Commercial Zone, and Chapter 17.88, Industrial Park Zone, indicate the allowable uses and development standards for these zones. Chapter 17.305, Mixed Use Overlay District, provides a procedure to implement the Mixed Use Planning Area (MUPA) land use designation of the City of Wildomar General Plan. The intent of the Mixed Use Overlay District is to allow and encourage commercial and professional office uses to be located with multifamily residential development.

5.8.1.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

As shown in Figure 1-2a, *Mixed-Use Site Aerial Photograph,* the project site is vacant and covered with ruderal vegetation. The project site is bound to the north by Wildomar Trail, a single-family residential neighborhood to the east and southeast, Cervera Road to the southwest, and Central Avenue to the west. Uses surrounding the site include vacant land to the north, residential uses to the east and south, and residential and industrial uses to the west of the site. The project site is currently zoned C-P-S (Scenic Highway Commercial) and includes a Mixed-Use Overlay Zone for the entire site. The General Plan land use designation for the project site is Mixed Use Planning Area (MUPA) which is designated to create a mix of residential, commercial, office, entertainment, and/or recreational uses.

Prielipp-Yamas Drive Property Rezone

Figure 1-2b, *Prielipp-Yamas Property Aerial Photograph,* shows the vacant, that the site contains ruderal vegetation and is located in an urbanized portion of the City. The site is bounded by vacant land to the north and east, and residential uses to the south and west. The Prielipp-Yamas Property is currently zoned I-P (Industrial Park). The land use designation for the Property is BP (Business Park). Figure 3-7 and Figure 3-8 show the land use and zoning designations for the Property, respectively.

5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

LU-1 Physically divide an established community.

LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.8.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP) are identified below, including applicable regulatory requirements and conditions of approval for land use impacts.

PPP LU-1 The proposed project would be required to comply with Section 3.42.090 of the Wildomar Municipal Code which requires the payment of MSHCP fees at the time of issuance of a building permit.

PPP LU-2 The project applicant would be required to pay appropriate development impact fees prior to issuance of a certificate of occupancy for the development project, in compliance with Section 3.44.060 of the Wildomar Municipal Code.

PPP LU-3 As required by Section 3.43.070 of the Wildomar Municipal Code, the project applicant is required to submit fees to the City in accordance with the requirements of the Stephens' Kangaroo Rat Habitat Conservation Plan Mitigation Fee Area.

5.8.4 Environmental Impacts

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.8-1: Project implementation would not divide an established community. [Threshold LU-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is vacant and is surrounded by vacant land to the north, residential uses to the east and south, and residential and industrial uses to the west of the site. The proposed project would not divide an established residential community. The proposed project would result in the construction of 41,609 square feet of commercial retail, 72,000 square feet of professional office, and 152 townhome/condominium residential units with full on-site/off-site improvements. Therefore, the introduction of a mix of uses, including residential uses, on the project site, which is surrounded by residential and non-residential uses, would not divide an established community.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is vacant and is surrounded by vacant land to the north and east, and residential uses to the south and west. Future development on the site would include residential uses. Therefore, future residential development on the site would be similar to the adjacent residential development and would not divide an established community.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.8-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.8-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.8-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.8-1 would be less than significant.

Impact 5.8-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

City of Wildomar General Plan

The proposed project would be consistent with the Wildomar General Plan policies pertaining to land use and mixed-use development. For example, Policies LU-2.1 and LU-3.1 call for development to include a range of uses, include employment, shopping, and housing, and to promote development of infill and underutilized parcels located in Community Development areas, such as the project site. Moreover, Policies LU-26.10 and LU-26.11 require that mixed-use developments be designed to mitigate their potential conflicts as well as to visually enhance the surrounding areas.

According to Table HNA-25 of the City's 2013-2021 Housing Element, the project site has the potential to accommodate approximately 227 dwelling units. However, the proposed project would include 152 dwelling units, which is a decrease of 75 dwelling units. In order to comply with Government Code, as well as Policy H-1 of the Housing Element, which calls for the sufficient supply of residential-zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA), the Prielipp-Yamas Drive Property would rezone approximately 10 acres to R-3 (General Residential) from I-P (Industrial Park). Therefore, the proposed project would comply with the City of Wildomar General Plan.

City of Wildomar Zoning

The project site is zoned C-P-S (Scenic Highway Commercial) with a Mixed-Use Zone Overlay. The proposed project would remove the Mixed-Use Zone Overlay and would require a zone change for an approximately 6.07-acre portion of the site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential). In accordance with the CEQA Guidelines, this analysis focuses on whether there would be any adverse physical environmental impacts that might result from conflict with the existing zoning.

The maximum height of buildings in the R-3 (General Residential) Zone and C-P-S (Scenic Highway Commercial) Zone is 50 feet. The maximum height of the proposed residential structures would be 39 feet and11 inches, and the tallest nonresidential structure would be 49 feet and 6 inches. Therefore, proposed uses on the site would be within the height restrictions of the R-3 (General Residential) Zone and C-P-S (Scenic Highway Commercial) Zone.

SCAG 2020-2045 RTP/SCS Consistency

The proposed project is considered a project of regionwide significance under the criteria in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the CEQA Guidelines because the project would require a general plan amendment. The general plan amendment would be required to change 10-acres of the existing land use designation of the Prielipp-Yamas Drive Property from Business Park (BP) to Highest Density Residential (HHDR), in order to ensure no-net loss in residential units as a result of the reduction in dwelling units on the project site.[1] A consistency analysis with SCAG's 2020-2045 RTP/SCS goals is warranted by SCAG. As described in Table 5.8-1, *SCAG's 2020-2045 RTP/SCS Consistency Analysis,* the proposed project is generally consistent with the overarching goals of the RTP/SCS. The proposed project would result in a mix of uses within a half mile of transit. Therefore, the proposed project is consistent with SCAG's RTP/SCS.

[1] According to Table HNA-25 of the 2013-2021 Housing Element, the project site has the potential to accommodate 227 dwelling units, however, the proposed project would result in 152 dwelling units, which is a reduction of 75 units.

Table 5.8-1 SCAG's 2020–2045 RTP/SCS Consistency Analysis

Goals	Consistency Analysis
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.	Consistent. The proposed project would develop a new, high-quality mixed-use project which would result in additional employment and residential uses in Riverside County. Therefore, the proposed project would be consistent with the RTP/SCS goals go improving regional economic development and competitiveness.
RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. This goal is not directly applicable to the proposed project. However, the proposed project would include a mix of uses on the project site, which is within a half mile of transit stops, and is approximately 425 feet east of I-15.
RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.	Consistent. See response to RTP/SCS G-2.
RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.	Consistent. See response to RTP/SCS G-2.
RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality.	Consistent. Long-term emissions generated by the proposed project would not produce criteria air pollutants that exceed the South Coast Air Quality Management District's significance thresholds for project operations or construction activities. The proposed project is a mixed-use development which would encourage limited vehicle trips be emphasizing the integration of a variety of uses onsite. Transit stops within a half-mile of the site would give residents, visitors, and employees the opportunity to use public transportation.
RTP/SCS G6: Support healthy and equitable communities.	Consistent. See response to RTP/SCS G-5.
RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. See response to G-5. The new uses would be constructed to achieve the 2019 Building and Energy Efficiency Standards.
RTP/SCS G8: Leveraging new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent. This goal is not directly applicable to the proposed project. The proposed project is a mixed-use development which would encourage limited vehicle trips by emphasizing the integration of a variety of uses onsite. Transit stops within a half-mile of the site would give residents, visitors, and employees the opportunity to use public transportation.
RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent. The proposed project would develop townhome and condominiums onsite, which would be supported by transit in the area.
RTP/SCS G10: Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. The proposed project would be developed on an unused parcel of land within an urbanized portion of the City of Wildomar, and therefore, would preserve natural and agricultural lands.

Source: SCAG 2020.

PRIELIPP-YAMAS PROPERTY REZONE

Because the Wildomar Trail Town Center Mixed-Use project would reduce the designated dwelling units for the project site by 75 dwelling units, as identified in Table HNA-25 of the 2013-2021 Housing Element, and to comply with Government Code Section 65863(C)(1) (SB 166 No-Net Housing Loss), the City has initiated

the General Plan Amendment to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10-acres of the 20-acre site on the northeast corner of Prielipp Road and Yamas Drive. Future residential development on the Property would be required to comply with the City's zoning standards, Municipal Code, and General Plan goals and policies. Therefore, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.8-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.8-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.8-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.8-2 would be less than significant.

5.8.5 Cumulative Impacts

Implementation of the proposed project and future development on the Prilelipp-Yamas Property, in conjunction with other cumulative development in accordance with the City's General Plan could cause citywide land use and general planning impacts. Cumulative development projects in accordance with the General Plan would be subject to compliance with regional and local plans reviewed in this section. The development of the proposed project would take place within the footprint of the project site, and the reduction of dwelling units assigned for the project site would be accommodated by the rezone of the Prielipp-Yamas Drive Property. Therefore, the proposed project and future development on the Prielipp-Yamas Property would not result in citywide land use and planning impacts. The proposed project would introduce residential, commercial, and office uses onsite which is within a half-mile of transit stops southwest of the site, and other residential uses. Directly north of the Wildomar Trail Town Center site is the Baxter Village project which will include residential, medical office, and hotel uses. The proposed project combined with related projects would not result in cumulatively considerable impacts to land use and planning.

5.8.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.8.7 Mitigation Measures

No mitigation measures are required.

5.8.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.8.9 References

Southern California Association of Governments (SCAG). 2020, May 7, 20120–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). https://www.connectsocal.org/Documents/Adopted/fConnectSoCal-Plan.pdf

5. Environmental Analysis
LAND USE AND PLANNING

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5.9 NOISE

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Wildomar Trail Town Center to result in noise impacts in the City of Wildomar. This section discusses the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels at existing receptor locations; evaluates potential noise and vibration impacts associated with the proposed plan; and provides mitigation to reduce noise impacts at sensitive receptor locations. This evaluation uses procedures and methodologies as specified by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The analysis in this section is based in part on the following technical report:

- *Noise and Vibration Impact Analysis*, LSA, February 2020

A complete copy of this study is included as Appendix 5.9-1.

5.9.1 Environmental Setting

5.9.1.1 REGULATORY BACKGROUND

Federal

US Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set a goal of 65 dBA L_{dn} as a desirable maximum exterior standard for residential units developed under HUD funding (this level is also generally accepted within the State of California). While HUD does not specify acceptable interior noise levels, standard construction of residential dwellings constructed under Title 24 standards typically provides an excess of 20 dBA of attenuation with the windows closed. Based on this premise, the interior L_{dn} should not exceed 45 dBA.

State

California Building Code

The California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Section 1207.11.2, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric is evaluated as either the day-night average sound level (L_{dn}) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.

Residential structures within the noise contours identified above require an acoustical analysis showing that the structure has been designed to limit intruding noise in the prescribed allowable levels. To comply with these regulations, applicants of new the residential projects are required to submit an acoustical report in areas where noise and land use compatibility is a concern. The report is required to analyze exterior noise sources affecting the proposed dwelling site, predicted noise spectra at the exterior of the proposed dwelling

structure considering present and future land usage, basis for the prediction (measure or obtained from published data), noise attenuation measures to be applied, and an analysis of the noise insulation effectiveness of the proposed construction showing that the prescribed interior noise level requirements are met. If interior allowable noise levels are met by requiring that windows be inoperable or closed, the design for the structure must also specify the means that will be employed to provide ventilation and cooling, if necessary, to provide a habitable interior environment.

The State of California's noise insulation standards for non-residential uses are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 11, California Green Building Standards Code (CALGreen). CALGreen noise standards are applied to new or renovation construction projects in California to control interior noise levels resulting from exterior noise sources. Proposed projects may use either the perspective method (Section 5.507.4.1) or the performance method (Section 5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate transmission loss ratings for the wall and roof-ceiling assemblies and exterior windows when located within a noise environment of 65 dBA CNEL or higher. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA $L_{eq(1\ hr)}$.

General Plan Guidelines

The State of California, through its General Plan Guidelines, discusses how ambient noise should influence land use and development decisions and includes a table of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable uses at difference noise levels expressed in CNEL or L_{dn}. A conditionally acceptable analysis designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. Local municipalities adopt these compatibility standards as part of their General Plan and modify them as appropriate for their local environmental setting.

Local

City of Wildomar General Plan

The Noise Element of the City of Wildomar General Plan includes goals and policies that aim to minimize the impact of noise sources found in the City.

- **Policy 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. (AI 107)

- **Policy N-1.2:** Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports. (AI 107)

- **Policy 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 of higher than 65 CNEL will require noise attenuation measures.

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. (AI 105)

- **Policy N-1.4:** Determine if existing land uses will present noise compatibility issues with proposed by undertaking site surveys. (AI 106, 109)

- **Policy N-1.5:** Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, visitors, and noise-sensitive uses of Riverside County. (AI 105, 106, 108)

- **Policy N-1.6:** Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses. (AI 107)

- **Policy 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. (AI 106, 107)

- **Policy N-1.8:** Limit the maximum permitted noise levels that cross property lines and impact adjacent land uses, except when dealing with noise emissions from wind turbines. Please see the Wind Energy Conversion Systems section for more information. (AI 108)

- **Policy 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. (AI 105, 107)

- **Policy N-2.3:** Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources: (AI 105)

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.	40 L_{eq} (10 minute)	45 L_{eq} (10 minute)
7:00 a.m. to 10:00 p.m.	55 L_{eq} (10 minute)	65 L_{eq} (10 minute)

[1] These are only preferred standards; final decision will be made by the Riverside County Planning Department and Office of Public Health.

- **Policy N-4.1:** Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels: (AI 105)
  - 45 dBA-10-minute L_{eq} between 10:00 p.m. and 7:00 a.m.
  - 65 dBA-10-minute L_{eq} between 7:00 a.m. and 10:00 p.m.
- **Policy N-4.2:** Develop measures to control non-transportation noise impacts. (AI 105)
- **Policy N-4.3:** Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed, and ensure that the recommended mitigation measures are implemented. (AI 105, 106, 109)
- **Policy 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. (AI 105)
- **Policy N-4.5:** Encourage major stationary noise-generating sources throughout the County of Riverside to install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable prior to the renewal of Conditional Use Permits or business licenses or prior to the approval and/or issuance of new Conditional Use Permits for said facilities. (AI 105, 107)
- **Policy N-4.6:** Establish acceptable standards for residential noise sources such as, but not limited to, leaf blowers, mobile vendors, mobile stereos, and stationary noise sources such as home appliances, air conditioners, and swimming pool equipment. (AI 105)
- **Policy N-4.7:** Evaluate noise producers for the possibility of pure-tone producing noises. Mitigate any pure tones that may be emitted from a noise source. (AI 106, 107)
- **Policy 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. (AI 106, 107)

- **Policy 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. (AI 105, 107)

- **Policy N-8.2:** Ensure the inclusion of noise mitigation measures in the design of new roadway projects in the County. (AI 105)

- **Policy N-8.3:** Require development that generates increased traffic and subsequent increases in the ambient nose level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures. (AI 106)

- **Policy N-8.4:** Require that the loading and shipping facilities of commercial and industrial land uses, which abut residential parcels be located and designed to minimize the potential noise impacts upon residential parcels. (AI 105)

- **Policy N-8.7:** Require that field noise monitoring be performed prior to siting to any sensitive land uses along arterial roadways. Noise level measurements should be of at least 10 minutes in duration and should include simultaneous vehicle counts so that more accurate vehicle ratios may be used in modeling ambient noise levels. (AI 106)

- **Policy N-12.1**: Minimize the impacts of construction noise on adjacent uses within acceptable practices. (AI 105, 108)

- **Policy N-12.2**: Ensure that construction activities are regulated to establish house of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas. (AI 105, 108)

- **Policy 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. (AI 105, 108)

- **Policy 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.

- **Policy N-13.2:** Continue to develop effective strategies and mitigation measures for the abatement of noise hazards reflecting effective site design approaches and state-of-the-art building technologies. (AI 108)

- **Policy 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. (AI 106)

- **Policy N-13.5:** Consider the issue of adjacent residential land uses when designing and configuring all new, non-residential development. Design and configure on-site ingress and egress points that divert traffic away from nearby noise-sensitive land uses to the greatest degree practicable. (AI 106, 107)

- **Policy N-13.8:** Review all development applications for consistency with the standards and policies of the Noise Element of the General Plan.

- **Policy N-13.9:** Mitigate 600 square feet of exterior space to 65 dB CNEL when new development is proposed on residential parcels of 1 acre or greater.

- **Policy N-14.1:** Minimize the potential adverse noise impacts associated with the development of mixed-use structures where residential units are located above or adjacent to commercial uses. (AI 106, 107, 108)

- **Policy N-14.2:** Require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use. (AI 105)

- **Policy N-15.1:** Restrict the placement of sensitive land uses in proximity to vibration-producing land uses. (AI 150)

- **Policy N-15.2:** Consider the following land uses sensitive to vibration:

  - Hospitals;
  - Residential Areas;
  - Concert Halls;
  - Libraries;
  - Sensitive Research Operations;
  - Schools; and
  - Offices

City of Wildomar Municipal Code

Chapter 9.48, Noise Regulation, of the Wildomar Municipal Code, establishing Citywide standards to regulate noise, so that noise does not jeopardize the health, safety, or general welfare of the City of Wildomar residents and degrade their quality of life.

5.9.1.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

The project site is approximately 425 feet west of I-15. The project site is bound by Wildomar Trail to the north and Central Avenue to the west. The noise environment is predominantly characterized by traffic noise.

Sensitive Receptors

Certain land uses, such as residences, schools, and hospitals, are particularly sensitive to noise and vibration. Sensitive receptors include residences, senior housing, schools, places of worship, and recreational areas. These uses are regarded as sensitive because they are where citizens most frequently engage in activities which are likely to be disturbed by noise, such as reading, studying, sleeping, resting, working from home, or otherwise engaging in quiet or passive recreation. Commercial and industrial uses are not particularly sensitive to noise or vibration.

The project site is surrounded by vacant land to the north, residential uses (sensitive receptors) to the east and south, and residential and industrial uses to the west of the site.

To assess existing noise levels, two long-term noise measurements and two short-term noise measurements in the vicinity of the project site. The long-term noise measurements captured hourly L_{eq} data as well as CNEL data, which incorporate the nighttime hours. Sources that dominate the existing noise environment include traffic on Central Avenue, Wildomar Trail, and I-15, and occasional distant aircraft (LSA 2020). The short-term measurements captured traffic noise from Central Avenue, Wildomar Trail, and I-15 at various locations. Table 5.9-1, *Long-Term Noise Level Measurements,* and Table 5.9-2, *Short-Term Noise Level Measurements,* show the data collected during the long-term and short-term noise monitoring.

Table 5.9-1 Long-Term Noise Level Measurements

Location	Daytime Noise Levels[1] (dBA L_{eq})	Evening Noise Levels[2] (dBA L_{eq})	Nighttime Noise Levels[3] (dBA L_{eq})	Average Daily Noise Levels (dBA CNEL)
LT-1 West of the rear yard of 35091 Pashal Place	46.5–48.9	45.8–47.9	43.2–47.9	52.6
LT-2 Approximately 150 feet east of Central Avenue and 400 feet north of Cervera Road	48.3–53.0	48.5–50.8	43.4–52.5	55.2

Source: LSA 2020
[1] Daytime noise levels = noise levels during the hours of 7:00 a.m. to 7:00 p.m.
[2] Evening noise levels = noise levels during the hours of 7:00 p.m. to 10:00 p.m.
[3] Nighttime noise levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.
dBA = A-weighted decibels Leq=equivalent continuous sound level

Table 5.9-2 Short-Term Noise Level Measurements[1]

Location Number	Location Description	Measured Noise Level (dBA L_{eq})	Daytime Noise Levels[2] (dBA L_{eq})	Evening Noise Levels[3] (dBA L_{eq})	Nighttime Noise Levels[4] (dBA L_{eq})	Average Daily Noise Levels (dBA CNEL)
ST-1	Southeast corner of the project site near 22556-22608 Cervera Road	55.3	46.6–51.3	48.8–50.8	41.7–48.4	53.4
ST-2	Northwest corner of the project area near intersection of Wildomar Trail and Central Avenue	56.7	54.5–59.2	56.7–58.7	49.6–56.3	61.3
ST-3	Lot north of Cal Lutheran High School at 31970 Central Avenue	53.0	55.3–60.0	57.6–59.5	50.4–57.2	62.2

Source: LSA 2020
[1] Hourly and daily noise levels were calculated based on a 15-minute short-term measurement and then adjusting it to the pattern of the nearest long-term measurement.
[2] Daytime Noise Levels = noise levels during the hours of 7:00 a.m. to 7:00 p.m.
[3] Evening Noise Levels = noise levels during the hours of 7:00 p.m. to 10:00 p.m.
[4] Nighttime Noise Levels = noise levels during the hours of 10:00 p.m. to 7:00 a.m.
dBA = A-weighted decibels Leq=equivalent continuous sound level

Existing roadway traffic noise levels in the project vicinity were assessed using the Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) and data from the Traffic Impact Analysis for the proposed project (see Appendix 5.11-1). Table 5.9-3, *Existing Traffic Noise Levels Without Proposed Project,* shows the noise levels from nearby roadway segments.

Table 5.9-3 Existing Traffic Noise Levels Without Proposed Project

Roadway Segment	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Central Avenue south of Palomar Street	8,600	<50	97	300	66.6
Central Avenue from Palomar Street to Cervera Road	12,300	137	426	1,345	72.8
Central Avenue from Cervera Road to Wildomar Trail	14,300	158	495	1,563	73.5
Wildomar Trail from Central Avenue to I-15	14,300	158	495	1,563	73.5
Wildomar Trail from I-15 to Monte Vista Drive	5,300	<50	61	186	64.5
Monte Vista Drive south of Bundy Canyon Road	1,800	<50	<50	65	59.8
Palomar Street west of Central Avenue	8,400	95	291	919	71.2

Table 5.9-3 Existing Traffic Noise Levels Without Proposed Project

Roadway Segment	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Palomar Street east of Central Avenue	12,000	133	416	1,312	72.7
Bundy Canyon Road west of Monte Vista Drive	19,300	214	667	2,107	74.3
Bundy Canyon Road east of Monte Vista Drive	20,200	223	698	2,205	74.5

Source: LSA 2020
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT=average daily traffic
CNEL= community noise equivalent level
dBA = A-weighted decibels

Prielipp-Yamas Drive Property Rezone

The Property is approximately 0.4-mile west of I-15, and is bound by Prielipp Road to the south and Yamas Drive to the west.

Sensitive Receptors

The Property is surrounded by vacant land to the north and east, and residential uses (sensitive receptors) to the south and west.

5.9.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would result in:

N-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

N-2 Generation of excessive groundborne vibration or groundborne noise levels.

N-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels.

5.9.2.1 CONSTRUCTION NOISE THRESHOLDS

A potentially significant noise impact could occur if construction activities do not comply with the stated construction hours in the City's Municipal Code (no construction between 6:00 p.m. and 6:00 a.m. during June through September, and between 6:00 p.m. and 7:00 a.m. during October through May) or if they exceed the 90 dBA L_{eq} FTA daytime standard for residential uses.

5.9.2.2 CONSTRUCTION-RELATED VIBRATION THRESHOLDS

A potentially significant impact could occur if vibration levels exceed the FTA impact criteria listed in Table 5.9-4, *Groundborne Vibration Impact Criteria for Assessing Human Annoyance,* and Table 5.9-5, *Construction Vibration Damage Criteria.*

Table 5.9-4 Groundborne Vibration Impact Criteria for Assessing Human Annoyance

Land Use Category	Groundborne Vibration Impact Levels (VdB re 1 **µin/sec**)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB[4]	65 VdB[4]	65 VdB[4]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses where primarily daytime use.	75 VdB	78 VdB	83 VdB

Source: LSA 2020
[1] Frequent events are defined as more than 70 vibration events of the same source per day.
[2] Occasional events are defined as between 30 and 70 vibration events of the same source per day.
[3] Infrequent events are defined as fewer than 30 vibration events of the same kind per day.
[4] This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
µin/sec = microinches per second
µPa = micropascals
dB = decibels
dBA = A-weighted decibels
FTA = Federal Transit Administration
HVAC = heating, ventilation, and air-conditioning
VdB = vibration velocity decibels

Table 5.9-5 Construction Vibration Damage Criteria

Building Category	**PPV (in/sec)**	Approximate L_v (VdB)[1]
Reinforced concrete, steel, or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry	0.20	94
Building extremely susceptible to vibration damage	0.12	90

Source: LSA 2020
[1] RMS VdB re 1 µin/sec.
µin/sec = microinches per second
FTA = Federal Transit Administration
in/sec = inches per second
LV = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity in decibels

5.9.2.3 LONG-TERM OPERATIONAL OFF-SITE TRANSPORTATION THRESHOLDS

A significant increase of existing ambient noise levels affecting existing sensitive land uses that would require the adoption of practical and feasible mitigation is deemed to occur where a project will cause:

- The ambient noise level is less than 65 dBA CNEL and the project increases noise levels by 5 dBA or more; or
- The ambient noise level is greater than 65 dBA CNEL and the project increases noise levels by 3 dB or more.

5.9.2.4 NON-TRANSPORTATION-RELATED STATIONARY SOURCE AND OPERATIONS THRESHOLDS

Limits on the level of a stationary noise source that may affect a residential area are defined as part of the City's Noise Element. The project would normally have a significant noise impact if it would exceed the noise level performance standards of 55 dBA L_{eq} during daytime hours (7:00 a.m. to 10 p.m.) and 45 dBA L_{eq} during the nighttime hours (10:00 p.m. to 7:00 a.m.). Should it occur that existing ambient levels exceed the performance standards, an increase of 3 dBA over existing noise levels would normally be considered perceptible and therefore, potentially significant.

5.9.3 Plans, Programs, and Policies

PPP NOI-1 Project-related construction activity will not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September, and 6:00 p.m. and 7:00 a.m. during the months of October through May.

PPP NOI-2 Any construction located within one-fourth mile from occupied residences shall be permitted Monday through Saturday, 6:30 a.m. to 7:00 p.m.

PPP NOI-3 The residential development will comply with the California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Interior Environment, Section 1207.11.2, Allowable Interior Noise Levels. Non-residential development will comply with the CBC, Title 24, Building Standards Administrative Code, Part 11, CALGreen.

5.9.4 Environmental Impacts

5.9.4.1 METHODOLOGY

The noise evaluation was prepared in accordance with the requirements of CEQA to determine if the proposed project would result in significant construction and operational impacts at nearby sensitive receptors. Per *CBIA v. BAAQMD,* noise compatibility for onsite sensitive receptors is generally no longer the purview of CEQA. However, the City requires projects to be designed to achieve the interior noise standards of the noise insulation requirements of the California Green Building Standards Code for nonresidential uses and the California Building Code for residential uses, which require exterior-interior noise insulation sufficient

to achieve interior noise levels of 45 dBA CNEL from sources such as traffic noise affecting the residential portion of the proposed project. Construction noise modeling was conducted using the FHWA Roadway Construction Noise Model (RCNM).

5.9.4.2 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.9-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project. [Threshold N-1]

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

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction Noise

The first type of short-term construction noise is mobile-source noise which would result from the transport of construction equipment and materials to the project site and construction worker commute. These transportation activities would incrementally raise noise levels on access roads leading to the site. It is expected that larger trucks used in equipment delivery would generate higher noise impacts than trucks associated with worker commutes. The single-even noise from equipment trucks passing at a distance of 50 feet from a sensitive noise receptor would reach a maximum level of 84 dBA L_{max} (LSA 2020). However, heavy equipment for grading and construction activities would be moved on site once, and would remain onsite for the duration of each construction phase. This one-time trip, when heavy construction equipment is moved on- and off-site, would not add to the daily traffic noise in the project vicinity. The total number of daily vehicle trips would be minimal when compared to existing traffic volumes on the affected streets and the long-term noise level change associated with these trips would not be perceptible. Therefore, noise associated with the transportation of equipment and construction-related worker commute impacts would be short-term and would not result in a significant off-site noise impact.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building construction, architectural coating, and paving on the project site. Construction is undertaken 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 project site. Therefore, the noise levels vary 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 (LSA 2020).

Noise impacts associated with construction activities are regulated by the City's noise ordinance. The proposed project would be required to comply with the construction hours specified in the City's Noise

Ordinance, which exempts construction activities located one-quarter of a mile from inhabited dwellings between the hours of 6:00 a.m. and 6:00 p.m. Monday through Friday during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. and Monday through Friday during the months of October through May, and from 8:30 a.m. to 4:30 p.m. on Saturdays; no construction is permitted outside of these hours or on Sundays and federal holidays. In addition, construction-related noise impacts would remain below the 90 dBA L_{eq} 1-hour construction noise level criteria as established by the FTA and therefore would be less than significant. The proposed project would also include best management practices (BMPs) to reduce noise during construction, such as equipping all construction equipment (fixed or mobile) with properly operating and maintained mufflers consistent with manufacturers' standards and should utilize the best available noise control techniques, placing all stationary construction equipment so that emitted noise is directed away from sensitive receptors, prohibiting extended idling time of internal combustion engines, and locating equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all project construction (LSA 2020). Therefore, with the compliance of the City's noise ordinance and implementation of BMPs, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the Property would result in short-term construction noise from mobile-sources and stationary-sources. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential uses near the Property. The nearest sensitive receptors to the Property are residences to the west and south of the Property. However, it is acknowledged that construction activities could occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors. Future construction activities would include site preparation, grading, building construction, paving, and architectural coating. Grading activities typically represent one of the highest potential sources for noise impacts; the most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours.

Future development on the Property would be required to comply with the City's noise ordinance, which would ensure that short-term noise impacts would have a less than significant impact on sensitive receptors.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.9-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.9-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-1 would be less than significant.

Impact 5.9-2 **Project implementation would result in long-term operation-related noise that would exceed local standards. [Threshold N-1]**

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Operational noise can be categorized as mobile source noise and stationary source noise. Mobile source noise would be attributable to the additional vehicle trips that would result from the proposed project. Stationary source noise includes noise generated by the proposed project, such as parking lot and loading activities, HVAC equipment, drive-through speakers, and a car wash.

Mobile Sources

Table 5.9-6, *Existing, Opening Year, and Buildout Traffic Noise Levels Without and With Project*, shows the modeled 24-hour CNEL levels for traffic noise during Existing, Opening Year, and Buildout Conditions, both without and with the proposed project. The noise levels in Table 5.9-6 represent the worst-case scenario, which assumes no shielding is provided between the traffic and the location where the noise contours are drawn. As shown in Table 5.9-6, the project-related traffic would have less than perceptible (1.0 dBA or less) noise level increases along roadway segments in the project vicinity during Opening Year and Buildout Conditions.

Stationary Sources

Noise impacts associated with the long-term operation of the proposed project must comply with the hourly daytime and nighttime noise standards of 55 dBA L_{eq} during daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} during the nighttime hours (10:00 p.m. to 7:00 a.m.) per the City's Municipal Code. Noise associated with the proposed project includes HVAC equipment, loading activities, car wash operations, parking lot activities, and drive-through speaker during normal operations (LSA 2020).

Table 5.9-6 Existing, Opening Year, and Buildout Traffic Noise Levels Without and With Project

	Existing					Opening Year (2023)					Buildout (Post-2035)				
	No Project		With Project			No Project		With Project			No Project		With Project		
Roadway Segment	ADT	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions	ADT	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions	ADT	CNEL (dBA) 50 feet from Centerline of Outermost Lane	ADT	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions
Central Ave south of Palomar St	8,600	66.6	9,300	66.7	0.1	13,900	68.4	14,600	68.6	0.2	26,200	71.2	26,900	71.3	0.1
Central Ave from Palomar St to Cervera Rd	12,300	72.8	15,300	73.8	1.0	17,000	74.2	20,000	74.9	0.7	25,400	76.0	28,400	76.5	0.5
Central Ave from Cervera Rd to Baxter Rd	14,300	73.5	18,000	74.5	1.0	22,800	75.5	26,500	76.2	0.7	23,200	75.6	26,900	76.2	0.6
Baxter Rd from Central Ave to I-15	14,300	73.5	18,700	74.7	1.2	22,700	75.5	27,100	76.3	0.8	28,400	76.5	32,800	77.1	0.6
Baxter Rd from I-15 to Monte Vista Dr	5,300	64.5	8,700	66.7	2.2	14,100	68.8	17,500	69.7	0.9	20,400	70.1	23,800	70.7	0.6
Monte Vista Dr south of Bundy Canyon Rd	1,800	59.8	3,300	62.4	2.6	7,800	66.2	9,300	66.9	0.7	17,800	69.5	19,300	69.8	0.3
Palomar St west of Central Ave	8,400	71.2	9,500	71.7	0.5	11,900	72.7	13,000	73.1	0.4	12,300	72.8	13,400	73.2	0.4
Palomar St east of Central Ave	12,000	72.7	13,100	73.1	0.4	15,900	74.0	17,000	74.2	0.2	19,900	74.9	21,000	75.2	0.3
Bundy Canyon Rd west of Monte Vista Dr	19,300	74.3	20,000	74.5	0.2	30,600	76.3	31,300	76.4	0.1	45,100	78.0	45,800	78.1	0.1
Bundy Canyon Rd east of Monte Vista Dr	20,200	74.5	21,000	74.7	0.2	31,400	76.4	32,200	76.5	0.1	47,400	78.2	48,200	78.3	0.1

Source: LSA 2020
Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.
ADT = average daily traffic

CNEL = community noise equivalent level
dBA = A-weighted decibels

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Based on the Noise Analysis, the noise levels at the proposed residential site south of the carwash would experience noise level impacts that would exceed both the daytime and nighttime hourly noise level standards of 55 dBA L_{eq} and 45 dBA L_{eq}, respectively. In order to determine feasible noise reduction measures to reduce noise impacts at the proposed residences, a 10-foot high wall extending from the exit of the carwash along the driveway to the parking lot is proposed (**Mitigation Measures NOI-1**). With the incorporation of the 10-foot high carwash exit wall, operation of the carwash would result in noise levels of up to 53 dBA L_{eq} at the nearest residence. The results of the analysis show that noise levels would achieve the 55 dBA L_{eq} daytime noise standard, but would continue to exceed the nighttime standard of 45 dBA L_{eq}. In order to achieve noise levels of less than 45dBA L_{eq}, carwash operations would be restricted from 10:00 p.m. to 7:00 a.m. (**Mitigation NOI-2**). Moreover, the final residential site design would be prepared to include noise reduction measures to ensure that exterior noise levels would comply with the City's standard of 65 CNEL. With the implementation of **Mitigation Measure NOI-1** and **Mitigation Measure NOI-2**, as well as compliance with the City's noise ordinance, the proposed project would not result in an exceedance of the City's noise standards at the existing nearby sensitive receptors, resulting in a less than significant impact.

PRIELIPP-YAMAS PROPERTY REZONE

Implementation of future residential uses on the Property would create new sources of noise at the Property. The major noise source associated with future development that would potentially impact existing and future nearby residences include off-site traffic noise, on-site mobile noise, mechanical equipment, and parking area noise. Future development would be required to comply with the City's noise ordinance, which would ensure that long-term operational noise impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.9-2 would be potentially significant.

Mitigation Measures

NOI-1 A 10-foot high wall extending from the exit of the carwash to the commercial driveway shall be constructed in order to reduce daytime noise levels.

NOI-2 In order to reduce nighttime noise levels, carwash operations shall be restricted to the hours of 7:00 a.m. to 10 p.m.

Level of Significance After Mitigation: Impact 5.9-2 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.9-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-2 would be less than significant.

Impact 5.9-3: The project would not create excessive short-term or long-term groundborne vibration. [Threshold N-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction Vibration

Building Damage

Potential vibration impacts associated with development projects are usually related to the use of heavy construction equipment during the grading phases of construction. Construction can generate varying degrees of ground vibration depending on the construction procedures and equipment. Construction equipment generates vibration that spreads through the ground diminishes with distance from the source. The effect on buildings in the vicinity of a construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures.

Groundborne noise and vibration from construction activity of the proposed project would be low to moderate. Table 5.9-7, *Vibration Source Amplitudes for Construction Equipment,* shows the expected vibration levels for the proposed project. As shown in Table 5.9-5, it would take a minimum of 90 VdB (or 0.12 in/sec PPV) to cause any potential building damage to structures extremely susceptible to vibration damage. Table 5.9-7 further shows the PPV values and vibration levels (in terms of VdB) from other construction vibration sources at 25 feet from construction vibration sources for comparison purposes.

Table 5.9-7 Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_v at 25 feet	
	PPV (in/sec)	L_v (VdB)[1]
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jachammer	0.035	79
Small Bulldozer	0.003	58

Source: LSA 2020
[1] RMS VdB re 1 µin/sec.
µin/sec = microinches per second
FTA = Federal Transit Administration
in/sec = inches per second
LV = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity in decibels

The closest structures to the project site are the residential uses surrounding the project site approximately 35 feet from construction activity. Given these structures are greater than 25 feet from the project construction area limits, the estimated vibration impacts are propagated for distance. A vibration level at 50 feet is 9 VdB lower than at 25 feet, a vibration level at 100 feet is 18 VdB lower than at 25 feet, and a vibration level at 400 feet is 36 VdB lower than at 25 feet (LSA 2020). Using the information in Table 5.9-7, the operation of typical construction equipment would generate groundborne vibration levels of up to 83 VdB, which would not exceed the 90 VdB guideline that is considered safe for fragile buildings. Therefore, construction would not result in any vibration damage and impacts would be less than significant.

Human Annoyance

As stated above, the existing single-family residences east of the project site are the nearest sensitive receptors, and would be located approximately 35 feet from construction activity, and therefore, would experience vibration levels approaching 83 VdB. Based on Table 5.9-4, this level of groundborne vibration has the potential to exceed the level of distinctly perceptible, which is approximately 72 VdB for frequent events at uses where people sleep, when activities occur within 80 feet of the residential uses. However, construction activities would not occur during nighttime sensitive hours and therefore, would not exceed the FTA vibration threshold for human annoyance at the nearest sensitive use.

Operational Vibration

The streets surrounding the project area are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is, therefore, assumed that no such vehicular vibration impacts would occur during project operations and, therefore, no vibration impact analysis of on-road vehicles is necessary. Additionally, once constructed, the proposed project would

not contain uses that would generate groundborne vibration (LSA 2020). Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

Once future development on the Property is operational, the site would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to future development on the Property would be primarily associated with short-term construction-related activities. Construction on the Property would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) would be conservative. The types of construction vibration impacts are human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment, as shown in Table 5.9-5.

Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Vibration velocities from typical heavy construction equipment operations would be short-term and would not be of sufficient magnitude to cause building damage. Therefore, vibration impacts associated with future construction on the Property would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.9-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-3 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.9-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-3 would be less than significant.

Impact 5.9-4: The proximity of the project site to an airport or airstrip would not result in exposure of future residents or workers to airport-related noise. [Threshold N-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is approximately 2.2 miles southeast of the nearest public airport, Skylark Field Airport. Aircraft noise is rarely audible at the project site and no portion of the site lies within the 60 dBA CNEL noise contours of the Airport, nor does any portion lie within 2 miles of any private airfield or heliport (LSA 2020). No impact would occur.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is approximately 4.65 miles southeast of the Skylark Field Airport and no private airstrips are within 2 miles of the site. Therefore, future residents would not be subject to excessive aircraft noise. No impact would occur.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.9-4 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-4 would not be significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.9-4 would not be significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.9-4 would not be significant.

5.9.5 Cumulative Impacts

Operational Noise and Vibration

The project's contribution to a significant cumulative traffic noise increase would be cumulatively considerable if it is calculated to be 1 dBA or more. As shown in Table 5.9-6, cumulative traffic noise

increases would be less than 1 dBA. Therefore, the propose project's cumulative impact would be considered less than significant.

Construction Noise and Vibration

If construction of the proposed project were to overlap with cumulative projects in the project vicinity, nose could combine to result in significant cumulative impacts. Future development could occur on the parcel of land directly north of the project site, which contribute to cumulative construction noise impact, however, the proposed project as well as future projects in the vicinity would be required to comply with the City's noise ordinance and BMPs. Similarly, future development on the Prielipp-Yamas Drive Property would be required to comply with the City's noise ordinance to ensure construction noise and vibration impacts are less than significant.

5.9.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.9-1, 5.9-3, and 5.9-4.

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.9-2** Project implementation would result in long-term operation-related noise that would exceed local standards.

5.9.7 Mitigation Measures

Impact 5.9-2

NOI-1 A 10-foot-high wall extending from the exit of the carwash to the commercial driveway shall be constructed in order to reduce daytime noise levels.

NOI-2 In order to reduce nighttime noise levels, carwash operations shall be restricted to the hours of 7:00 a.m. to 10 p.m.

5.9.8 Level of Significance After Mitigation

With the implementation of Mitigation Measures NOI-1 and NOI-2, daytime and nighttime operational noise from the carwash would be reduced to acceptable levels, and therefore, would not impact nearby residents. Impacts would be less than significant with mitigation incorporated.

5.9.9 References

LSA. 2020, February. Noise and Vibration Impact Analysis. Appendix 5.9-1.

5.10 POPULATION AND HOUSING

This section of the Draft Environmental Impact Report (DEIR) examines the potential for socioeconomic impacts of the proposed Wildomar Trail Town Center Mixed-Use Project in the City of Wildomar, including changes in population, employment, and demand for housing, particularly housing cost/rent ranges defined as "affordable." According to Section 15382 of the CEQA Guidelines, "An economic or social change by itself shall not be considered a significant impact on the environment." Socioeconomic characteristics should be considered in an EIR only to the extent that they create impacts on the physical environment.

5.10.1 Environmental Setting

5.10.1.1 REGULATORY BACKGROUND

State

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This Plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California's projected population growth that would occur in each county based on California Department of Finance population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, the HCD provides the RHNA to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. The HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

State law recognizes the vital role local governments play in the supply and affordability of housing. To that end, California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.
- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.
- Assist in the development of adequate housing to meet the needs of low and moderate income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

- Preserve for lower income households the publicly assisted multifamily housing developments in each community.

California housing element laws (California Government Code §§ 65580–65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs. The City of Wildomar General Plan Housing Element was updated in 2013 for the 2013–2021 cycle.

Housing Accountability Act

The Housing Accountability Act (HAA) requires that cities approve applications for residential development that are consistent with a city's general plan and zoning code development standards without reducing the proposed density. Examples of objective standards are those that are measurable and have clear criteria that are determined in advance, such as numerical setback, height limit, universal design, lot coverage requirement, or parking requirement. Under the HAA, an applicant is entitled to the full density allowed by the zoning and/or general plan provided the project complies with all objective general plan, zoning, and subdivision standards and provided that the full density proposed does not result in a specific, adverse impact on public health and safety and cannot be mitigated in any other way.

Assembly Bill (AB) 648 amends the HAA by increasing the documentation and standard of proof required for a local agency to legally defend its denial of low-to-moderate-income housing development projects. If the local agency considers the housing development project to be inconsistent, not in compliance, or not in conformity, this Bill requires the local agency to give the applicant, within specified time periods, written documentation identifying the provision or provisions and an explanation of the reason or reasons it considers the housing development to be inconsistent, not in compliance, or not in conformity. If the local agency fails to provide this documentation, the housing development project is deemed consistent, compliant, and in conformity with the applicable plan, program, policy, ordinance, standard, requirement, or other similar provision.

AB 1515: Reasonable Person Standard

AB 1515 specifies that a housing development project is deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity. This Bill added additional findings related to the Housing Accountability Act in this regard.

Senate Bill 330 (SB 330)

SB 330 Housing Crisis Act of 2019 states that until January 1, 2025, an application would be deemed complete if a preliminary application was submitted and it complied with the applicable objective general plan and zoning standards in effect at the time. The Planning and Zoning Law requires a public hearing be held on an application for a variance from the requirements of a zoning ordinance or an application for a conditional

use permit. However, this Bill would prohibit any City or County from conducting more than five hearings held pursuant to these provisions if a housing development project complies with the applicable objective general plan and zoning standards in effect at the time an application is deemed complete. Additionally, this Bill would reduce the time for which a lead agency can approve or disapprove a project from 120 days to 90 days.

Regional

Southern California Association of Governments

SCAG is a regional council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, which encompass over 38,000 square miles. SCAG is the federally recognized metropolitan planning organization (MPO) for this region and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. The City of Wildomar is within the Western Riverside Council of Governments (WRCOG) subregion of SCAG.

Regional Transportation Plan/Sustainable Community Strategy

SCAG develops regional plans to achieve reginal plans to achieve specific regional objectives. On September 3, 2020, SCAG adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with mobility, economy, healthy/complete communities, and the environment (SCAG 2020a). This long-range plan, which is a requirement of the state of California and the federal government is updated by SCAG every four years as demographic, economic, and policy circumstances change. A component of the RTP/SCS is a set of growth forecasts that estimates employment, population, and housing growth. These estimates are used by SCAG, transportation agencies, and local agencies to anticipate and plan for growth. The most recent jurisdictional growth forecasts are from the 2016–2040 RTP/SCS; the 2020–2045 RTP/SCS lists the 2045 growth forecasts.

Local

The City of Wildomar General Plan

Development of housing in the City is guided by goals, objectives, and policies of the General Plan and Housing Element. The Housing Element includes the following policies on population and land use:

- **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).

- **Policy H-2:** Maintain land use policies that allow residential growth consistent with the availability of adequate infrastructure and public services.

5.10.1.2 EXISTING CONDITIONS

Population

Table 5.10-1, *Population Trends in Wildomar,* shows the population trends and percent change in the City from 2010 through 2020.

Table 5.10-1 Population Trends in Wildomar

Year	Population	Percent Change
2010	30,637	N/A
2011	31,452	2.60%
2012	32,101	2.02%
2013	32,744	1.96%
2014	33,601	2.55%
2015	34,220	1.80%
2016	34,775	1.60%
2017	35,492	2.02%
2018	36,162	1.85%
2019	37,126	2.67%
2020	37,183	0.15%

Source: US Census Bureau 2020a., California DOF, E-5 Report

Housing

Housing Growth Trends

Table 5.10-2, *Housing Growth Trends in Wildomar,* shows the rate of housing growth from 2010 to 2020 and how it has varied over the years.

Table 5.10-2 Housing Growth Trends in Wildomar

Year	Housing Units	Percent Change
2010	10,509	N/A
2011	10,640	1.23%
2012	10,819	1.65%
2013	10,873	0.50%
2014	10,626	-2.32
2015	10,456	-1.63%
2016	10,322	-1.30%
2017	10,422	0.96%
2018	10,583	1.52%
2019	11,554	9.18%
2020	11,584	0.26%

Source: US Census Bureau 2020b., California DOF, E-5 Report

Regional Housing Needs Assessment

As shown in Table 5.10-3, *City of Wildomar 2013–2021 RHNA,* Wildomar's RHNA allocation for the 2013–2021 planning period is 2,535 units. This number was calculated by SCAG based on the City's share of the region's employment growth, migration and immigration trends, and birth rates.

Table 5.10-3 City of Wildomar 2013–2021 RHNA

Income Category (% of County AMI)[1]	Income Range[2]	Number of Units
Extremely Low Income	$0–$20,100	310
Very Low	$20,101–$33,500	311
Low	$33,501–$53,600	415
Moderate	$53,601–$78,000	461
Above Moderate	$78,001 or more	1,038
Total	-	2,535

Source: Wildomar 2013.
[1] AMI = area median income
[2] Based on a four-person household

Employment

Employment Trends

According to the California Employment Development Department, the average employment rate in Wildomar increased from 2010 to 2019. The average annual employment rate and percent changes are shown in Table 5.10-4, *Average Employment Trends in Wildomar*.

Table 5.10-4 Average Employment Trends in Wildomar

Year	Employment (persons)	Percent Change
2010	13,200	N/A
2011	13,300	0.75%
2012	13,600	2.21%
2013	14,000	2.86%
2014	15,000	6.67%
2015	15,400	2.60%
2016	15,800	2.53%
2017	16,400	3.66%
2018	16,800	2.38%
2019	17,100	1.75%

Source: EDD 2020.

Existing Employment

Table 5.10-5, *Wildomar's Industry by Occupation (2010 and 2018),* shows the City's total workforce by occupation and industry from 2010 to 2018. According to the estimates of the US Census Bureau, Wildomar had an employed civilian labor force (16 years and older) of 13,823 in 2010 and 16,073 in 2018. The three largest occupational categories during 2010 were Educational Services, and Health Care and Social Assistance; Construction; and Manufacturing; and in 2018 were Educational Services, and Health Care and Social Assistance; Arts, Entertainment, and Recreation, and Accommodation and Food Services; and Professional, Scientific, and Management, and Administrative and Waste Management Services.

Table 5.10-5 Wildomar's Industry by Occupation (2010 and 2018)

Industry/Occupation	Number of Employees in 2010	Number of Employees in 2018	Percentage of Workforce
Agriculture, forestry, fishing and hunting, and mining	113	203	79.6%
Construction	1,874	1,706	-8.9%
Manufacturing	1,566	1,733	10.6%
Wholesale Trade	387	325	-16.0%
Retail trade	1,436	1,599	11.3%
Transportation and warehousing, and utilities	712	776	8.9%
Information	194	192	-1.0%
Finance and insurance, and real estate and rental and leasing	726	844	16.2%
Professional, scientific, and management, and administrative and waste management services	1,716	1,972	14.9%
Educational services, and health care and social assistance	2,267	3,185	40.4%
Arts, entertainment, and recreation, and accommodation and food services	1,553	2,033	30.9%
Other services, except public administration	609	847	39.0%
Public administration	670	658	1.7%
Total	13,823	16,073	-

Source: US Census Bureau 2020c.
Note: Numbers of employees were rounded up to the nearest whole number. Employment figures count civilian employees 16 years and older.

Growth Projections

Southern California Association of Governments

SCAG undertakes comprehensive regional planning with an emphasis on transportation. The 2016–2040 RTP/SCS provides the most current projections of population, households, and total employment for Wildomar; the 2020–2045 RTP/SCS provides the 2045 growth projections. Based on the City's share of California's and the region's employment growth, migration and immigration trends, and birth rates, SCAG projects that projects that population, housing, and employment will grow at an increasing rate in Wildomar until 2040, and in 2045, population and employment would decrease while housing would continue to increase. These projections are summarized in Table 5.10-6, *SCAG Growth Projections for Wildomar*.

Table 5.10-6 SCAG Growth Projections for Wildomar

	2020	2035	2040	2045
Population	38,700	53,700	56,200	55,200
Households	12,900	17,300	18,100	19,600
Housing Units[1]	12,255	16,435	17,195	18,620
Employment	8,800	12,900	13,500	11,200
Jobs-Housing Ratio	0.72	0.78	0.79	0.60

Source: SCAG 2016 and SCAG 2020b.
[1] Housing units in SCAG projections are estimated based on number of households and a healthy vacancy rate of 5 percent.

Jobs-Housing Ratio

The jobs-housing ratio is a general measure of the number of jobs versus housing in a defined geographic area, without regard to economic constraints or individual preferences. The jobs-housing ration, as well as the type of jobs versus the price of housing, has implications for mobility, air quality, and the distribution of tax revenues. A project's effect on the jobs-housing ratio is one indicator of how it will affect growth and quality of life in the project area. SCAG applies the jobs-housing ratio at the regional and subregional levels in order to analyze the fit between jobs, housing, and infrastructure. A main focus of SCAG's regional planning efforts has been to improve this balance; however, jobs-housing goals and ratios are only advisory. There is no ideal jobs-housing ratio adopted in state, regional, or city policies. The American Planning Association is an authoritative resource for community planning best practices, including recommendations for assessing jobs-housing ratios. Although it recognizes that an ideal jobs-housing ratio will vary across jurisdictions, it recommends a target of 1.5 and a range of 1.3 to 1.7 (Weitz 2003).

As shown in Table 5.10-6, based on SCAG's growth projections, Wildomar is projected to be a housing-rich community, with the number of housing increasing at a faster rate than the number of jobs.

5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

P-1 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

P-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

5.10.3 Plans, Programs, and Policies

No existing plans, programs, and policies are applicable to population and housing impacts of the proposed project.

5.10.4 Environmental Impacts

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.10-1: The proposed project would directly result in population growth of approximately 503 residents and 305 employees on the project site but would not induce substantial additional growth. [Threshold P-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The following describes the potential impacts associated with construction and operation of 41,609 square feet of commercial space, 72,000 square feet of office space, 152 townhomes/condominiums.

Construction

Construction of the proposed project would require contractors and laborers. Because of the size of the project, the City expects that the supply of general construction labor would be available from the local and regional labor pool. The proposed project would not result in a long-term increase in employment from short-term construction activities.

Population

Based on the California Department of Finance (DOF) Table E-5, the average household in Wildomar is 3.31 persons per household (DOF 2020a). Once the proposed project is complete, the 152 townhomes/condominiums would be expected to add 503 residents.[1] When compared to the 2020 estimated population of 37,183, the proposed project would result in an approximately 1.35 percent increase in Wildomar's population (DOF 2020b).[2] As shown in Table 5.10-6, SCAG's estimated 2045 population for Wildomar is 55,200, which is an increase of 18,017 residents from the DOF 2020 estimated population of 37,183 residents. The potential 503 new residents of the proposed project would comprise 3.05 percent of the proposed 25-year increase of 15,500 residents for the City based on the SCAG RTP/SCS projections. The SCAG projection estimated a 2020 population of 38,700 for the City, which is an increase of 1,517 residents from the DOF 2020 population estimate (37,183 residents). If the project population is added to the existing DOF population estimate, the resulting population of 37,686 residents[3] remains below the SCAG 2020 projection of 38,700. Therefore, project implementation would not exceed SCAG population projections.

[1] 152 units x 3.31 = 503.12 = 503 residents
[2] Total 2020 population estimate for Wildomar is as of January 1, 2020 (DOF 2020b).
[3] 37,183 (DOF 2020 Population) + 503 (proposed residents) = 37,686 residents

Employment

The proposed project would add 41,609 square feet of commercial space and 72,000 square feet of office space which would generate 305 employees. When compared to the Citywide 2020 estimated employment of 15,857 employees,[4] the proposed project would result in an approximately 1.92 percent increase in employees in the City (EDD 2020).

As shown in Table 5.10-6, SCAG's 2045 estimated employment for the City of Wildomar is 11,200, which is a decrease of 4,657 employees from the EDD's 2020 estimated employment of 15,857 employees. If the project employment is added to the existing employment estimate of 15,857, the resulting estimated employment of 16,162 employees exceeds SCAG's 2020 projection of 8,800. However, because the City is housing-rich, it would benefit from an increase in jobs in order to balance the jobs-housing ratio. Therefore, project implementation would result in beneficial impacts; impacts would be less than significant.

Housing

According to Table HNA-25 of the City's 2013-2021 Housing Element, the project site has the potential to accommodate approximately 227 dwelling units. However, the proposed project would include 152 dwelling units, which is a decrease of 75 dwelling units. In order to comply with Government Code, as well as Policy H-1, which calls for the sufficient supply of residential-zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA), the Prielipp-Yamas Drive Property would rezone approximately 10 acres to R-3 (General Residential) from I-P (Industrial Park) in order to ensure no loss of housing occurs from project implementation.

As shown in Table 5.10-6, the regional SCAG housing unit estimate for 2020 is 12,255 units which is above the current DOF estimate of 11,584 housing units. The new 152 units would increase housing in the City by 1.24 percent and would represent 2.43 percent of the City's forecast housing growth of 6,365 units from 2020 to 2045 (see Table 5.10-6). The proposed project would be within SCAG's projected housing growth. Moreover, the state of California has a shortage of housing. In 2019, Governor Newsom signed several bills aimed to address the need for more housing including the Housing Crisis Act of 2019 (Senate Bill 330). The proposed project addresses the need for additional housing to accommodate population growth in the City.

Jobs-Housing Balance

A project's effect on the jobs-housing balance is an indicator of how it will affect growth and quality of life in the project area. The jobs-housing ratio for the City is housing-rich (0.72 jobs per dwelling unit; see Table 5.10-6). Although the proposed project would decrease the jobs-housing ratio, by adding 305 additional jobs, the proposed jobs-housing ratio for the proposed project would be 2.01. However, adding the proposed jobs and housing units to the existing 2020 SCAG estimates results in a slightly favorable result, 0.73, from a planning perspective because the proposed project would provide more jobs in a city with a high number of housing units.

[4] Average number of employees from January 2020 to July 2020 (EDD 2020)

Summary

Overall, the project would not induce substantial population growth in the area, but would serve growth already projected to occur. Although the proposed project would increase the number of housing units, population, and employment within the City by 152 units, 503 residents, and 305 employees, the projected increases would help alleviate the state's housing shortage and would improve the City's jobs-housing balance.

PRIELIPP-YAMAS PROPERTY GENERAL PLAN AMENDMENT

The City Council has initiated a General Plan Amendment to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10-acres of the 20-acre site on the northeast corner of Prielipp Road and Yamas Drive (APN 380-250-019) as shown in Figure 3-7, *General Plan Land Use Designation.*

PRIELIPP-YAMAS PROPERTY REZONE

Because the proposed project would reduce the designated housing units for the project site as identified in Table HNA-25 of the 2013-2021 *City of Wildomar Housing Element*, and to comply with Government Code Section 65863(C)(1) (SB 166 No-Net Housing Loss), the Property would be rezoned from I-P (Industrial Park) to R-3 (General Residential) to accommodate the deficiency in housing units. In order to accommodate for the reduction[5] of residential units on the project site, the Property would rezone 10 acres to R-3 (General Residential) to ensure no net loss in housing occurs from the implementation of the proposed project. The 10 acres would allow for up to 200 dwelling units. Future development on the project site would not induce substantial population growth. Therefore, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.10-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.10-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.10-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

[5] According to Table HNA-25 of the 2013-2021 Housing Element, the project site has the potential to accommodate 227 dwelling units, however, the proposed project would result in 152 dwelling units, which is a reduction of 75 units.

Level of Significance After Mitigation: Impact 5.10-1 would be less than significant.

Impact 5.10-2: Project implementation would not result in displacing people and/or housing. [Threshold P-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is currently vacant. The proposed project would result in a mixed-use development on the 25.8-acre site. According to RHNA for the 2013-2021 Housing Element cycle, the City's share of regional housing needs is 2,535 new units. The project site was designated to construct approximately 227 units, however, the proposed project would be deficient by 75 units. Therefore, the proposed rezone of the Prielipp-Yamas Drive Property would accommodate this deficiency. As the project site is currently vacant, the proposed project would not displace people and/or housing, but would help the City meet its regional housing needs goal by increasing the supply of housing units in the City compared to existing conditions.

PRIELIPP-YAMAS PROPERTY REZONE

The project site is currently vacant, and therefore, future construction would not displace people and/or housing.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.10-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.10-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.10-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.10-2 would be less than significant.

5.10.5 Cumulative Impacts

The area considered for cumulative impacts is the City of Wildomar. Impacts are analyzed using the General Plan projections in SCAG's 2016 and 2020 RTP/SCS growth forecasts. Development of the proposed project as well as the Prielipp-Yamas Property, in conjunction with related cumulative projects in the City

would not result in cumulative citywide population, housing, or employment impacts because new employment opportunities would further improve the jobs-housing balance in the City. Additionally, related projects would be reviewed by the City, and development would be required to be consistent with adopted state and City development standards, regulations, plans, and policies to minimize the effect on the environment of the increase in population. Upon approval, the proposed project would increase the City's existing housing supply and employment opportunities. Therefore, the proposed project and future development on the Prielipp-Yamas Property, combined with related projects would not result in cumulatively considerable impacts to population and housing.

5.10.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.10.7 Mitigation Measures

No mitigation measures are required.

5.10.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.10.9 References

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5.11 TRANSPORTATION

This section of the draft environmental impact report (DEIR) evaluates the potential for implementation of the Wildomar Trail Town Center Mixed-Use Project (proposed project) to result in transportation and traffic impacts in the City of Wildomar. The analysis in this section is based in part on the following technical report:

- *Baxter Town Center Traffic Impact Study (TIA)*, Integrated Engineering Group (IEG), February 2020
- *Wildomar Trail Town Center Vehicle Miles Traveled (VMT) Analysis,* IEG, September 2020

A complete copy of these studies is included as Appendix 5.11-1 and Appendix 5.11-2.

5.11.1 Environmental Setting

State

Senate Bill 743

On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analysis as part of CEQA compliance. SB 743 generally eliminates auto delay, LOS, and other similar measures vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. Pursuant to the CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099(b)(1)).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new Guidelines, VMT-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for land use are required beginning on July 1, 2020. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements that require evaluation of LOS, but these metrics may no longer constitute the sole basis for determining transportation impacts under the CEQA. For purposes of this EIR the LOS information has been included to enable the reader to understand the traffic impacts of the proposed project.

Regional

2020 Regional Transportation Plan/Sustainable Community Strategy

The Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in September 2020. The RTP/SCS outlines a development pattern for the region which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding good movement). The RTP/SCS is meant to provide growth strategies that would achieve the regional GHG emissions reduction targets identified by the California Air Resources Board. However, the

RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS; instead, it provides incentives to governments and developers for consistency.

California Department of Transportation

Interstate 15 (I-15) provides regional access to Wildomar. The freeway mainline and intersections within the City of Wildomar associated with on- and off-ramps are under Caltrans jurisdiction. Caltrans approves the planning, design, and construction of improvements for all state-controlled facilities such as I-15. Caltrans uses the Highway Capacity Manual 6 (HCM 6) methodology to evaluate facilities. Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities. Note that with the change from LOS to vehicle miles travelled; Caltrans does not require that LOS D be maintained.

For the freeway mainline, merge and diverge segment analysis is based on peak hour HCM 6 density analysis for freeway-to-arterial interchanges. According to HCM 6 methodology, the ramp merge and diverge segments focus on an influential area of 1,500 feet, including the acceleration or deceleration lane(s) and adjacent freeway ramps. The LOS for freeway merge and diverge segments is determined by traffic density based on criteria outlined in the HCM 6.

Riverside County Transportation Commission Congestion Management Program

The Riverside County Transportation Commission (RCTC) Congestion Management Program (CMP) is updated every two years in accordance with Proposition 11. The CMP was established was in the State of California to more directly link land use, transportation, and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality. There are no facilities within the study area that are part of the CMP.

Local Regulations

City of Wildomar General Plan

The intent of the goals and policies in the General Plan Circulation Element is to establish a comprehensive multi-modal transportation system that is safe, achievable, efficient, environmentally and financially sound, accessible, and coordinated with Land Use Element.

City of Wildomar Municipal Code

Title 10, Vehicles and Traffic, of the City of Wildomar Municipal Code includes regulations and standards governing parking, transportation demand management program, as well as miscellaneous traffic regulations.

Any modifications to the roadway networks, which includes driveways, curbs, and sidewalks, would be subject to approval by the City of Wildomar, and any construction work within the right-of-way of any public roadway would require the issuance of a permit by the City of Wildomar.

Impact Fees

The City participates in the Transportation Uniform Mitigation Fee (TUMF), administered by the Western Riverside Council of Governments (WRCOG). Chapter 3.40 of the Wildomar Municipal Code requires payment of TUMF to WRCOG prior to issuance of a certificate of occupancy or final inspection. The City requires written verification of payment of TUMF to WRCOG.

The City has adopted a Development Impact Fee (DIF) that offset development impacts to traffic and parks. Chapter 3.44 requires payment of the DIF prior to issuance of a certificate of occupancy.

City of Wildomar Vehicle Miles Traveled (VMT) CEQA Threshold Policy Guidelines

In June 2020, the City adopted the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) future year VMT projects thresholds, which states that new projects must demonstrate a 3 percent reduction in VMT that currently exists. Projects consistent with the General Plan are also consistent with the RTP/SCS and should not require additional analysis for VMT. Projects that would require amendment to the General Plan would need to complete a VMT analysis. Projects that cannot demonstrate a 3 percent reduction in VMT will be required to conduct additional analysis and add mitigation measures as appropriate.

5.11.1.1 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

Transit System

The Riverside Transit Agency (RTA) is the main transit agency servicing western Riverside County including the City of Wildomar. RTA provides both local and regional services throughout the region with fixed-routes, CommuterLink routes, and Dial-A-Ride services. RTA bus routes 8 and 23 service the City of Wildomar. The closest RTA bus stop is approximately half a mile southwest of the project site which exceed the comment standard of a quarter mile walking distance (IEG 2020a).

Active Transportation System

Pedestrian and bicycle facilities within the project area are limited. Pedestrian crosswalks are provided at signalized intersections along Central Avenue. Neither bicycle facilities nor sidewalks currently exist along Wildomar Trail and Central Avenue (IEG 2020a).

Traffic Volumes

Per the analysis result shown in Table 5.11-1, *Existing Conditions (2018) Intersection Operation Analysis,* all analyzed intersections are operating an acceptable LOS under Existing Conditions, except for Intersection #7, Monte Vista Drive and Bundy Canyon Road. According to the TIA, under Existing Conditions, traffic signals are warranted for Intersections #4, #6, and #7.

Table 5.11-1 Existing Conditions (2018) Intersection Operation Analysis

Intersection	Delay[1]	LOS[2]
AM/PM Peak Hour		
1. Central Avenue and Palomar Street	25.6 / 21.6	C / C
2. Central Avenue and Wild Stallion Lane / Cervera Road	18.4 / 10.5	B / B
3. Central Avenue and Wildomar Trail	20.4 / 23.7	C / C
4. I-15 Southbound Ramps and Wildomar Trail	25.4 / 24.6	D / C
5. I-15 Northbound Ramps and Wildomar Trail	13.7 / 19.5	B / C
6. Monte Vista Drive and Wildomar Trail	18.9 / 9.2	C / A
7. Monte Vista Drive and Bundy Canyon Road	79.3 / 46.2	F / E

Source: IEG 2020a
Notes:
Bold values indicate intersections operating at LOS E or F.
[1] Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersections, delay refers to the worst movement.
[2] Level of Service (LOS) calculations are based on the methodology outlines in the Highway Capacity Manual 6th Edition and performed using Synchro 10.

Table 5.10-2, *Existing Conditions (2018) Freeway Ramp Queue Summary,* shows that there is no excess queue demand as vehicular queuing does not exceed the stacking area.

Table 5.11-2 Existing Conditions (2018) Freeway Ramp Queue Summary

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand	
			AM	PM	AM	PM
I-15 SB Ramps and Wildomar Trail	SBL / T / R	1,300	74	74	-	-
	EBT / R	800	126	76	-	-
I-15 NB Ramps and Wildomar Trail	NBL / T / R	1,650	80	145	-	-

Source: IEG 2020a

The I-15 Freeway is adjacent to the project site and currently provides three lanes in each direction. Table 5.11-3, *Existing Conditions (2018) Freeway Mainline Summary*, shows the results of the peak hour freeway mainline capacity analysis. The study I-15 freeway mainline segments currently operate at LOS C or D.

Table 5.11-3 Existing Conditions (2018) Freeway Mainline Summary

I-15 Freeway Segment	Direction	Lanes (One Direction)	Existing Conditions		
			Speed[1]	Density[2]	LOS[3]
North of Wildomar Trail.	NB	3	67.5 / 64.2	24.7 / 29.7	C / D
	SB	3	65.1 / 68.0	28.4 / 23.7	D / C
South of Wildomar Trail.	NB	3	67.8 / 62.1	24.0 / 32.7	C / D
	SB	3	63.5 / 67.6	30.7 / 24.5	D / C

Source: IEG 2020a

Per the analysis results shown in Table 5.11-4, *Existing Conditions (2018) Queue at Project Main Access Points Summary,* there will be no excess queue demand as the anticipated vehicular queues do not exceed the stacking area available at any of the analyzed locations.

Table 5.11-4 Existing Conditions (2018) Queue at Project Main Access Points Summary

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand	
			AM	PM	AM	PM
3. Central Avenue and Wildomar Trail	WBL	300	164	135	-	-
	EBL	200	13	0	-	-

Source: IEG 2020a

Prielipp-Yamas Drive Property Rezone

Transit System

RTA bus stops for route 23 are within a quarter mile walking distance of the Prielipp-Yamas property.

Active Transportation System

Pedestrian and bicycle facilities within the vicinity of the Prielipp-Yamas property area are limited. Pedestrian sidewalks are provided along Prielipp Road, west of the Property and terminating at the Prielipp-Yamas property. Bicycle facilities do not exist in the vicinity of the Prielipp-Yamas property.

Roadways

Surrounding roadways include Prielipp Road, Inland Valley Drive, and Clinton Keith Road.

5.11.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

T-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) regarding policies to reduce vehicle miles travelled (VMT).

T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

T-4 Result in inadequate emergency access.

5.11.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval for transportation and traffic impacts are identified below.

PPP TRAF-1 Prior to issuance of any building permit on the project site, the project applicant shall pay all development impact fees (DIF) pursuant to Wildomar Municipal Code Section 3.44.

PPP TRAF-2 Prior to issuance of any building permit on the project site, the project applicant shall demonstrate payment of the Western Riverside Transportation Uniform Mitigation Fee (TUMF) pursuant to Wildomar Municipal Code Section 3.40.

PPP TRAF-3 As required by Municipal Code Section 8.28, Fire Code, review of the project design by the City and CALFIRE/Riverside County Fire Department is required to ensure sufficient emergency access.

PPP TRAF-4 Project-related impacts at Intersection #3 (Central Avenue and Wildomar Trail) would be signalized at Project Phase 1, and is therefore, a project design feature.

5.11.4 Environmental Impacts

5.11.4.1 METHODOLOGY

Project Trip Generation

Table 5.11-5, *Project Trip Generation Summary,* summarizes the calculated trip generation based on the floor areas or dwelling units associated with the proposed project. As shown in Table 5.11-5, the proposed development is anticipated to generate approximately 6,663 total daily trips, 659 AM peak hour trips and 661 PM peak hour trips.

Table 5.11-5 Project Trip Generation Summary

Land Use	Intensity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Residential Component									
Multifamily Housing (Mid Rise)	152	DU	14	40	55	41	26	67	827
Internal Capture Reduction – Mixed Use Development[2]			0	0	0	21	12	33	406
Residential Subtotal			*14*	*40*	*55*	*20*	*14*	*34*	*421*
Commercial Component									
Shopping Center	35.529	TSF	105	65	170	121	132	253	2,977
Internal Capture Reduction – Mixed Use Development[2]			0	0	0	21	22	43	506
Pass-by Reduction (34 % - PM Peak Hour Only)[3]			-	-	-	*34*	37	71	840
Commercial Subtotal			*105*	*65*	*170*	*67*	*72*	*139*	*1,631*
Medical Office Component									
Medical-Dental Office Building	72	TSF	156	44	200	70	179	249	2,506
Internal Capture Reduction – Mixed Use Development[2]			0	0	0	4	13	13	126

Table 5.11-5 Project Trip Generation Summary

Land Use	Intensity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Medical Office Subtotal			*156*	*44*	*200*	*66*	*167*	*237*	*2,379*
Service Station Component									
Super Convenience Market/Gas Station	22	VFP	309	309	618	253	253	505	5,017
Pass-by Reduction (62 % AM Peak Hour, 56% PM Peak Hour Only)[3]			192	192	383	141	141	283	2,840
Service Station Subtotal			*117*	*117*	*235*	*111*	*111*	*222*	*2,231*
Automated Carwash	2.08	TSF	0	0	0	15	15	30	0
TOTAL			393	266	659	278	379	661	6,663

Source: IEG 2020a
[1] DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling positions
[2] Internal capture is based on the ITE methodology per Figure 6.2 of ITE Trip Generation Handbook (3rd Edition, 2017).
[3] Pass-by reduction percentage is based on the ITE methodology per Table E of ITE Trip Generation Handbook (3rd Edition, 2017).

LOS

Level of Service (LOS) ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). Table 5.11-6, *Vehicular Level of Service Definitions,* describes generalized definitions of auto LOS A through F.

Table 5.11-6 Vehicular Level of Service Definitions

LOS	Characteristics
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections have a volume-to-capacity ratio greater than 1.0.

Source: IEG 2020a

Intersection Capacity Analysis

The analysis of peak hour intersection performance was conducted using the Synchro 10 software program, which uses methodologies defined in the 2010 Highway Capacity Manual (HCM) to calculate LOS. LOS for intersections is determined by control delay. Control delay is defined as the total elapsed time from when a

vehicle stops at the end of a queue to the time the vehicle departs from the stop line. The total elapsed time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue.

Signalized Intersections

The HCM analysis methodology for evaluating signalized intersections is based on the "operational analysis" procedure. This technique uses 1,900 passenger cars per hour of green per lane (pcphgpl) as the maximum saturation flow of a single lane at an intersection. Average control delay is calculated by taking a volume-weighted average of all the delays for all vehicles entering the intersection. Table 5.11-7, *Signalized Intersection Level of Service HCM Operational Analysis Method,* summarizes the level of service criteria for signalized intersections.

Table 5.11-7 Signalized Intersection Level of Service HCM Operational Analysis Method

Average Delay per Control Vehicle	Characteristics
≤ 10.0	*LOS A* occurs when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through.
10.1 – 20.0	*LOS B* occurs when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.
20.1 – 35.0	*LOS C* occurs when progression is favorable, or the cycle length is moderate. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
35.1 – 55.0	*LOS D* occurs when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures occur.
55.1 – 80.0	*LOS E* occurs when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
>80.0	*LOS F* occurs when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: IEG 2020a

All-Way Stop-Controlled (AWSC) Intersections

The HCM analysis methodology for evaluating all-way stop-controlled intersections is based on the degree of conflict for each independent approach created by the opposing approach and each conflicting approach. Level of Service for AWSC intersection is also based on the average control delay. However, AWSC intersections have different threshold values than those applied to signalized intersections. This is based on the rationale that drivers expect AWSC intersections to carry lower traffic volumes than at signalized intersections. Therefore, a higher level of delay is acceptable at a signalized intersection for the same LOS.

Two-Way Stop-Controlled (TWSC) Intersections

The HCM analysis methodology for evaluating two-way stop-controlled (TWSC) intersections is based on gap acceptance and conflicting traffic for vehicles stopped on the minor-street approached. The critical gap (minimum gap that would be acceptable) is defined as the minimum time interval in the major-street stream that allows intersection entry for one minor-street vehicle. Average control delay and LOS for the intersection

as a whole. Table 5.11-8, *Level of Service Criteria for Stop Controlled Unsignalized Intersections,* summarizes the level of service criteria for unsignalized intersections.

Table 5.11-8 Level of Service Criteria for Stop Controlled Unsignalized Intersections

Average Control Delay (sec/veh)	Level of Service (LOS)
≤ 10.	A
10.1 – 15.0	B
15.1 – 25.0	C
25.1 – 35.0	D
35.1 – 50.0	E
>50.0	F

Source: IEG 2020a

Roadway Segments

The existing weekday average daily traffic (ADT) volumes included in the TIA were determined based on the following equation, which utilizes the collected intersection PM peak hour turning movement counts: PM Peak Hour (Approach Volume + Exit Volume) x 12 = ADT Leg Volume.

Freeway Facilities

The *Caltrans Guide for the Preparation of Traffic Impact Studies (TIS)* (2002) provides the following criterion as a starting point in determining when a TIS is needed. When a project:

1. Generates over 100 peak hour trips assigned to a State highway facility
2. Generates 50 to 100 peak hour trips assigned to a State highway facility – and, affected State highway facilities are experiencing noticeable delay; approaching unstable traffic flow conditions (LOS "C" or "D").
3. Generates 1 to 49 peak hour trips assigned to a State highway facility – the following area examples that may require a full TIS or some lesser analysis:
    a. Affected State highway facilities experiencing significant delay; unstable or forced traffic flow conditions (LOS "E" or "F").
    b. The potential risk for a traffic incident is significantly increased (i.e., congestion related collisions, non-standard sight distance considerations, increase in traffic conflict points, etc.).
    c. Change in local circulation networks that impact a State highway facility (i.e., direct access to State highway facility, a non-standard highway geometric design, etc.).

Additionally, based on a Freeway agreement that was executed in October 2013 and updated December 2016 between Los Angeles Department of Transportation (LADOT) and California Department of Transportation (Caltrans) District 7, a development project may be required to conduct a freeway analysis if any of the following criteria is met (as shown in Table 5.11-9, *Project Trip Threshold for Freeway Analysis*):

1. The project's peak hour trips would result in a 1 percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F; or

2. The project's peak hour trips would result in a 2 percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D; or

3. The project's peak hour trips would result in a 1 percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F; or

4. The project's peak hour trips would result in a 2 percent or more increase to the capacity of a freeway off-ramp operating at LOS D.

Table 5.11-9 Project Trip Threshold for Freeway Analysis

LOS	Volume Increase	Mainline Lane Capacity	Ramp Lane Capacity	Mainline Lanes					Ramp Lanes	
				6	5	4	3	2	2	1
D	2%	1,500	850	240	180	120	90	60	34	17
E/F	1%	1,500	850	120	90	60	45	30	17	9

Source: IEG 2020a

Freeway segments were analyzed during the AM and PM peak hours based on the methodologies outlined in the HCM. The free-flow speed of each freeway segment was calculated based on a base free-flow speed of 75.4 miles per hour. Factors affecting the free-flow speed of each segment include the lane width, lateral clearance, number of lanes, interchange density, and geometric design. Based on each segment's free-flow, the density was calculated, which is the primary factor for determining the segment's LOS. Table 5.11-10, *HCM 2010 Freeway Segment LOS Criteria,* presents the freeway criteria based on density.

Table 5.11-10 HCM 2010 Freeway Segment LOS Criteria

LOS	Density Range (pc/mi/ln)[1]
A	0 – 11
B	>11 – 18
C	>18 – 26
D	>26 – 35
E	>35 – 45
F	>45

Source: IEG 2020a
[1] Passenger Car per Mile per Lane

Traffic Signal Warrant Analysis

The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), amended with California MUTCD 2014 Edition, presents warrant criteria for justifying the installation of a traffic signal at an unsignalized intersection. The criteria include studying traffic conditions, pedestrian characteristics, and physical characteristics of the intersection location. The criteria include studying traffic

conditions, pedestrian characteristics, and physical characteristics of the intersection location. The MUTCD indicates that satisfaction of one or more of the traffic signal warrants does not in itself require the installation of a traffic control signal.

Analysis of Significance

Traffic impacts are identified if the proposed project will result in a significant change in traffic conditions on a roadway or intersection. A significant impact is normally defined when project-related traffic would cause level of service to deteriorate to below the minimum acceptable level of measurable amount. Impacts may also be significant if the location is already below the minimum acceptable level and project-related traffic causes a further decline.

LOS D is frequently identified as the minimum allowable "Standard" service level during peak hours at signalized intersections. Most arriving traffic will clear the intersection on the first allowable green cycle under this level of service. Mitigation measures will be considered by development projects within the City of Wildomar when traffic conditions are forecasted to decline to poorer levels of service. Table 5.11-11, *City of Wildomar Significance Criteria,* shows the City of Wildomar significance criteria thresholds.

Table 5.11-11 City of Wildomar Significance Criteria

Pre-Project LOS	Project-Related Delay Increase	Mitigation Measure
E or F	More than 5.0 seconds	Reduce delay increase to within 5.0 seconds

Source: IEG 2020a

The City of Wildomar significance thresholds will be applied at study area intersections for the purposes of determining project-related impacts.

The LOS analysis is provided for informational purposes as LOS may no longer be considered a significant impact under CEQA. The City uses LOS to determine the appropriate size of roadways and the need for intersection improvements. If the proposed project will exceed the City's LOS standard, conditions of approval may be placed on the project to address the traffic impact. As CEQA must evaluate the whole of the project, physical impacts to the environment as a result of mitigation measures or conditions of approval must also be evaluated.

5.11.4.2 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.11-1: The project could potentially conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Existing Plus Project

Existing Conditions and Existing Plus Project peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies. No network improvements are assumed under Existing Conditions, however, the following improvements are considered to be in place at the opening date of the project; therefore, these improvements are included in the analysis of the Existing Plus Project scenario:

- Central Avenue and Wildomar Trail along the property frontage will be improved to provide for a raised median, two eastbound travel lanes and exclusive eastbound and westbound left turn pockets at the intersection of Central Avenue and Wildomar Trail. The two through lanes east of this intersection will transition to an eastbound through lane and exclusive right turn at the intersection of Wildomar Trail and I-15 southbound ramps.

The intersection analysis results are summarized in Table 5.11-12, *Existing Plus Project Intersection Operation Analysis.*

Table 5.11-12 Existing Plus Project Intersection Operation Analysis

Intersection	Existing Without Project		Existing Plus Project	
	Delay[1]	LOS[2]	Delay[1]	LOS[2]
AM/PM Peak Hour				
1. Central Avenue and Palomar Street	25.6 / 21.6	C / C	29.4 / 25.4	C / C
2. Central Avenue and Wild Stallion Lane / Cervera Road	18.4 / 10.5	B / B	24.8 / 11.3	C / B
3. Central Avenue and Wildomar Trail	20.4 / 23.7	C /C	>180 / >180	F / F
4. I-15 Southbound Ramps and Wildomar Trail	25.4 / 24.6	D / C	70.0 / 67.6	F / F
5. I-15 Northbound Ramps and Wildomar Trail	13.7 / 19.5	B / C	21.0 / 29.9	C / D
6. Monte Vista Drive and Wildomar Trail	18.9 / 9.2	C / A	40.0 / 10.0	E / B
7. Monte Vista Drive and Bundy Canyon Road	79.3 / 46.2	F / E	>180 / >180	F / F
A. Cervera Road and Driveway	Does not exist		9.9 / 8.9	A / A
B. Central Avenue and Driveway	Does not exist		12.9 / 11.2	B / B
C. Wildomar Trail and Driveway	Does not exist		13.1 / 11.7	B / B
D. Central Avenue and Driveway	Does not exist		12.7 / 10.5	B / B

Source: IEG 2020a
Notes:
Bold values indicate intersections operating at LOS E or F.
[1] Delay refers to the average control delay for the entire intersection, measures in seconds per vehicle. At unsignalized intersection, delay refers to the worst movement.
[2] LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition and performed using Synchro 10

Under Existing Plus Project Conditions, Intersection #3, Intersection #4, and Intersection #6 (AM Peak Hour only) would worsen to LOS of E or F. Intersection #7, which operates at an unacceptable LOS under Existing Conditions would worsen under Existing Plus Project Conditions.

The City requires payment of the TUMF and DIF to mitigate cumulative transportation impacts. For impacts that are not funded by either of these programs, the City requires that the improvement be constructed, or that the project pay its proportionate share of the cost of the improvement. The improvements recommended to address traffic impacts of the proposed project are shown in Table 5.11-13, *Summary of Conditions of Approval for Traffic Impacts.*

Table 5.11-13 Summary of Conditions of Approval for Traffic Impacts

Intersection	Improvement	Responsibility
Intersection # 1, Central Avenue and Palomar Street	Widen intersection to provide an exclusive left turn lane, two through lanes, and an exclusive right turn lane at each of the approaches.	DIF
Intersection # 3, Central Avenue and Wildomar Trail	Signalize intersection and widen westbound approach to provide an additional through lane.	PDF
Intersection # 4, I-15 Southbound Ramps at Wildomar Trail	Signalize and widen westbound approach to add a second through lane and reconfigure eastbound approach to provide a through lane and a shared through-right lane.	TUMF
Intersection # 5, I-15 Northbound Ramps at Wildomar Trail	Signalize and widen westbound approach to add a second through lane and widen the eastbound approach to add a second through lane and an exclusive right turn lane.	TUMF
Intersection # 6, Monte Vista and Wildomar Trail	Signalize the intersection and widen the eastbound approach to provide an exclusive left turn lane.	DIF
Intersection # 7Monte Vista Drive and Bundy Canyon Road	Signalize the intersection, widen the eastbound approach to provide two through lanes and an exclusive right turn lane, widen the westbound approach to provide two through lanes, and widen the northbound approach to provide exclusive left and right turn lanes.	DIF

Source: IEG 2020
DIF – Development Impact Fee, PDF – Project Design Feature, TUMF – Transportation Uniform Mitigation Fee

In order to address the Proposed Project's traffic impacts, the City will impose conditions of approval to implement the improvements shown in Table 5.11-13. All the improvements in Table 5.11-13 will occur in the public right of way adjacent to existing streets. Therefore, construction and operation of the proposed roadway widening and signalization would occur in areas disturbed by previous roadways, and environmental impacts as a result of the implementation of these improvements would be less than significant.

The proposed project would implement the conditions of approval from Table 5.11-13 which would create signalized intersections, widen roadways, and require the payment of the project's fair share contribution to Intersections #3, #4, #6, and #7. The signalization of Intersection #3 is a project design feature that would be constructed at the implementation of Project Phase 1. Table 5.11-14, *Intersection Operation Post-Improvement Analysis – Existing Conditions,* shows the analysis results after the implementation of the conditions of approval.

Table 5.11-14 Intersection Operation Post-Improvement Analysis - Existing Conditions

Intersection	Existing Without Project		Existing Plus Project		Existing Post Mitigation	
	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]
AM/PM Peak Hour						
3. Central Avenue and Wildomar Trail[3]	20.4 / 23.7	C /C	>180 / >180	F / F	20.8 / 16.4	C / B
4. I-15 Southbound Ramps and Wildomar Trail	25.4 / 24.6	D / C	70.0 / 67.6	F / F	15.2 / 10.2	B / B
6. Monte Vista Drive and Wildomar Trail	18.9 / 9.2	C / A	40.0 / 10.0	E / B	9.4 / 6.2	A / A
7. Monte Vista Drive and Bundy Canyon Road	79.3 / 46.2	F / E	>180 / >180	F / F	17.8 / 17.5	B / B

Source: IEG 2020a
[1] Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersection, delay refers to the worst movement.
[2] LOS calculations are based on the methodology outlined in the 2010 Highway Capacity Manual performed using Synchro 10
[3] The signalization of this intersection is a project design feature that will be constructed at the implementation of Project Phase 1.

As shown in Table 5.11-14, the impacts at all study locations would be at an acceptable LOS with the implementation of the improvements. However, both the DIF and TUMF require that all the funding be available before a roadway improvement can be programmed for construction. There is no certainty regarding when the improvements will be constructed as this is dependent upon payment of DIF by new projects. The TUMF program is regional and administered by the Western Riverside Council of Governments (WRCOG), and each improvement is determined based on regional need at the time of programming.

Table 5.11-15 Existing Plus Project Freeway Ramp Queue Summary

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand	
			AM	PM	AM	PM
Existing Without Project						
I-15 SB Ramps and Wildomar Trail	SBL / T / R	1,300	74	74	-	-
	EBT / R	800	126	76	-	-
I-15 NB Ramps and Wildomar Trail	NBL / T / R	1,650	80	145	-	-
Existing Plus Project						
I-15 SB Ramps and Wildomar Trail	SBL / T / R	1,300	82	78	-	-
	EBT / R	800	157	85	-	-
I-15 NB Ramps and Wildomar Trail	NBL / T / R	1,650	110	312	-	-

Source: IEG 2020a

As shown in Table 5.11-15, there would be no excess queue demand under the Existing Plus Project Conditions as the anticipated queues do not exceed the stacking area available at any of the analyzed locations.

Buildout Conditions (Post-2035)

According to Table 5.11-16, *Buildout Conditions (Post-2035) Intersection Operation Analysis,* only one study intersection would operate at an acceptable LOS under Buildout Conditions.

Table 5.11-16 Buildout Conditions (Post-2035) Intersection Operation Analysis

Intersection	Buildout Without Project		Buildout Plus Project	
	Delay[1]	LOS[2]	Delay[1]	LOS[2]
AM/PM Peak Hour				
1. Central Avenue and Palomar Street	126.4 / 80.2	F / F	113.0 / 98.6	F / F
2. Central Avenue and Wild Stallion Lane/Cervera Road	26.9 / 14.9	C / B	30.0 / 21.3	C / C
3. Central Avenue and Wildomar Trail	>180 / >180	F / F	>180 / >180	F / F
4. I-15 Southbound Ramps and Wildomar Trail	113.7 / >180	F / F	>180 / >180	F / F
5. I-15 Northbound Ramps and Wildomar Trail	95.3 / 164.7	F / F	159.2 / >180	F / F
6. Monte Vista Drive and Wildomar Trail	>180 / >180	F / F	>180 / >180	F / F
7. Monte Vista Drive and Bundy Canyon Road	>180 / >180	F / F	>180 / >180	F / F
A. Cervera Road and Driveway	Does not exist		9.9 / 8.9	A / A
B. Central Avenue and Driveway	Does not exist		14.1 / 14.2	B / B
C. Wildomar Trail and Driveway	Does not exist		17.1 / 15.5	C / C
D. Central Avenue and Driveway	Does not exist		13.8 / 12.9	B / B

Source: IEG 2020a

Bold values indicate intersections operating at LOS E or F.

[1] Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersections with side street stop control, delay refers to the worst movement.

[2] LOS calculations are based on the methodology outlined in the 2010 Highway Capacity Manual and performed using Synchro 10.

With the implementation of improvements in Table 5.11-17, the study area intersections would operate at an acceptable LOS.

Table 5.11-17 Intersection Operation Post-Mitigation Analysis – Buildout (Post-2035) Conditions

Intersection	Opening Year Without Project		Opening Year Plus Project		Opening Year Post Mitigation	
	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]
AM/PM Peak Hour						
1. Central Avenue and Palomar Street	126.4 / 80.2	F / F	113.0 / 98.6	F / F	43.1 / 37.2	D / D
3. Central Avenue and Wildomar Trail[3]	>180 / >180	F / F	>180 / >180	F / F	44.2 / 33.6	D / C
4. I-15 Southbound Ramps and Wildomar Trail	113.7 / >180	F / F	>180 / >180	F / F	25.3 / 42.4	C / D
5. I-15 Northbound Ramps and Wildomar Trail	95.3 / 164.7	F / F	159.2 / >180	F / F	14.8 / 27.4	B / C
6. Monte Vista Drive and Wildomar Trail	>180 / >180	F / F	>180 / >180	F / F	28.1 / 28.8	C / C
7. Monte Vista Drive and Bundy Canyon Road	>180 / >180	F / F	>180 / >180	F / F	16.8 / 73.8	B / E

Source: IEG 2020a
[1] Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At unsignalized intersection, delay refers to the worst movement.
[2] LOS calculations are based on the methodology outlined in the 2010 Highway Capacity Manual performed using Synchro 10
[3] The signalization of this intersection is a project design feature that will be constructed at the implementation of Project Phase 1.

As shown in Table 5.11-18, *Buildout Conditions (Post-2035) Freeway Ramp Queue Summary,* there would be no excess queue demand as the anticipated vehicular queues do not exceed the stacking area available at any of the analyzed locations.

Table 5.11-18 Buildout Conditions (Post-2035) Freeway Ramp Queue Summary

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand	
			AM	PM	AM	PM
Buildout Without Project						
	SBL / T / R	1,300	158	160	-	-
I-15 SB Ramps and Wildomar Trail	EBT / R	800	644	229	-	-
I-15 NB Ramps and Wildomar Trail	NBL / T / R	1,650	167	1,093	-	-
Buildout Plus Project						
	SBL / T / R	1,300	244	120	-	-
I-15 SB Ramps and Wildomar Trail	EBT / R	800	466	198	-	-
I-15 NB Ramps and Wildomar Trail	NBL / T / R	1,650	186	1,282	-	-

Source: IEG 2020a

Table 5.11-19, *Buildout Conditions (Post-235) Queue at Project Main Access Point Summary,* shows that there would be no excess queue demand as the anticipated vehicular queues do not exceed the stacking area available at any of the analyzed locations.

Table 5.11-19 Buildout Conditions (Post-2035) Queue at Project Main Access Point Summary

Intersection	Movement	Stacking Distance (ft)	Queue (ft)		Excess Demand	
			AM	PM	AM	PM
3. Central Avenue and Wildomar Trail	WBL	300	224	259	-	-
	EBL	200	122	97	-	-

Source: IEG 2020a

Conclusion

Although the improvements shown in Table 5.11-13 would ensure that the study area intersections would operate at an acceptable LOS, there is no certainty that the improvement funding will be available, or that the improvements will be installed prior to occupancy or buildout conditions.

Public Transit and Bicycle Plans

RTA bus routes 8 and 23 service the City, and the closest RTA bus stop is approximately half a mile southwest of the project site. Additionally, the project site is bounded by the Wildomar Trail, which is an east-west trail (Wildomar 2019). The proposed project would provide bicycle parking at the office component of the site and a total of 13 clean air/vanpool/electric vehicle (EV) parking spaces, and a total of 35 EV charging stations. Additionally, the proposed project is proposing to provide a half-width right-of-way improvement along the property frontage including vehicular travel lane, multi-use trail, curb, gutter, and sidewalk (IEG 2020a). Therefore, the proposed project would not conflict with any policies, plans, or programs related to public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities as improvements would occur within the project boundaries. Impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the vacant site would construct residential uses, which would result in an increase in daily trips. Future development on the Property would be required to prepare a Traffic Impact Analysis to analyze the future development's impact on surrounding roadways and public transit. Additionally, future development would be required to pay impact fees and mitigate significant traffic impacts. Therefore, impacts are less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.11-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.11-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-1 would be less than significant.

Impact 5.11-2: The project would not conflict with or be inconsistent with CEQA Guidelines § 15064.3 subdivision (b), regarding policies to reduce vehicle miles travelled (VMT). [Threshold T-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The baseline VMT for the project site and the City are shown in Table 5.11-20, *Project Site Baseline VMT,* and Table 5.11-21, *Citywide Baseline VMT*, respectively. A threshold of 3 percent below the Citywide average for VMT metrics is used for impact analysis; the proposed project should be at 97 percent or less than the Citywide average.

Table 5.11-20 Project Site Baseline VMT

Home-Based (HB) VMT Per Capita	Home-Based Work (HBW) VMT Per Capita
15.73	7.92

Source: IEG 2020b

Table 5.11-21 Citywide Baseline VMT

HB VMT Per Capita	HBW VMT per Capita
18.7	9.1

Source: IEG 2020b

Table 5.11-22, *Estimated VMT Reduction for Wildomar with Plausible Mitigation,* shows VMT reduction strategies that could result in an average of approximately 2 to 7 percent reduction in VMT in Wildomar.

Table 5.11-22 Estimated VMT Reduction for Wildomar with Plausible Mitigation

Measure	CAPCOA		WRCOG	
Estimated VMT Reduction	Low	High	Low	High
Mixed Use[1]	9.00%	30.00%	-	12.00%
Pedestrian Network[2]	-	2.00%	5.00%	5.70%
Traffic Calming	0.25%	1.00%	-	1.70%
Car Sharing	0.40%	0.70%	0.30%	1.60%
Transit System	0.02%	2.50%	0.30%	6.30%
Total	9.67%	36.20%	5.60%	27.30%
Average	1.93%	7.24%	1.12%	5.46%
Tenant Dependent Measures				
Telecommuting	0.70%	5.50%	0.20%	4.50%
Ridesharing	1.00%	15.00%	2.50%	8.30%
Total	*1.70%*	*20.50%*	*2.70%*	*12.80%*
Average	*0.85%*	*10.25%*	*1.35%*	*6.40%*
Overall Total	11.37%	56.70%	8.30%	40.10%
Overall Average	1.62%	8.10%	1.19%	5.73%

[1] Large Project Dependent
[2] Assumes Connectivity

"Expected" Market Capture

The nearest gas stations and car washes are located approximately 2 miles in either northwest and southeast direction of the site. The proposed gas station and car wash would provide onsite convenience to the future residents, employees, and visitors to the area, including the newly approved Baxter Village project across from the Proposed Project. Additionally, it would also provide a closer option to the surrounding uses. The closest shopping centers to the site are to the east and west less than a mile of the site. In addition to being able to conveniently serve the future complementary uses of residential and employment, the introduction of additional shopping center may bring other retail options not available in the nearby shopping centers and shorten trips for the residential and other uses in the north.

The project's proposed retail falls under the 50,000 square foot threshold recommended by OPR and zoning allows for a variety of retail uses. Additionally, the central location of the project, the existing residential surrounding the site and the combination of the proposed uses on-site has the potential to shorten trips by providing convenient closer options. The project's retail component does qualify for the Local Retail screening.

VMT Analysis

The project retail component would qualify for screening for being locally serving, and for this reason, the project's retail component would be presumed to be less than significant.

VMT Reductions

Although the proposed project would be presumed to be less than significant, the innate project design and features could potentially reduce VMT. Additionally, the proposed project could implement Transportation Demand Measures (TDM) to further reduce the project's VMT.

Mixed-Use VMT Reductions

The potential VMT reducing effects of mixed uses range from 9 percent to 30 percent. In the suburban context, projects three of the following onsite and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office. The proposed project would provide a mix residential, retail, and office. As a minimum, the mixed-use nature of the site has the potential to reduce the project's VMT by 9 percent.

Pedestrian Network

Providing pedestrian access network to link areas of a project site encourages people to walk instead of drive. This strategy could potentially reduce VMT from 0 percent to 2 percent. The proposed project would provide an internal pedestrian circulation network that would allow and encourage the pedestrian mode for all users of the site. The project would additionally connect to the existing street network via sidewalks, however, the project does not provide direct connections to the existing surrounding uses. For this reason, the project's pedestrian network could potentially reduce VMT up to 1 percent.

Parking

The project proposes parking for electric vehicles and bicycles. Therefore, by providing these spaces, the proposed project supports its ability to reduce VMT through its other features.

Project Features Overall VMT Reduction Potential

The project's mixed-use nature and pedestrian network could potentially reduce VMT by 9 percent and 1 percent, respectively, which is a total VMT reduction of 9.9 percent.[1]

Additional TDM

The project could additionally provide other strategies related to TDM. However, since TDM generally relies on reducing the need of automobile trips through alternative modes, the project site would need to rely on the available alternative modes of transportation in the area. Transit availability greatly increases the effectiveness TDM, but the nearest bus stop is over ½ mile away on Palomar Street. Due to the distance of the nearest transit the most effective TDM measures may not apply.

[1] Calculation based on the following formula: 1- (1-9) x (1-1)

Despite not being in close proximity to transit, the following TDM Strategies could be applied:

- Provide Ride-Sharing Programs
  - 1 percent to 5 percent reduction for low-density suburbs
- Encourage Telecommuting and Alternative Work Schedules
  - 0.07 percent to 5.5 percent reduction, telecommuting would provide the greatest reductions vs. alternative work schedules.

These strategies are aimed at reducing VMT based on commute trips, and therefore, would only be applicable to the proposed office use. Additionally, since the project does not need to mitigate VMT impacts, these TDM programs would need to be voluntarily offered at the discretion of the future tenants/employers of the site. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

According to CEQA Guidelines Section 15064.3 subdivision (b), vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Generally, project that would decrease vehicle miles traveled compared to existing conditions should be considered to have a less than significant transportation impact. Future development would result in the construction of residential uses which would serve the region. Future development on the Property would be required to prepare a VMT analysis and would be required to comply with the City's VMT thresholds. Therefore, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.11-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.11-2 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-2 would be less than significant.

Impact 5.11-3: Project circulation improvements have been incorporated to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. [Thresholds T-3 and T-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Main access to the project site would be provided via a newly constructed intersection at Central Avenue and Wildomar Trail, as well as five driveways along Wildomar Trail, Central Avenue, and Cervera Road. In conjunction with the Baxter Village project (SCH# 2014121047), the proposed project will realign Wildomar Trail to soften the curve as shown in Figure 3-1. All driveways would allow right-in/right-out access only controlled by the installation of a raised median along the property frontage. All access point locations along Central Avenue and Wildomar Trail would be designed to provide sufficient sight distance that meets the minimum sight distance requirement defined in the County of Riverside Roadway Standard guidelines (IEG 2020a). As shown in Figure 5.6-1, *Emergency Vehicle Path,* Wildomar Trail would be realigned to "flatten" the curve, and vehicle paths for emergency services would be provided via five driveways. A traffic control plan would be developed to ensure that the roadway as well as surrounding roadways would continue to provide emergency access to the project site and surrounding areas during construction. Although regular travelers may experience some delays during construction activities, access would remain for emergency vehicles. The proposed project would not result in inadequate emergency access.

Moreover, the proposed project would be checked for compliance with these standards as part of the City's review process, and access to the project site would be reviewed by the City and CALFIRE/Riverside County Fire Department to ensure there is sufficient emergency access provided as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the Property would be checked for compliance with the City of Wildomar development standards designed to ensure standard engineering practices are used for all improvements, as part of the City's review process. Additionally, access to the Property would be reviewed by the City and CALFIRE/Riverside County Fire department to ensure there is sufficient emergency access provided at the Property as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code. Therefore, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.11-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-3 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.11-3 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.11-3 would be less than significant.

5.11.5 Cumulative Impacts

As identified in 5.11-1, the proposed project would cumulatively contribute to congestion at the following intersections, two of which are under the jurisdictional authority of Caltrans (Intersections #4 and #5):

- Intersection #1, Central Avenue and Palomar Street
- Intersection #3, Central Avenue and Wildomar Trail
- Intersection #4, I-15 Southbound Ramps and Wildomar Trail
- Intersection #5, I-15 Northbound Ramps and Wildomar Trail
- Intersection #6, Monte Vista Drive and Wildomar Trail
- Intersection #7, Monte Vista Drive and Bundy Canyon Road

The conditions of approval are identified to offset the proposed project's impacts, but the installation of these improvements at Intersections #4 and #5 is subject to the approval of Caltrans. Since the proposed project cannot guarantee that improvements at Intersections #4 and #5 would be implemented, these intersections would continue to operate at LOS F. Additionally, as the TUMF and DIF fund the ultimate improvements it's reasonable to assume that they will be built eventually and that the cumulative condition would provide for acceptable level of service at the study area intersections.

The proposed project is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities and the performance and safety of such facilities and would not combine with other projects to result in significant impacts to such facilities. Site access is adequately designed and would not combine with other area traffic impacts to result in significant cumulative impacts on circulation or emergency access or create hazardous conditions.

5.11.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, all impacts would be less than significant.

5.11.7 Mitigation Measures

No mitigation measures are required.

5.11.8 Level of Significance After Mitigation

The implementation of the proposed project's conditions of approval would ensure study intersections operate at an acceptable LOS. The proposed project would not exceed the City's VMT thresholds and has the potential to reduce VMT by 9.9 percent. Although LOS is no longer used, under the cumulative condition all roadways would operate at planned levels of service, and these improvements would be funded by TUMF and DIF. Therefore, impacts would be less than significant.

5.11.9 References

Integrated Engineering Group (IEG). 2020a, February. Baxter Town Center Traffic Impact Study (TIA). Appendix 5.11-1.

_____. 2020b, September. Wildomar Trail Town Center Vehicle Miles Traveled (VMT) Analysis. Appendix 5.11-2.

Wildomar, City of. 2019. Multi-Use Adopt a Trail Map. http://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Community/Parks%20&%20Trails/Trails/Trail%20Maps/28672a_d7d04c138a1da86b5e6313cf9a1fe471.pdf.

5.12 TRIBAL CULTURAL RESOURCES

Tribal Cultural Resources (TCR) include landscapes, sacred places, or objects with a cultural value to a California Native American tribe. This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for the proposed Wildomar Trail Town Center Mixed-Use project to impact TCRs in the City of Wildomar. Other potential impacts to cultural resources (i.e., prehistoric, historic, and disturbance of human remains) are evaluated in Chapter 8.

5.12.1 Environmental Setting

5.12.1.1 REGULATORY BACKGROUND

Federal

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (United States Code, Title 16, Sections 470aa–mm) became law on October 31, 1979, and has been amended four times. It regulates the protection of archaeological resources and sites that are on federal and Indian lands.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (United States Code, Title 25, Sections 3001 et seq.) is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants and culturally affiliated Indian tribes.

State

California Public Resources Code

Archaeological resources are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code (PRC). In addition, cultural resources are recognized as a nonrenewable resource and therefore, receive protection under the California PRC and CEQA.

California Public Resources Code 5097.9–5097.991 provides protection to Native American historical and cultural resources, and sacred sites and identifies the powers and duties of the NAHC. It also requires notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods.

California Health and Safety Code

California Health and Safety Code Section 7050.5 requires that is human remains are discovered on the project area, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the

excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

California Register of Historical Resources

The California Register of Historic Resources is the state version of the National Register of Historic Resources program. It was enacted in 1992 and became official January 1, 1993. The California Register was established to serve as an authoritative guide to the state's significant historical and archaeological resources. Resources that may be eligible for listing include buildings, sites, structures, objects, and historic districts. According to subsection (c) of the PRC Section 5024.1, a resource may be listed as a historical resource in the California Register if it meets any of the four National Register criteria.

California Senate Bill 18

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious sites, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

Senate Bill was signed into law in September 2004 and went into effect on March 1, 2005. It places new requirements upon local governments for developments within or near "traditional tribal cultural places" (TTCP). Per SB 18, the law requires local jurisdictions to provide opportunities for involvement of California Native American tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Final Tribal Guidelines recommend that the NAHC provide written information as soon as possible but no later than 30 days after receiving a request to inform the lead agency if the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to respond to a local government if they want to consult to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. Forty-five days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation or it may not. If the NAHC, the tribe, and interested parties agree upon the mitigation measures necessary for the proposed project, they would be included in the project's EIR. If both the City of Wildomar and the tribe agree the adequate mitigation or preservation measures cannot be taken, neither party is obligated to take action.

SB 18 is triggered before the adoption, revision, amendment, or update of a city's or county's general plan. Although SB 18 does not specifically mention consultation or notice requirements for adoption of amendment of specific plans, the Final Tribal Guidelines advises that SB 18 requirements extend to specific plans as well, because state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code § 65453). In addition, SB 18 provides a new definition of TTCP requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies, or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. (Previously, the site was defined to

require only an association with traditional beliefs, practices, lifeways, and ceremonial activities). SB 18 law also amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

Assembly Bill 52

AB 52 took effect July 1, 2015, and requires inclusion of a new section in CEQA documents titled Tribal Cultural Resources, which heritage sites. Under AB 52, a tribal cultural resource is defined similar to tribal cultural places under SB 18—sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources. Or the lead agency, supported by substantial evidence, chooses at its discretion to treat the resources as a tribal cultural resource.

Similar to SB 18, AB 52 requires consultation with tribes at an early stage to determine whether the project would have an adverse impact on the TCR and define mitigation to protect them. Per AB 52, within 14 days of deciding to undertake a project or determining that a project application is complete, the lead agency must provide formal written notification to all tribes who have requested it. The tribe then has 30 days of receiving the notification to respond if it wishes to engage in consultation. The lead agency must initiate consultation within 30 days of receiving the request from the tribe. Consultation concludes when both parties have agreed on measures to mitigate or avoid a significant effect to a tribal cultural resource, or a party, after a reasonable effort in good faith, decides that mutual agreement cannot be reached. Regardless of the outcome of consultation, the CEQA document must disclose significant impacts on tribal cultural resources and discuss feasible alternatives or mitigation that avoid or lessen the impact.

Local

City of Wildomar General Plan

The Land Use and Open Space Elements of the Wildomar General Plan provide policies on Tribal Cultural Resources.

- **Policy LU-32.1:** The County of Riverside will continue to work with Tribal authorities to forge inter-governmental agreements in situations where such agreements would be mutually beneficial. In the absence of agreements specifying otherwise, questions regarding development within areas subject to Indian jurisdiction should be referred to the applicable Tribal authorities. (AI 4)

- **Policy OS-19.4**: Require a Native American Statement as part of the environmental review process on development projects with identified cultural resources.

5.12.1.2 EXISTING CONDITIONS

The City notified the Morongo Band of Mission Indians, Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians on June 26, 2020. Responses were received from the Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians.

5.12.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.12.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval for tribal cultural resources are identified below.

PPP TCR-1 Pursuant to California Health and Safety Code Section 7050.5, if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are not subject to his or her authority and has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

5.12.4 Environmental Impacts

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.12-1: The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). [Threshold TCR-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse

impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process.

Effective July 1, 2015, AB 52 added TCRs as a resource subject to review under CEQA. AB 52 requires meaningful consultation between lead agencies and California Native American tribes on potential impacts to TCRs, as defined in PRC Section 21074. A TCR is a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is either on or eligible for inclusion in the California Historic Register, or is a resource that the lead agency, at its discretion and supported by substantial evidence, determines should be treated as a TCR (PRC §§ 21074[a][1-2]).

TCRs may be found throughout Riverside County, but information about them is much more difficult to obtain than for most archaeological resources. Currently, there is no database of such resources, and most cannot be identified by surveying the land. Identification of TCRs requires coordination with Native American tribes, and their precise location is often difficult to determine because they may only be documented through the oral history of the tribe.

In accordance with AB 52, the City notified local tribes about the proposed project on June 26, 2020, to determine the potentially for tribal cultural resources onsite and to determine if local knowledge of TCRs is available about the project site and surrounding area. The Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians responded and requested consultation. The City consulted with the Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians on July 30, 2020, July 21, 2020, and August 26, 2020, respectively. The City informed the tribes that the City's standard mitigation measures (**TRI-1** through **TRI-8**) would be implemented to ensure impacts are reduced, should the discovery of subsurface TCRs occur during ground disturbing activities.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is currently vacant and future development on the site would require ground-disturbing activities which could potentially uncover TCRs. As a result, Mitigation Measures **TRI-1** through **TRI-8**, would be required to reduce potential impacts to less than significant. Additionally, after engaging in SB 18 consultation with the Pechanga Band of Luiseno Indians on December 3, 2020, the Tribe requested to be part of the entitlement process for future development on the Property.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.12-1 would be potentially significant.

Mitigation Measures

TRI-1 **Inadvertent Archeological Find.** If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with

each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

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

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

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

   i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

   ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

   iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

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

The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow

identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

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

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

a. Project grading and development scheduling;

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

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

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

the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

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

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

TRI-7 **Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

TRI-8 **Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies,

will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

Level of Significance After Mitigation: Impact 5.12-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.12-1 would be potentially significant.

Mitigation Measures

Mitigation Measures TRI-1 and TRI-8 would be required.

Level of Significance After Mitigation: Impact 5.12-1 would be less than significant.

5.12.5 Cumulative Impacts

As with the proposed project and future development on the Prielipp-Yamas Property, each related cumulative project would be required to comply with AB 52 and PRC Section 21083.2(i), which addresses accidental discoveries of archaeological sites and resources, including tribal cultural resources. The mitigation measures indicated in this Section would apply to both the proposed project and the project-specific CEQA review for future development on the Prielipp-Yamas Property. Therefore, any discoveries of TCRs caused by the project or related projects would be mitigated to a less than significant level; therefore, project impacts would not be cumulatively considerable.

5.12.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant:**

- **Impact 5.12-1** Project implementation could result in an adverse change in Native American resources during construction activities.

5.12.7 Mitigation Measures

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

a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find.

b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.

d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition.

e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.

f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.

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

i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

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

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

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

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

a. Project grading and development scheduling;

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

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

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

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

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

TRI-7 **Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

TRI-8 **Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

5.12.8 Level of Significance After Mitigation

The mitigation measures identified above would reduce potential impacts associated with tribal cultural resources to a level that is less than significant. Therefore, no significant unavoidable adverse impact.

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5.13 UTILITIES AND SERVICE SYSTEMS

5.13.1 Wastewater Treatment and Collection

5.13.1.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal

Requirements for waste discharges from publicly owned treatment works to navigable waters are addressed in National Pollution Discharge Elimination System (NPDES) regulations under the Clean Water Act, United States Code, Title 33, Sections 1251 et seq. NPDES permits for such discharges in the project region are issued by the San Diego Regional Water Quality Control Board. The federal Clean Water Act is described in further detail in Section 5.6, *Hydrology and Water Quality*, of this DEIR.

State

Senate Bill (SB) 244 requires cities and counties to address the infrastructure needs of unincorporated disadvantaged communities in city and county general plans. For cities and counties, SB 244 requires that, before the due date for adoption of the next housing element after January 1, 2012, the general plan land use element must be updated to:

- Identify unincorporated disadvantaged communities.
- Analyze for each identified community the water, wastewater, stormwater drainage, and structural fire protection needs.
- Identify financial funding alternatives for the extension of services to identified communities.

Local

2016 Sewer System Master Plan

The Sewer Master Plan provides the Elsinore Valley Municipal Water District (EVMWD) with a comprehensive assessment of its sewer system and its ability to accommodate current and future wastewater collection needs. The Master Plan has a planning horizon up to the year 2040. The evaluation includes determining needs to address existing system deficiencies and facility requirements to meet rising demands over the next 25 years. The report also provides details for a proposed Capital Improvement Program for the sewer collection system, including prioritization and construction cost estimates. The overall objective of the Master Plan is to provide cost-effective and fiscally responsible sewer collection services that meet the capacity and reliability requirements of its customers.

City of Wildomar Municipal Code

Chapter 13.04, Sewer System Service, ensures maximum beneficial public use of the City service area facilities through adequate regulation of sewer construction, sewer use and industrial wastewater discharges and to

provide for equitable distribution of the costs. Accordingly, no person, other than employees of the City or persons contracting to do work with the City, shall construct or alter any public sewer, lateral sewer, house connection or industrial sewer, pumping facility or other sewerage facility within the City where existing or proposed wastewater flows will discharge to City facilities without obtaining approval of construction plans from the Department of Building and Safety.

5.13.1.2 EXISTING CONDITIONS

Wastewater Treatment

The EVMWD Sewer District provides service for the City of Lake Elsinore, the cities of Canyon Lake and Wildomar, portions of the city of Murrieta, and unincorporated portions of Riverside County. The "backbone" of the system consists of trunk sewers, generally 10 inches in diameter and larger, that convey the collected wastewater to EVMWD's Water Reclamation Facilities (WRFs). The existing wastewater collection system consists of over 406 miles of pipes (force mains and gravity), 38 active lift stations, and three WRFs (EVMWD 2016).

EVMWD currently operates three wastewater reclamation facilities: Regional WRF, Horsethief Canyon WRF, and Railroad Canyon WRF. In addition, wastewater flow in the southern part of EVMWD's service area is treated at the Santa Rosa WRF operated by the Rancho California Water District (RCWD). These four reclamation facilities serve four major service areas within the EVMWD's wastewater collection system. Each service area consists of gravity collectors, trunk lines, lift stations, and force mains, which convey flow to the treatment plants. Effluent from all of these WRFs meets Title 22 standards and can be used for non-potable water supply to EVMWD's recycled water system.

The Regional WRF service area contains 29 lift stations, the Railroad Canyon WRF service area contains seven lift stations, and the Horsethief Canyon service area contains two lift stations. A majority of the EVMWD's wastewater collection system consists of 8-inch through 15-inch-diameter collector and trunk sewer lines. Additionally, EVMWD has two major interceptor sewers ranging in size from 12 inches to 27 inches in diameter. The EVMWD's system also contains 50 force mains, with diameters ranging in size from 4 inches to 16 inches (EVMWD 2016).

The project site is located within the Regional WRF service area. The plant was constructed in 1986 with a capacity of 2 million gallons per day (mgd). Several expansions and improvements were completed over the years, and currently the plant has an average flow capacity of 8 mgd and a peak flow capacity of 17.6 mgd, and treats flows using an extended aeration process (EVMWD 2016). EVMWD anticipates upgrading the capacity to 23.5 mgd by the year 2027.

Pump Stations

The EVMWD currently operates and maintains 38 active lift stations and 406 miles of force main and gravity pipes. The EVMWD collection system contains approximately 98,000 feet of force mains (EVMWD 2016). These force mains service the lift stations in the EVMWD system.

5.13.1.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

U-3 Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

5.13.1.4 PLANS, PROGRAMS, AND POLICIES

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval, for utility and service systems impacts are identified below.

PPP USS-1 In accordance with municipal code 13.04, Sewer System Service, the project will obtain approval of construction plans from the Department of Building and Safety.

5.13.1.5 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.13-1: Project-generated wastewater could be adequately treated by the wastewater service providers for the project. [Thresholds U-1 (part), and U-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Future development as a result of the proposed project would require the installation of new or expanded sewer laterals and mains in order to accommodate the additional future development onsite.

As shown in Table 5.13-1, *Wildomar Trail Town Center Mixed-Use Project Estimated Wastewater Generation,* under the proposed conditions, the project would generate approximately 59,226 gallons of wastewater per day. The sewer flows from the project site connect to an 8-inch EVMWD gravity sewer line, along Cervera Road.

Table 5.13-1 Wildomar Trail Town Center Mixed-Use Project Estimated Wastewater Generation

	Units (persons)/acre	Average Daily Wastewater Generation[1]	Total Average Daily Wastewater Generation
Gas station/mini-mart car wash	0.14 acres	1,500 gpd/acre	209 gpd
Commercial retail shops, restaurant pads, and market	0.81 acres	1,500 gpd/acre	1,221 gpd
Office buildings	1.65 acres	1,800 gpd/acre	2,969 gpd
Townhome/condominium residential units	152 units (503 persons)	109 gpd/capita	54,827 gpd
		Total	59,226 gpd

Notes: The total average daily wastewater generated by the project is greater than the total average water demand. The wastewater generation factor used to estimate wastewater represents a worst-case estimate.
[1] Source: EVMWD Design Standards and Standard Drawings, 2015.

The increased sewer flows would connect through an existing 8-inch EVMWD gravity sewer line, along Cervera Road. The gravity sewer line flows to the McVicar lift station located approximately 1.2 miles south of the project site. The project site is located within the Regional WWTP service area. As of 2010, the Regional WWTP had an existing average daily wastewater flow into the treatment plant of 6.0 mgd. The capacity of the treatment plant is 8 mgd and the remaining capacity is about 2 mgd. As shown in Table 5.13-1, the project would result in the generation of 59,226 gpd which represents approximately 0.06 million gallons per day.

Proposed sewer infrastructure would continue to tie into the existing 8-inch EVMWD gravity sewer line. EVMWD utilizes development fees for new connections and proposed flow increases to improve existing low capacity sewer lines and upsize existing lines. The increases in sewer flows from the proposed project would cause no regional sewer capacity issues. Although EVMWD has no deficient lines serving the project site, it utilizes development fees to cover associated costs with providing any incremental expansions in service or infrastructure as a result of new development that increases the quantity or flow rate of wastewater discharge. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR . The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan.. Therefore, future wastewater impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase wastewater impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, wastewater impacts resulting from this type of development would also be similar in nature.

The project site is currently undeveloped. Future development of the site would require the installation of new or expanded sewer laterals and mains in order to accommodate residential development. Sewer infrastructure would tie into the existing 8-inch EVMWD gravity sewer line. EVMWD utilizes development fees for new connections and proposed flow increases to improve existing low capacity sewer lines and upsize

existing lines. The increases in sewer flows from future would cause no regional sewer capacity issues. Although EVMWD has no deficient lines serving the site, it utilizes development fees to cover associated costs with providing any incremental expansions in service or infrastructure as a result of new development that increases the quantity or flow rate of wastewater discharge.

The proposed project would result in population growth of approximately 503 residents on the project site. The potential 503 new residents of the proposed project would comprise 3.05 percent of the proposed 25-year increase of 15,500 residents for the City based on the SCAG RTP/SCS projections. The SCAG projection estimated a 2020 population of 38,700 for the City, which is an increase of 1,517 residents from the DOF 2020 population estimate (37,183 residents). If the project population is added to the existing DOF population estimate, the resulting population of 37,686 residents[1] remains below the SCAG 2020 projection of 38,700. Thus, the proposed project would not induce substantial additional growth. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient wastewater infrastructure are available to the site and impacts are less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.13-1 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-1 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.13-1 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-1 would be less than significant.

5.13.1.6 CUMULATIVE IMPACTS

Wastewater Treatment Capacity Impacts

The area considered for cumulative impacts to wastewater facilities 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 Water Reclamation Facility is designed to treat an 8 mgd average

[1] 37,183 (DOF 2020 Population) + 503 (proposed residents) = 37,686 residents

flow and 16 mgd peak flow. The Water Reclamation Plant 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.

5.13.1.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.13-1.

5.13.1.8 MITIGATION MEASURES

No mitigation measures would be required.

5.13.1.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.13.2 Water Supply and Distribution Systems

5.13.2.1 ENVIRONMENTAL SETTING

Regulatory Background

State

California Water Code

To assist with water suppliers, cities, and counties in integrating water and land use planning, the state passed Senate Bill (SB) 610, which is codified in the California Water Code Section 10910. The lead agency preparing a CEQA document shall identify any water system whose service area includes the project site and any water system adjacent to the project site that is, or may become, a public water system that may supply water for the project. If the leady agency is not able to identify any public water system that may supply water for the project, then the lead agency shall prepare a water assessment.

Urban Water Management Planning Act

The Urban Water Management Planning Act of 1983, California Water Code Sections 10610 et seq., requires preparation of a plan that:

- Plans for water supply and assesses reliability of each source of water, over a 20-year period, in 5-year increments.

- Identifies and quantifies adequate water supplies, including recycled water, for existing and future demands in normal, single-dry, and multiple-dry years.

- Implements conservation and the efficient use of urban water supplies. Significant new requirements for quantified demand reductions have been added by the Water Conservation Act of 2009 (SBX7-7), which amends the act and adds new water conservation provisions to the Water Code.

The Urban Water Management Planning Act states that every urban water supplier that provides water to 3,000 or more customers or provides over 3,000 acre-feet of water per year (afy) should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years.

Principles Governing CEQA Analysis of Water Supply

In *Vineyard Area Citizens for Responsible Growth, Inc., v. City of Rancho Cordova* (February 1, 2007), the California Supreme Court articulated the following principles for analysis of future water supplies for projects subject to CEQA:

- To meet CEQA's informational purposes, the EIR must present sufficient facts to decision makers to evaluate the pros and cons of supplying the necessary amount of water to the project.

- CEQA analysis for large, multiphase projects must assume that all phases of the project will eventually be built, and the EIR must analyze, to the extent reasonably possible, the impacts of providing water to the entire project. Tiering cannot be used to defer water supply analysis until future phases of the project are built.

- CEQA analysis cannot rely on "paper water." The EIR must discuss why the identified water should reasonably be expected to be available. Future water supplies must be likely rather than speculative.

- When there is some uncertainty regarding future availability of water, an EIR should acknowledge the degree of uncertainty, include a discussion of possible alternative sources, and identify the environmental impacts of such alternative sources. Where a full discussion still leaves some uncertainty about long-term water supply, mitigation measures for curtailing future development in the event that intended sources become unavailable may become a part of the EIR's approach.

- The EIR does not need to show that water supplies are definitely ensured, because such a degree of certainty would be "unworkable, as it would require water planning to far outpace land use planning." The requisite degree of certainty of a project's water supply varies with the stage of project approval. CEQA does not require large projects, at the early planning phase, to provide a high degree of certainty regarding long-term future water supplies.

- The EIR analysis may rely on existing urban water management plans, as long as the project's demand was included in the water management plan's future demand accounting.
- The ultimate question under CEQA is not whether an EIR establishes a likely source of water, but whether it adequately addresses the reasonably foreseeable impacts of supplying water to the project.

Regional

Riverside County Municipal National Pollutant Discharge Elimination System (NPDES) Storm Water Permit – Water Code Section 13383 Order to Submit Method to Comply with Statewide Trash Provisions

The State Water Resources Control Board (State Water Board) adopted statewide Trash Provisions to address the impacts trash has on beneficial uses of surface waters. The Trash Provisions establish a statewide water quality objective for trash and a prohibition of trash discharge, or deposition where it may be discharged, to surface waters or the State. For Phase I Co-Permittees that have regulatory authority over Priority Land Uses, the Trash Provisions require implementation of the prohibition through requirements incorporated into Phase I MS4 Permits and/or through monitoring and reporting orders, by June 2, 2017. Since the Trash Provisions have not yet been implemented through the Riverside County MS4 Permit, the Santa Ana Regional Board implemented the initial steps of the Trash Provisions through orders in accordance with Water Code section 13383, as specific in the Trash Provisions. The City of Wildomar is one of the cities in Riverside County to receive this order.

Local

2015 Elsinore Valley Municipal Water District Urban Water Management Plan

The UWMP is required under Water Code Sections 10610 through 10656 of the Urban Water Management Planning Act, effective January 1, 1984. The act requires all urban water suppliers to prepare, adopt, and file a UWMP with DWR every five years. The UWMP outlines current water demands, sources, and supply reliability to the City by forecasting water use based on climate, demographics, and land use changes in the City. The plan also provides demand management measures to increase water use efficiency for various land use types and details a water supplies contingency plan in case of shortage emergencies.

City of Wildomar Municipal Code

Chapter 17.276, Water-Efficient Landscapes intends to establish water efficient landscape regulations 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.

5.13.2.2 EXISTING CONDITIONS

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.

Water Supply

EVMWD has three primary sources of potable water supply:

- Local groundwater pumped from District-owned wells (which accounts for approximately 33 percent of the supply from 1992-2013 years).
- Surface water from Canyon Lake Reservoir and treated by the Canyon Lake Water Treatment Plant (which accounts for approximately 10 percent of the supply from 1992-2013)
- Imported water purchased from Metropolitan Water District (MWD) through Western Municipal Water District (WMWD) (which accounts for approximately 57 percent of the supply from 1992- 2013). Water is imported from the TVP connection, the Auld Valley Pipeline EM-17 connection, the conjunctive use program (CUP), and the Coldwater Basin (starting in August 2013).

In addition, EVMWD has access to several additional water sources through its acquisition of the Temescal Water Company assets in 1989. These consist of groundwater from the Bunker Hill, Rialto-Colton, Riverside North, Bedford, Coldwater, and Lee Lake Basins, and surface water from Temescal Creek and several tributary creeks.

EVMWD has a recycled water network that delivers non-potable recycled water to customers in four different service areas. Three of the service areas are supplied by EVMWD owned water reclamation facilities (WRF), and one recycled water service area is supplied from the Santa Rosa WRF owned by Rancho California Water District. EMWD supplies recycled water to the Canyon Lake Golf Course in the Railroad Canyon service area during peak summer demands. All three of EVMWD's water reclamation facilities are capable of producing recycled water quality water.

EVMWD purchases water from WMWD from two different sources. One source of the water purchased from WMWD is treated at MWD's Skinner Filtration Plant, which blends primarily Colorado River water and a small amount of State Project Water. The purchased water is pumped through the Auld Valley Pipeline (AVP) through the Metropolitan Connection EM-17 and into the 1434 zone by the Auld Valley Booster Pumps and into the 1650 zone through the California Oaks Booster Pumps Station. The other source of water EVMWD receives from WMWD is imported from the Temescal Valley Pipeline (TVP). The TVP delivers State Water Project Water (SWP) treated at MWD's Mills Filtration Plant. Conveyed water is transferred to the TVP from the Mills Gravity Pipeline, which is owned and operated by WMWD, at the Woodcrest vault.

The Elsinore Basin is the major source of potable groundwater supply for EVMWD and other private groundwater producers. The Elsinore Basin is located in a graben (a down-dropped geologic block) created by two major fault zones: the Glen Ivy Fault Zone to the northeast and the Wildomar Fault Zone to the

southeast. The groundwater basin encompasses approximately 25 square miles of valley fill including Lake Elsinore, which covers about 5.6 square miles (3,600 acres) of the basin. The surface water drainage area tributary to the basin consists of 42 square miles of mountain and valley area. Major streams include McVicker Canyon, Leach Canyon, Dickey Canyon, and the San Jacinto River, which drain into Lake Elsinore and provide a portion of the basin recharge. Planned sources of water are shown in Table 5.13-2, *Projected Water Supplies*.

Table 5.13-2 Projected Water Supplies

	afy				
Source	2020	2025	2030	2035	2040
Purchased or Imported	26,286	26,286	26,286	26,286	26,286
Groundwater	10,560	16,783	16,783	18,783	18,783
Surface Water	4,000	4,000	4,000	4,000	4,000
Other	1,145	1,720	2,295	2,870	3,100
Recycled Water	2,061	3,607	3,607	9,307	9,307
Total	44,052	52,396	52,971	61,246	61,476

Source: 2016 UWMP.

Tables 5.13-3 through 5.13-5 show a comparison between supply and demand for projected years between 2020 and 2040 for normal years, single dry year, and multiple dry years, respectively. As shown in these Tables, the available supply would meet the projected demand of EVMWD's service area due to conservation measures and diversified supply.

Table 5.13-3 Normal Year Supply and Demand Comparison

	afy				
Source	2020	2025	2030	2035	2040
Supply totals	44,052	52,396	52,971	61,246	61,476
Demand totals	36,205	40,605	45,005	49,205	53,605
Difference	7,847	11,791	7,966	12,041	7,871

Source: 2016 UWMP.

Table 5.13-4 Single Dry Year Supply and Demand Comparison

	afy				
Source	2020	2025	2030	2035	2040
Supply totals	41,170	49,514	50,089	58,079	58,309
Demand totals	36,205	40,605	45,005	49,205	53,605
Difference	4,965	8,909	5,084	8,874	4,704

Source: 2016 UWMP.

Table 5.13-5 Multiple Dry Year Supply and Demand Comparison

Source		afy				
		2020	2025	2030	2035	2040
First Year	Supply totals	42,782	51,126	51,701	59,691	59,921
	Demand totals	36,205	40,605	45,005	49,205	53,605
	Difference	6,577	10,521	6,696	10,486	6,316
Second Year	Supply totals	42,640	50,984	51,559	59,549	59,779
	Demand totals	36,205	40,605	45,005	49,205	53,605
	Difference	6,435	10,379	6,554	10,344	6,174
Third Year	Supply totals	41,640	49,984	50,559	58,549	58,779
	Demand totals	36,205	40,605	45,005	49,205	53,605
	Difference	5,435	9,379	5,554	9,344	5,174

Source: 2016 UWMP.

Water Demand

The EVMWD service area's total water demand in FY 2014-2015 for potable water was 22,569 acre-feet per year (AFY), met through locally pumped groundwater, surface water from Canyon Lake Reservoir, and purchased imported water from MWD. Table 5.13-6, *Total Water Demands,* shows the existing and projected potable water and recycled water demands from 2015 to 2040.

Table 5.13-6 Total Water Demands

Source	afy					
	2015	2020	2025	2030	2035	2040
Potable and Raw Water	21,333	34,400	38,800	43,200	47,400	51,800
Recycled Water Demand	1,236	1,805	1,805	1,805	1,805	1,805
Total Water Demand	22,569	36,205	40,605	45,005	49,205	53,605

Source: 2016 UWMP.
[1] Recycled water demand only incudes metered customer and golf course irrigation demands. It does not include required flow to Lake Elsinore and Temescal Wash or Groundwater IPR availability

5.13.2.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

U-2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

5.13.2.4 PLANS, PROGRAMS, AND POLICIES

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval, for utility and service systems impacts are identified below.

PPP USS-2 Landscaping installed onsite would be required to comply with landscape water use standards set forth by municipal code 17.276. A landscape documentation package shall be submitted to the City for review and approval prior to the issuance of any permits to install or construct any landscape-related improvements and the applicant shall submit a certification of completion to the Planning Director prior to the final inspection of a new landscape installation.

5.13.2.5 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.13-2: Water supply and delivery systems are adequate to meet project requirements. [Thresholds U-1 (part) and U-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would connect to the EVMWD water main for domestic water use. As shown in Table 5.13-7, *Wildomar Trail Town Center Mixed-Use Project Estimated Water Demand,* under the proposed conditions, the demand for the project is estimated to be approximately 36,737 gallons of water per day.

Table 5.13-7 Wildomar Trail Town Center Mixed-Use Project Estimated Water Demand

	Units/Square Feet	Average Daily Water Demand[1]	Total Average Daily Water Demand
Gas station/mini-mart car wash	6,080 sf	120 gal/1,000 sf	730 gpd
Commercial retail shops, restaurant pads, and market	35,529 sf	120 gal/1,000 sf	4,263 gpd
Office buildings	72,000 sf	120 gal/1,000 sf	8,640 gpd
Townhome/condominium residential units	152 units sf	400 gal/unit	23,104 gpd
		Total	36,737 gpd

[1] Source: EVMWD Design Standards and Standard Drawings, 2015.

These results are conservative because they do not account for the 20 percent reduction in water use with new construction, as per CALGreen Building Code Standards as specified in Municipal Code Chapter 17.310. Furthermore, pursuant to Section 17.276.070 of the Wildomar Municipal Code, the proposed project 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.

Water supplies include surface water from Canyon Lake, groundwater pumping and imported water from MWD. As documented in Tables 5.13-3 through 5.13-5, EVMWD is able to meet all customers' demands during normal year, single dry year, and multiple dry year conditions with significant reserves held by MWD, local groundwater and surface water supplies, and conservation measures in multiple dry year conditions. EVMWD and its retail agencies work together to improve the water reliability within the service area by developing additional local supplies and by implementing water use efficiency programs.

As previously identified in Table 5.13-3, the EVMWD's UWMP projects a 2040 water demand of 61,476 AFY, with a projected supply of 53,605 AFY for a normal year. The project's anticipated water demand represents approximately 0.5, 0.9, and 0.8 percent of the projected 2040 water surplus in normal, single year dry, and multiple year dry conditions, respectively. As such, 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. EVMWD will have sufficient water supplies available during normal, single dry, and multiple dry years through the year 2040 to meet all projected water demands associated with its existing and future customers, including the proposed project. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR . The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan.. Therefore, future water supply impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase water supply impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, water supply impacts resulting from this type of development would be similar in nature.

The project site is currently undeveloped. Future development of the site would connect to the City's water main for domestic water use. Development would be required to comply with CALGreen Building Code Standards as specified in Municipal Code Chapter 17.310 which require a 20 percent reduction in water use with new construction. Furthermore, pursuant to Section 17.276.070 of the Wildomar Municipal Code, future development 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. Per the EVMWD's development review process, the project applicant will be required to submit plans to for review and approval. Because the anticipated population growth resulting from development of this site 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.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.13-2 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-2 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.13-2 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-2 would be less than significant.

5.13.2.6 CUMULATIVE IMPACTS

The area considered for cumulative impacts to water supply services 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 238,300 persons by the year 2040. 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 36,205 AFY in the year 2020 to 53,605 AFY in the year 2040.

MWD will continue to rely on the plans and policies outlined in its UWMP and Incremental Recycled Water Program 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 2040. The EVMWD would have water supplies for projected growth through 2040 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.

5.13.2.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.13-2

5.13.2.8 MITIGATION MEASURES

No mitigation measures would be required.

5.13.2.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.13.3 Storm Drainage Systems

5.13.3.1 ENVIRONMENTAL SETTING

Regulatory Background

Regional

Municipal Stormwater (MS4) Permit

The project area lies within the jurisdiction of Santa Ana Regional Water Quality Control Board (Region 8) and is subject to the waste discharge requirements of the Riverside County Municipal Separate Sewer (MS4) Permit (Order No. R8-2010-0033) and NPDES Permit No. CAS618033, as amended by Order No. R8-2013-0024. Riverside County, incorporated cities of Riverside County, and the Riverside County Flood Control District are co-permittees under the MS4 Permit. Pursuant to the MS4 Permit, the co-permittees were required to develop and implement a drainage area management plan as well as local implementation plans, which describe urban runoff management programs for the local jurisdictions. The City of Wildomar, as a permittee under the General MS4 permit, has legal authority for enforcing the terms of the permit in its jurisdiction.

Stormwater Program: Trash Implementation Program

On April 7, 2015, the State Water Resources Control Board adopted an amendment to the Water Quality Control Plan for Ocean Waters of California (Ocean Plan) to control trash and Part 1, Trash Provisions of the Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California (ISWEBE Plan). Together, they are collectively referred to as the "Trash Amendments." The Trash Amendments include six elements: (1) water quality objectives, (2) applicability of amendments, (3) prohibition of discharge, (4) implementation provisions, (5) time schedule, and (6) monitoring and reporting requirements. Following adoption, the Trash Amendments were submitted to both the California Office of Administrative Law (OAL) and the U.S. Environmental Protection Agency (EPA) for review and approval.

The OAL approved the Trash Amendments on December 2, 2015. The EPA approved the Trash Amendments on January 12, 2016.

The Trash Amendments apply to all Phase I and II permittees under the NPDES municipal separate storm sewer systems (MS4) permits who retain regulatory authority over Priority Land Uses. The State Water Resources Control Board Executive Director sent separate 13383 Orders to traditional and nontraditional Small MS4 permittees on June 1, 2017. Regional Water Quality Control Boards, as the permitting authority, issued to their Phase I permittees either Water Code 13383 or 13267 orders that contain region-specific requirements, which may differ from the State Water Resources Control Board orders.

The Trash Amendments apply to all surface waters of the state and prohibit the discharge of trash to surface waters of the state as well as the depositing of trash where it may be discharged into surface waters of the state. Priority land uses are developed sites that include high density residential (10 or more dwelling units/acre); industrial; commercial; mixed urban; public transportation stations and stops; alternative areas determined by the permittees; and other areas determined by the state.

2017 Drainage Area Management Plan (DAMP)

The DAMP is implemented by Riverside County, Riverside County Flood Control District (OCFCD), and incorporated cities (permittees), including Wildomar. Through the DAMP, permittees intend to continue to improve existing stormwater quality practices and, where necessary, address identified problems and implement new practices.

Local

City of Wildomar Municipal Code

Chapter 13.12, Stormwater Drainage System Protection, intends to protect and enhance the water quality of City watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with applicable requirements contained in applicable state and federal regulations.

2019 City of Wildomar Master Drainage Plan

The 2019 Master Drainage Plan identifies areas that are deficient in meeting the flood control protection criteria established and recommends sub-regional and local drainage facilities that will mitigate the deficiencies and provide the level of flood protection established. In addition, the plan identifies costs and addresses financing. The plan acts as an implementation guide for the City and future developers. The City was divided into four Regions for study which represent major drainage areas. Each region was divided into Subregions representing a specific study area. Priority was placed on identifying new facilities to provide an additional level of flood control protection.

5.13.3.2 EXISTING CONDITIONS

The project site lies within the Santa Margarita River Watershed within Riverside County. The Santa Margarita River Watershed drains into the Santa Ana River, the largest river in Southern California. The project site is currently vacant and accepts flows from the north in two locations. Both flows enter the northern portion of

the site and meander southeasterly to an existing storm drain system. These flows are approximately 144 cubic feet per second (cfs) and 158 cfs. Surface runoff from the existing site is split and outflows in two locations. Approximately, half of the site conjoins the flows reaching this site and outflows to an existing storm drain system; while the other half flows onto Cervera Road, continues south on Wildomar Trail, and enters a storm drain inlet on Wildomar Trail just south of California Lutheran High School.

5.13.3.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

5.13.3.4 PLANS, PROGRAMS, AND POLICIES

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval, for utility and service systems impacts are identified below.

PPP USS-3 The project will be constructed and operated in accordance with the Santa Ana Regional Water Quality Control Board Municipal Stormwater (MS4) Permit for Riverside County. The MS4 Permit requires the proposed project to prepare and implement a WQMP to:

- Control release of contaminants into storm drain systems.
- Educate the public about stormwater impacts.
- Detect and eliminate illicit discharges.
- Control runoff from construction sites.
- Implement BMPs and site-specific runoff controls and treatments.

5.13.3.5 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.13-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project. [Threshold U-1 (part)]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is currently undeveloped. Under the proposed conditions, impervious surfaces would increase because the proposed project would allow for the development of a mixed-use master plan on an approximately 25.8-acre vacant site which would include 41,609 square feet of commercial retail, 72,000

square feet of professional office, and 152 townhome/condominium residential units with full on-site/off-site improvements. Collectively, the proposed project would result in 22.33 acres of development.

Under existing conditions, the site is entirely pervious, and under the proposed project, the amount of impervious area would increase to 20.77 acres, or approximately 80.5 percent of the site. The construction of a detention basin would cover approximately 1.57 acres, or 6.05 percent of the site. Therefore, under the proposed project, the amount of pervious area would cover approximately 5.03 acres, or approximately 19.5 percent of the site.

The proposed project would be graded to closely mimic the direction of flow of the existing conditions, and these flows would continue in the southern direction but would be directed to the proposed detention basin before existing the site. This basin would treat the runoff of pollutants. Offsite runoff, entering the site from the north, would be intercepted by a 48-inch storm drainpipe and would only conjoin with cleaned runoff from onsite. Additionally, onsite landscaping would assist in minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume. Infiltration through landscaped areas would serve as a water treatment function. The proposed project would also include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. The BMPs could include marking "only rain down the storm drain" on storm drain inlets, maintaining landscaping using minimum or no pesticides, and dry sweeping the fueling area routinely, as stated in the WQMP (Michael Baker 2020b). The mix of BMPs have been determined as part of the WQMP. The proposed bioretention basin would treat the required water quality volume for the project site. Therefore, no substantial additional sources of pollutants or significant increases in runoff for the 85th percentile storm event are anticipated.

Storm drain infrastructure is to be developed as part of project-specific buildout. Offsite runoff would no longer outlet to the site; it would be conveyed through a proposed storm drain system, separate from the onsite storm drain. The new storm drain system would be appropriately located and sized to convey flows respective to their tributary areas for the design storm required by City and County requirements. Infrastructure would connect to a 60-inch City of Wildomar line on Cervera Road and discharge to modified channel to the south of the site as under existing conditions. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan.. Therefore, future storm drainage impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase storm drainage impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in

the local area. As a result, storm drainage impacts resulting from this type of development would be similar in nature.

The project site is currently undeveloped. Future development of the site would increase the amount of impervious surfaces and therefore, may increase flow rates and volumes of runoff entering storm drains. Future development would include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. Moreover, development on the site would be required by MS4 permits to be sized and designed to ensure onsite retention of the volume of runoff produced from a 24-hour, 85th percentile storm event, which is similar to a 2-year storm. Any new storm drain system would be appropriately located and sized to convey flows respective to their tributary areas for the design storm required by City and County requirements. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient storm drainage systems are available to the site and impacts are less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.13-3 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-3 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.13-3 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-3 would be less than significant.

5.13.3.6 CUMULATIVE IMPACTS

Cumulative impacts are considered for the Santa Margarita River Watershed in western Riverside County. Other projects in the watershed may increase the amount of impervious surfaces and therefore, may increase flow rates and volumes of runoff entering storm drains in the region. Other projects in the watershed would be required by MS4 permits to be sized and designed to ensure onsite retention of the volume of runoff produced from a 24-hour, 85th percentile storm event, which is similar to a 2-year storm. Other impacts to storm drainage would be analyzed in separate CEQA processing for each cumulative project, and mitigation measures would be required as appropriate to minimize significant impacts.

5.13.3.7 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.10-3.

5.13.3.8 MITIGATION MEASURES

No mitigation measures are required.

5.13.3.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.13.4 Solid Waste

5.13.4.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act of 1976 (Title 40 of the Code of Federal Regulations), Part 258, contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

State

California Integrated Waste Management Act

California's Integrated Waste Management Act of 1989 (AB 939, Public Resources Code 40050 et seq.) set a requirement for cities and counties throughout the state to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling, and composting. In 2008, the requirements were modified to reflect a per capita requirement rather than tonnage. To help achieve this, the act requires that each city and county prepare and submit a source reduction and recycling element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

AB 341 (Chapter 476, Statutes of 2011) increased the statewide goal for waste diversion to 75 percent by 2020 and requires recycling of waste from commercial and multifamily residential land uses.

California Solid Waste Reuse and Recycling Act of 1991

The California Solid Waste Reuse and Recycling Access Act (AB 1327, California Public Resources Code Sections 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a

model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

California Green Building Standards Code

Section 5.408 of the 2013 California Green Building Standards Code (Title 24, California Code of Regulations, Part 11) requires that at least 50 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

Local

City of Wildomar Municipal Code

Section 8.104, Solid Waste Collection and Disposal, provides a comprehensive system for the generation accumulation, handling, collection, transportation, conversion and disposal of solid waste, to be controlled and regulated by the City. This section of the municipal code outlines requirements for the management and proper disposal of solid waste.

5.13.4.2 EXISTING CONDITIONS

Solid Waste Collection and Disposal

CR&R collects solid waste and provides recycling services to the City of Wildomar.

Landfills

All solid waste from the City, including the project site, is processed at CR&R Environmental Services and transferred 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).

The landfill is permitted for 5,000 tons per day (TPD), a remaining capacity of 19,242,950 cubic yards, and an estimated cease date of April 1, 2029 (CalRecycle 2019). Landfills are required to comply with existing landfill regulations from federal, state, and local regulatory agencies. They are subject to regular inspections from CalRecycle and the local enforcement agencies, the RWQCB, and the South Coast Air Quality Management District.

Solid Waste Diversion and Recycling

CR&R has an extensive network of processing facilities that manage waste for residents of Wildomar. This includes solid waste, recyclables, green waste, food waste, construction and demolition waste, electronic waste and a number of other materials.

There are 34 solid waste diversion programs in Wildomar, including composting, facility recovery, household hazardous waste, policy incentives, public education, recycling, source reduction programs, and special waste

materials programs including white goods, scrap metal, wood waste, concrete/asphalt/rubble, and tires (CalRecycle 2018b).

Compliance with AB 939 is measured in part by comparing actual disposal rates for residents and employees to target rates; actual rates at or below target rates are consistent with AB 939. Target disposal rates for Wildomar in 2018 were 4.8 pounds per day (ppd) per resident and 36.2 ppd per employee; actual disposal rates were 3.5 ppd per resident and 21.5 ppd per employee (CalRecycle 2018a). Actual disposal rates in 2018 were consistent with AB 939.

5.13.4.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-4 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

U-5 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.13.4.1 PLANS, PROGRAMS, AND POLICIES

Plans, programs, and policies (PPP), including applicable regulatory requirements and conditions of approval, for utility and service systems impacts are identified below.

PPP USS-4 The project will comply with Municipal Code Chapter 15.20, Green Building Standards Code which adopts the 2019 California Green Building Standards Code as the City's Green Building Standards Code.

PPP USS-5 The project will comply with Municipal Code Chapter 8.104, Solid Waste Collection and Disposal, which outlines requirements for the management and proper disposal of solid waste.

5.13.4.2 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.13-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste. [Thresholds U-4 and U-5]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would generate an increase in solid waste disposal during both construction and operation. Table 5.10-8, *Wildomar Trail Town Center Mixed-Use Project Estimated Solid Waste Disposal*, provides an estimate of the solid waste generated by the proposed project.

The proposed project would generate an increase 6,855.8 pounds per day (1,248.4 tons per year). The Lamb Canyon Sanitary Landfill would accept waste from the proposed project; the Lamb Canyon Sanitary Landfill has maximum daily throughput of 5,000 tons per day (19,242,950 pounds per day). The increase in solid waste generated from the proposed project would represent approximately 0.07[2] percent of the maximum daily throughput. The increase in solid waste disposal would be accommodated by the landfill's remaining capacity.

Table 5.13-8 Wildomar Trail Town Center Mixed-Use Project Estimated Solid Waste Disposal

	Project	
	Lbs/Day	Tons/Yr
Gas station/mini-mart car wash	124.8	21.9
Commercial retail shops, restaurant pads, and market	135.8	25.6
Office buildings	6,048	1,102.3
Townhome/condominium residential units	547.2	98.6
Total	6,855.8	1,248.4

Notes: Solid waste disposal estimates are based on California Department of Resources Recycling and Recovery's sample solid waste generation rates (CalRecycle 2016).
Numbers may not add to 100 percent due to rounding.
Lbs = pounds

Additionally, the proposed project would comply with solid waste disposal requirements, including requirements to divert solid waste to landfills through recycling. During construction, the proposed project would comply with CALGreen, which requires recycling and/or salvaging for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). During operation, the proposed project would comply Chapter 8.104 of the Wildomar Municipal Code, which outlines requirements for the management and proper disposal of solid waste. Consequently, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P to R-3 and the General Plan land use designation for this portion of the property would be changed from BP to HHDR. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan.. Therefore, future solid waste impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. While the site is currently vacant and therefore any development would increase solid waste impacts, the proposed project does not result in the approval of any development project and all future development will be required to conduct a project-specific environmental analysis. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, solid waste impacts resulting from this type of development would be similar in nature.

The project site is currently undeveloped. Future development would be required to comply with solid waste disposal requirements, including requirements to divert solid waste to landfills through recycling. During construction, future development would comply with CALGreen, which requires recycling and/or salvaging

[2] 6,855.8 lbs/day = 3.4279 tons/day
3.4279 tons/day / 5,000 tons/day =0.00068 or 0.068 percent.

for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). During operation, future development would be required to comply Chapter 8.104 of the Wildomar Municipal Code, which outlines requirements for the management and proper disposal of solid waste. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient solid waste facilities are available to the site and impacts are less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.13-4 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-4 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.13-4 would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Level of Significance After Mitigation: Impact 5.13-4 would be less than significant.

5.13.4.3 CUMULATIVE IMPACTS

Cumulative impacts are considered for Riverside County, the service area for RCWMD, which owns and operates the Lamb Canyon Sanitary Landfill. 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. The Lamb Canyon Sanitary Landfill has a daily maximum throughput of 5,000 TPD, a remaining capacity of 19,242,950 cubic yards, and an estimated cease date of April 1, 2029. There is adequate landfill capacity to accommodate the existing and future projects in the City. 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. No significant cumulative impact to landfill capacity would occur, and the proposed project would not contribute to a significant cumulative impact.

5.13.4.4 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.10-4.

5.13.4.5 MITIGATION MEASURES

No mitigation measures are required.

5.13.4.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts would be less than significant.

5.13.5 References

California Department of Resources Recycling and Recovery (CalRecycle). 2016. Estimated Solid Waste Generation Rates. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates

_____. 2018a. Annual Reporting: Disposal Rate Calculator - Wildomar, 2018. https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DisposalRateCalculator

_____. 2018b. Jurisdiction Review Reports. Jurisdiction Diversion Program Status Summary - Wildomar, 2018. https://www2.calrecycle.ca.gov/LGCentral/DiversionProgram/JurisdictionSummary

_____. 2019. Facility/Site Summary Details: Lamb Canyon Sanitary Landfill (33-AA-0007). https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368.

EVMWD (Elsinore Valley Municipal Water District). 2016, August. 2016 Sewer System Master Plan. Final Report.

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5.14 WILDFIRE

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the proposed project to exacerbate wildfires in the City of Wildomar. Cumulative impacts related to wildfire are based on regional wildfire hazards in the southern California region associated with proximity to wildlands and are based on Fire Hazard Severity Zones (FHSZ) mapped by the California Department of Forestry and Fire Protection (CAL FIRE).

5.14.1 Environmental Setting

5.14.1.1 REGULATORY BACKGROUND

Federal

National Fire Protection Association Standards

National Fire Protection Association (NFPA) codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. NFPA standards are recommended (advisory) guidelines in fire protection but are not laws or "codes" unless adopted or referenced as such by the California Fire Code or local fire agency. Specific standards applicable to wildland fire hazards include, but are not limited to:

- **NFPA 1141**, Fire Protection Infrastructure for Land Development in Wildlands
- **NFPA 1142**, Water Supplies for Suburban and Rural Fire Fighting
- **NFPA 1143**, Wildland Fire Management
- **NFPA 1144**, Reducing Structure Ignition Hazards from Wildland Fire
- **NFPA 1710**, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations

State

CAL FIRE

CAL FIRE is dedicated to the fire protection and stewardship of over 31 million acres of California's wildlands. The Board of Forestry and Fire Protection is a regulatory body within CAL FIRE. It is responsible for developing the general forest policy of the state, for determining the guidance policies of the Department and for representing the state's interest in federal forestland in California. The Board of Forestry and Fire Protection also promulgates regulations and reviews general plan safety elements that are adopted by local governments for compliance with statutes. Together, the Board and the CAL FIRE protect and enhance the forest resources of all the wildland areas of California that are not under federal jurisdiction.

Office of State Fire Marshal

The California Office of the State Fire Marshal supports the mission of CAL FIRE by focusing on fire prevention. Its fire safety responsibilities include: regulating buildings in which people live, congregate, or are confined; by controlling substances and products which may, in and of themselves, or by their misuse, cause injuries, death and destruction by fire; by providing statewide direction for fire prevention within wildland areas; by regulation hazardous liquid pipelines; by developing and reviewing regulations and building standards; and by providing training and education in fire protection methods and responsibilities. These achievements are accomplished through major programs including engineering, education, enforcement and support from the State Board of Fire Services.

California Government Code

The State of California maintains responsibility for the prevention and suppression of wildfires on land outside incorporated boundaries of a city. In 1991, the State Legislature adopted the Bates Bill (Government Code §§ 51175–51189) following the fires in the Oakland Hills. The bill requires CAL FIRE to identify and classify areas in local responsibility areas (LRA) that have a "very high fire severity" hazard for wildfires. LRAs are areas where local governments have the primary responsibility for preventing and suppressing fires. A local agency is required to adopt CAL FIRE's findings within 120 days of receiving recommendations from CAL FIRE, pursuant to Government Code § 51178(b), or propose modifications in accordance with state law. The VHFHSZs are currently being updated, due in part to the recent 2017 fire season.

California Fire Code

The California Fire Code is a series of building, property, and lifeline codes in the California Code of Regulations, Title 24, Chapter 9. The California Fire Code contains fire-safety-related building standards, such as construction standards, vehicular and emergency access, fire hydrants and fire flow, sprinkler requirements, etc. Specific chapters relevant to wildfire include Chapter 49, Requirements for Wildland-Urban Interface, and Chapter 7A of the California Building Code, Materials and Construction Methods for Exterior Wildfire Exposure. Corona adopts the updated Fire Code and numerous appendices B, C, E, F, and G but not the voluntary Appendix D standards every three years. Amendments are also made to the Code, including requirements for property addressing and signage, Class A roofing, automatic fire alarm and sprinkler system installation fire hydrants, eave protection, and fire flow and access.

California Public Resources Code

The Board of Forestry and Fire Protection is authorized in the Public Resources Code (§§ 4290 and 4291) to adopt minimum fire safety standards for new construction in VHFHSZs in SRAs. The Board published its fire safety regulations in the California Code of Regulations, Title 14. (These standards may differ from those in Appendix D of the California Fire Code.) Fire safe regulations currently address:

- Article 1: Administration of ordinance and defensible space measures (Chapter 49)
- Article 2: Emergency access and egress standards (roadways) (Appendix D)
- Article 3: Standards for signs identifying streets, roads, and buildings (Chapter 5)

- Article 4: Emergency water standards for fire use (Appendix B, BB)
- Article 5: Fuel modification standards (Chapter 49)

Local ordinances adopted by local governments cannot be less restrictive than the provisions in state law. These regulations would be applied in SRAs outside of the City's boundaries, such as the SOI and surrounding unincorporated lands.

California Building Code

The California Building Code requires the installation and maintenance of smoke alarms in residential dwelling units:

- **CCR Title 24, Part 2, Section 907.2.11.2.** Smoke alarms shall be installed and maintained on the ceiling or wall outside of each separate sleeping area in the immediate vicinity of bedrooms. In each room used for sleeping purposes, and in each story within a dwelling unit. The smoke alarms shall be interconnected.

California General Plan Law, OPR General Plan Guidelines

Government Code § 65302 requires that safety elements be revised periodically to address wildfire risks in accordance with regulations and guidance promulgated by the Board of Forestry and Fire Protection. In addition, cities must submit a revised safety element to the Board for consideration and comments no later than 90 days prior to its adoption. Local governments must also respond to how they plan to address the Board's comments or make findings to the contrary prior to adoption of the safety element.

To meet the intent of state law, SB 1241 requires the safety element to:

- Identify wildfire hazards with the latest state-prepared, very high fire severity zone maps from the Board of Forestry and Fire Protection, US Geological Survey, and other sources.

- Consider guidance given by the Office of Planning and Research's (OPR) Fire Hazard Planning document (OPR 2015).

- Demonstrate that the City or contract agency and associated codes satisfactorily address adequate water supply, egress requirements, vegetation management, street signage, land use policies, and other criteria to protect from wildfires.

- Establish in the safety element (and other elements that must be consistent with it) a set of comprehensive goals, policies, and feasible implementation measures for protection of the community from unreasonable risks of wildfire.

Regional

CALFIRE's County of Riverside Unity Strategic Plan

CALFIRE prepares a California Strategic Plan to govern operations statewide. The California Strategic Plan is implemented through individual "unit plans" that are prepared for different regions for the state. CALFIRE's fire suppression operations are organized into 21 units that geographically follow county lines. CALFIRE has adopted a Riverside Unit Fire Plan that covers Riverside County. The unit plan sets forth the agency's priorities for the prevention, protection, and suppression of wildfires. The overall goal of the Riverside County Unit Fire Plan is to reduce total costs and losses from wildland fire in the unit by protecting assets at risk through focused pre-fire management prescriptions increasing initial attach success.

County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan

The County of Riverside Multi-Jurisdictional LHMP identifies the County's hazards, reviews and assesses past disaster occurrences, estimates the probability of future occurrences and sets goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards. The LHMP contains mitigation strategies, from the Safety Element of the Riverside County General Plan.

Riverside County Local Agency Formation Commission

Municipal Service reviews were added to the Local Agency Formation Commission's (LAFCO) mandate with the passage of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000. A service review is a comprehensive study designed to better inform LAFCO, local agencies, and the community about the provision of municipal services. Service reviews attempt to capture and analyze information about the governance structures and efficiencies of service providers and to identify opportunities for greater coordination and cooperation between providers.

Local

City of Wildomar Municipal Code

The purposes of Chapter 2.32, Disaster Relief, are to provide for the preparation and carrying out of plans for the protection of persons and property within this City in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of this City with all other public agencies, corporations, organizations, and affected private persons. As indicated in Section 2.32.080, Emergency Plan, the Wildomar Disaster Council is responsible for the development of the City's emergency plan, which shall provide the effective mobilization of all the resources of the City, both public and private, to meet any condition constituting a local emergency or state of war emergency; and shall provide for the organization, powers and duties, and staff of the emergency organization.

Moreover, according to Section 8.28, Fire Code, of the Wildomar Municipal Code, the City adopted the California Fire Code. The State adopts a new California Fire Code every three years; currently, the 2019 California Fire Code is the effective code implemented by the City.

5.14.1.2 EXISTING CONDITIONS

Wildomar Trail Town Center Mixed-Use Project

As shown in Figure 1-2a, *Mixed-Use Site Aerial Photograph,* the project site is vacant and covered with ruderal vegetation. The project site is bound to the north by Wildomar Trail, a single-family residential neighborhood to the east and southeast, Cervera Road to the southwest, and Central Avenue to the west. Uses surrounding the site include vacant land to the north, residential uses to the east and south, and residential and industrial uses to the west of the site.

Prielipp-Yamas Drive Property Rezone

Figure 1-2b, *Prielipp-Yamas Property Aerial Photograph,* shows the vacant, that the site contains ruderal vegetation and is located in an urbanized portion of the City. The site is bounded by vacant land to the north and east, and residential uses to the south and west.

5.14.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if located in or near state responsibility areas or lands classified as very high fire hazard severity zones the project would:

W-1 Substantially impair an adopted emergency response plan or emergency evacuation plan.

W-2 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

W-3 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

W-4 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

5.14.3 Plans, Programs, and Policies

PPP WF-1 The proposed project would be required to comply with the 2019 California Fire Code, as indicated in Section 8.28 of the Wildomar Municipal Code.

5.14.4 Environmental Impacts

5.14.4.1 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance that are identified in brackets after the impact statement.

Impact 5.14-1: Implementation of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. [Threshold W-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

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

According to the City's GIS database, the project site is located within a VHFHSZ in the LRA. Development on the project site would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). The 2019 California Fire Code (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires.

Development on the project site would be subject to compliance with California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provide guidance to effectively respond to and mitigate emergencies, including wildfires. Furthermore, the proposed project would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surroundings during construction and postconstruction.

PRIELIPP-YAMAS PROPERTY REZONE

According to the City's GIS database, the property is not located within a VHFHSZ in the LRA. Future development on the property would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). The 2019 California Fire Code (Part 9 of Title 24 of the California Code of Regulations) includes Section 4905.2, Construction Methods and Requirements within Established Limits. Fire Code Chapter 49 cites specific requirements for wildland-urban interface areas that include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation and the Riverside

County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires.

Future development on the property would be subject to compliance with California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provide guidance to effectively respond to and mitigate emergencies, including wildfires. Furthermore, future development on the property would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surroundings during construction and postconstruction. In addition, as with all projects in the City of Wildomar, Mitigation Measures HAZ-1 and HAZ-2, which require conformance with the California Building Code and Fire Code, would be implemented.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.14-1 would be potentially significant.

Mitigation Measures

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

Level of Significance After Mitigation: Impact 5.14-1 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.14-1 would be potentially significant.

Mitigation Measures

Mitigation Measures HAZ-1 and HAZ-2.

Level of Significance After Mitigation: Impact 5.14-1 would be less than significant with mitigation incorporated.

Impact 5.14-2: The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to elevated particulate concentrations from a wildfire. [Threshold W-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is undeveloped and vacant. The entire site's topography is generally flat. The City does not have high-speed prevailing winds, and average wind speeds are approximately 6 miles per hour during the windier part of the year, from November to June.

Development of the site with the proposed improvements would reduce the amount of exposed vegetation that could be used as fuel on the site. Therefore, the project site conditions would not contribute to an increase in exposure to wildfire risk. Additionally, development on the project site would be subject to compliance with the California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires. The project site is within a VHFHSZ, and therefore impacts would be potentially significant without the implementation of mitigation measures.

PRIELIPP-YAMAS PROPERTY REZONE

The property is undeveloped and vacant. The entire property's topography is generally flat. The City does not have high-speed prevailing winds, and average wind speeds are approximately 6 miles per hour during the windier part of the year, from November to June.

Future development of the property would reduce the amount of exposed vegetation that could be used as fuel on the site. Therefore, the property's conditions would not contribute to an increase in exposure to wildfire risk. Additionally, development on the property would be subject to compliance with the California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires. Although the property is not within a VHFHSZ, impacts would be potentially significant without the implementation of mitigation measures. As such, Mitigation Measures HAZ-1 and HAZ-2, which require conformance with the California Building Code and Fire Code, would be implemented.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.14-2 would be potentially significant.

Mitigation Measures

Mitigation Measures HAZ-1 and HAZ-2.

Level of Significance After Mitigation: Impact 5.14-2 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.14-2 would be potentially significant.

Mitigation Measures

Mitigation Measures HAZ-1 and HAZ-2.

Level of Significance After Mitigation: Impact 5.14-2 would be less than significant with mitigation incorporated.

Impact 5.14-3: The proposed project would require the installation and maintenance of associated infrastructure but would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. [Threshold W-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As the project site is currently vacant, the proposed project would require the expansion of connection to utilities such as electricity, water, and sewer. The project applicant is required to pay for connections and maintenance of onsite utility infrastructure. The utilities would be installed to meet service requirements. The project site is within a VHFHSZ, and therefore, mitigation measures would be required to ensure impacts would be reduced to a level of less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

As the property is currently vacant, the future development would require the expansion of connection to utilities such as electricity, water, and sewer. The future project applicant would be required to pay for connections and maintenance of onsite utility infrastructure. The utilities would be installed to meet service requirements. Although the property is not within a VHFHSZ, and future construction of infrastructure improvements for the property would not directly increase fire risk, impacts would be potentially significant. As such, Mitigation Measures HAZ-1 and HAZ-2, which require conformance with the California Building Code and Fire Code, would be implemented.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.14-3 would be potentially significant.

Mitigation Measures

Mitigation Measures HAZ-1 and HAZ-2.

Level of Significance After Mitigation: Impact 5.14-3 would be less than significant with mitigation incorporated.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.14-3 would be potentially significant.

Mitigation Measures

Mitigation Measures HAZ-1 and HAZ-2.

Level of Significance After Mitigation: Impact 5.14-3 would be less than significant.

Impact 5.14-4: The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. [Threshold W-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is relatively flat. The project site is not located within a landslide hazard area or a flood plain. Construction activities related to the proposed project would be subject to compliance with the CBC and would include best management practices. Best management practices may include but are not limited to covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding. Operationally, drainage at the site would be improved with a water detention basin. Therefore, with the implementation of BMPs, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The property is relatively flat. The property is not located within a landslide hazard area or a flood plain. Future construction activities on the property would be subject to compliance with the CBC and would include best management practices. Best management practices may include but are not limited to covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding. Therefore, with the implementation of BMPs, impacts would be less than significant.

LEVEL OF SIGNIFICANCE

Wildomar Trail Town Center Mixed-Use Project

Level of Significance Before Mitigation: Impact 5.14-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.14-4 would be less than significant.

Prielipp-Yamas Property Rezone

Level of Significance Before Mitigation: Impact 5.14-4 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation: Impact 5.14-4 would be less than significant.

5.14.5 Cumulative Impacts

Growth within the City could exacerbate wildfire impacts. The proposed project and future development would implement mitigation measures which include complying with the CBC and best management practices onsite to reduce impacts of wildfires. Other projects in the City would also be required to comply with the City's regulations pertaining to wildfires, and development plans would be required to be approved by the City of Wildomar. The proposed project's impacts would not be cumulatively considerable.

5.14.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, some impacts would be less than significant: 5.14-4.

Without mitigation, these impacts would be **potentially significant**:

- **Impact 5.14-1** The proposed project could impair an adopted emergency plan or emergency evacuation plan.
- **Impact 5.14-2** The proposed project could exacerbate wildfire risks.
- **Impact 5.14-3** Installation and maintenance of infrastructures could exacerbate fire risk.

5.14.7 Mitigation Measures

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire

exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

5.14.8 Level of Significance After Mitigation

Mitigation Measures HAZ-1 and HAZ-2 require conformance with the California Building Code and Fire Code which would reduce potential impacts to less than significant.

5.14.9 References

Wildomar, City of. 2003, October. City of Wildomar General Plan. https://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Government/Departments/Planning/General%20Plan.pdf

_____. 2020. GIS Database. http://gisservices.interwestgrp.com/Wildomar_GISViewer/

6. Unavoidable Impacts, Irreversible Changes, and Growth-Inducing Impacts

Significant Unavoidable and Adverse Impacts

At the end of Chapter 1, *Executive Summary*, is a table that summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. Mitigation measures would reduce the level of impact, but the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

- **Impact 5.5-1:** Implementation of the project would generate a substantial increase in the magnitude of GHG emissions.
- **Impact 5.5-2**: Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

Significant Irreversible Changes Due to the Proposed Project

Section 15126.2(c) of the CEQA Guidelines requires that an Environmental Impact Report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, the CEQA Guidelines state:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The following are the significant irreversible changes that would be caused by the proposed project, should it be implemented:

- Implementation of the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Operation of the proposed project would require the use of natural gas and electricity, petroleum-based fuels, fossil fuels, and water. The commitment of resources required for the construction and operation of the proposed project would limit the availability of such resources for future generations or for other uses during the life of the project.

- As increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services) would also be required. The energy and social services commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.

- An increase in vehicle trips would accompany project-related population growth. Over the long term, emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designation for ozone (O^3) and particulate matter ($PM_{2.5}$ and PM_{10}) under the California and National Ambient Air Quality Standards (AAQS), and nonattainment for nitrogen dioxide (NO_2) under the California AAQS.

- The visual character of the project site would be altered by the construction of the new structures onsite. Landscaping, grading, and construction of the project site would also contribute to an altered visual character of the existing site. This would result in a permanent change in the character of the project site and on- and off-site views in the project's vicinity.

Given the low likelihood that the land at the project site would revert to its original form, the proposed project would generally commit future generations to these environmental changes.

Growth-Inducing Impacts of the Proposed Project

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

- Would this project result in the need to expand one or more public services to maintain desired levels of service?

- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in

which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this EIR.

Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

The construction of the Wildomar Trail Town Center project, as well as future development on the Prielipp-Yamas Property, would require the extension of major infrastructure facilities to the sites, as they are currently vacant. Therefore, the project sites are not served by existing infrastructure. The Wildomar Trail Town Center project would require a zone change on a portion of the site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential), and, due to the reduction in assigned dwelling units for the site, a portion of the Prielipp-Yamas Drive Property would require a zone change from I-P (Industrial Park) to R-3 (General Residential) to accommodate the reduction in dwelling units on the project site. Implementation of the R-3 (General Residential) zone could further induce residential growth in commercial and industrial areas. Pressure to develop other land in the surrounding area may derive from regional economic conditions and market demands for housing, commercial, office, and industrial land uses that may directly or indirectly be influenced by the Wildomar Trail Town Center project and the rezone of the Prielipp-Yamas Property. Proposals may arise to implement the R-3 (General Residential) zone in the vicinity of the project sites. However, these would require full environmental analysis of the impacts of such actions. The project does not propose changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes) to implement this project. The proposed project would comply with all applicable City plans, policies, ordinances, etc. to ensure that there are no conflicts with adopted land development regulations and that any environmental impacts are minimized. Therefore, the proposed project would not be precedent-setting actions; however, the approval of residential and commercial uses on the project site could influence owners of neighboring properties to move away from exclusively residential or commercial uses to mixed uses. Nonetheless, the impacts of subsequent similar actions would require environmental analysis and associated mitigation to ensure that such subsequent impacts would not significantly affect the environment.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

The Wildomar Trail Town Center project and future development on the Prielipp-Yamas Property would increase population and housing in the City. The proposed project is expected to increase the demand for fire protection services, police services, school services, and library services, which would contribute to the need to expand facilities. However, as substantiated in Chapter 8 of this DEIR, existing programs and policies would ensure that the service capability will grow proportionate to the increase in uses, and impacts to public services and utilities would be less than significant.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

During project construction of the Wildomar Trail Town Center project and future development on the Prielipp-Yamas Property, a number of design, engineering, and construction jobs would be created. This would

last until project construction is completed. Construction employees would be absorbed from the regional labor force, and the construction of the project would not attract new workers to the region. The operation of the Wildomar Trail Town Center project would result in 305 employees and 503 residents (see Section 5.10, *Population and Housing*). Residents of the Wildomar Trail Town Center project as well as future residents on the Prielipp-Yamas Property would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the City of Wildomar and surrounding area. This would create an increased demand for such economic goods and services and would, therefore, encourage the creation of new businesses and/or the expansion of existing businesses that address these needs. The increase in commercial uses on the project site would have a beneficial impact on the City's jobs-housing balance. Therefore, although the proposed project would have a direct growth-inducing effect, indirect growth-inducing effects would be minimized due to the balance of land uses in the proposed project.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

As identified above, the Wildomar Trail Town Center project would require a zone change from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) and the Prielipp-Yamas Drive Property would require a zone change from I-P (Industrial Park) to R-3 (General Residential). The zone changes to R-3 (General Residential) could further induce residential growth in areas that are predominantly non-residential. Other proposals may arise to implement the R-3 zone in the vicinity of the project sites. However, these would require full environmental analysis of the impacts of such actions. The project does not proposed changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes) to implement this project. The proposed project would comply with all applicable City plans, policies, ordinances, etc. to ensure that there are no conflicts with adopted land development regulations and that any environmental impacts are minimized. Therefore, the proposed project would not be precedent-setting actions; however, the approval of residential and commercial uses on the project site could influence owners of neighboring properties to move away from exclusively residential or commercial uses to mixed uses. Nonetheless, impacts of subsequent similar actions would require environmental analysis and associated mitigation to ensure that such subsequent impacts would not significantly affect the environment.

7. Alternatives to the Proposed Project

7.1 INTRODUCTION

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines § 15126.6[a]). As required by CEQA, this chapter identifies and evaluates potential alternatives to the proposed project.

Section 15126.6 of the CEQA Guidelines explains the foundation and legal requirements for the alternatives analysis in an EIR. Key provisions are:

- "[T]he discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any 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." (15126.6[b])

- "The specific alternative of 'no project' shall also be evaluated along with its impact." (15126.6[e][1])

- "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, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." (15126.6[e][2])

- "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project." (15126.6[f])

- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (15126.6[f][1]).

- "Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." (15126.6[f][2][A])

- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative." (15126.6[f][3])

For each development alternative, this analysis:

- Describes the alterative.
- Analyzes the impact of the alternative as compared to the proposed project.
- Identifies the impacts of the project that would be avoided or lessened by the alternative.
- Assesses whether the alternative would meet most of the basic project objectives.
- Evaluates the comparative merits of the alternative and the project.

According to Section 15126.6(d) of the CEQA Guidelines, "[i]f an alternative would cause…significant effects in addition those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed."

7.1.2 Project Objectives

As described in Section 3.2, the following objectives have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts.

1. Provide a freeway adjacent, and easily accessed, mixed-use project catering to both the residents of Wildomar and the travelling public.
2. Ensure that non-residential uses buffer the residential uses from the noise of I-15.
3. Add housing units to the City's housing stock.
4. Provide uses to serve the City's daytime population.
5. Provide additional office workspace in the City.
6. Increase employment opportunities by providing retail and professional office land uses.
7. Ensure that the City has vacant land designated and zoned for residential development sufficient to accommodate the City's remaining 2013-2021 Regional Housing Needs Assessment (RHNA) allocation.

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this EIR.

No Project/No Development

Under the City's General Plan and zoning ordinance, the project site is designated for mixed-use development. Therefore, it is unreasonable to consider an alternative that would result in no development on the project site. As the No Project/No Development alternative would not meet any of the project objectives, the consideration of no-development on the project site was rejected from consideration in this EIR.

Alternative Location

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only alternatives that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines § 15126[5][B][1]).

In general, any development of the size and type proposed by the project would have substantially the same impacts on air quality, land use/planning, noise, population/ housing, public services, recreation, transportation/traffic and utilities/service systems. Without a site-specific analysis, impacts on aesthetics, biological resources, cultural resources, geology/soils, hazards and hazardous materials, hydrology/water quality and mineral resources cannot be evaluated. The proposed project is on a site that has been designated for urban development since before the City incorporated. A portion of the site is shown in the Housing Element for housing development at 30 units to the acre, and across Wildomar Trail the Baxter Village project includes single- and multiple-family residential, medical office buildings, and a hotel.

The only site that has the potential to accommodate the proposed project would be on the southeast corner of I-15 and Bundy Canyon Road (see Figure 7-1, *Alternative Location*). However, this property is entitled for a Walmart shopping center. There are no other sites in the City that have the combination of freeway visibility, major roadway access, and the combination of land use designation and zoning needed to complete the proposed project. As there are no other sites that meet the project objectives, the consideration of alternative development sites was rejected from consideration in this EIR.

Reduced Residential Intensity Alternative

The Reduced Residential Intensity Alternative would assume a reduction in housing units. Reducing the number of housing units on the project site would result in accounting for more housing units elsewhere in the City. Therefore, this reduction in housing would not meet the goals of the City's Housing Element. According to Section 21159.26 of the Public Resources Code, a public agency may not reduce the proposed number of housing units as a mitigation measure or project alternative for a particular significant effect on the environment if it determines that there is another feasible specific mitigation measure or project alternative that would provide a comparable level of mitigation. Furthermore, the Reduced Residential Intensity Alternative would result in a cumulative need to rezone and develop more land to meet the same future population growth.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project/Existing General Plan Alternative
- Reduced Non-Residential Intensity Alternative

An EIR must identify an "environmentally superior" alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. Section 7.7 identifies the Environmentally Superior Alternative. The preferred land use alternative (proposed project) is analyzed in detail in Chapter 5 of this DEIR.

7.3.1 Alternatives Comparison

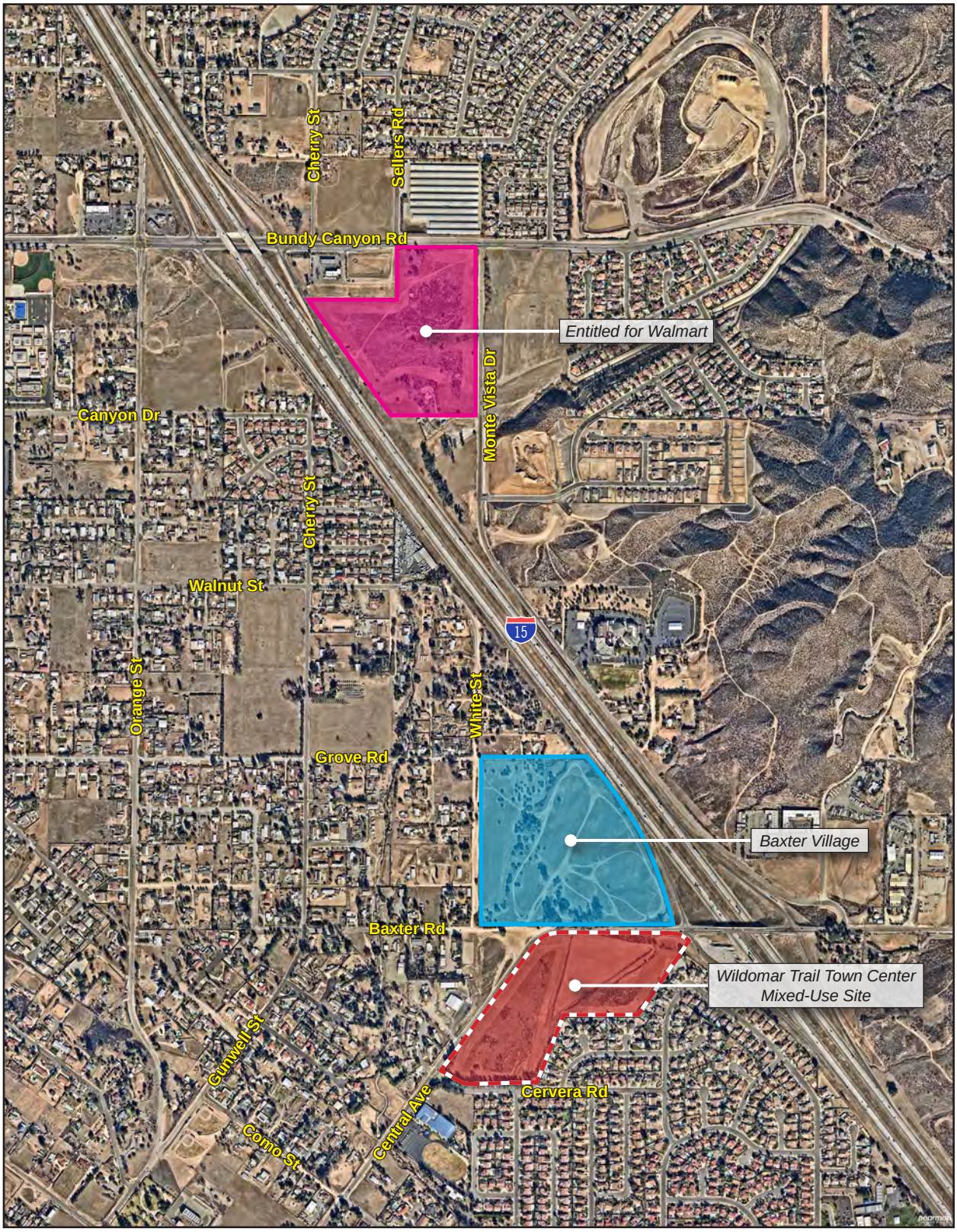
The following statistical analysis provides a summary of general socioeconomic buildout projections determined by the three land use alternatives, including the proposed project. It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon, but provide a buildout scenario that would only occur if all the areas of the City were to develop to the probable capacities yielded by the land use alternatives. The following statistics were developed as a tool to understand better the difference between the alternatives analyzed in the DEIR. Table 7-1, *Buildout Summary* identifies City-wide information regarding dwelling unit, population and employment projections, and also provides the jobs to housing ratio for each of the alternatives.

Table 7-1 Buildout Summary

	Proposed Project	No Project/Existing General Plan Alternative	Reduced Non-Residential Intensity Alternative
Dwelling Units	152	227	152
Non-residential Square Footage	113,609	501,044[1]	56,805
Population	503	751	503
Employment	305	1,360	153
Jobs-to-Housing Ratio	2.01	5.99	1.01

[1] Assumes a FAR of 0.40 for office space and 0.25 for retail; 70 percent of site would be designated for non-residential uses.

Figure 7-1 - Alternative Location



Source: Nearmap, 2021

PlaceWorks

7. Alternatives to the Proposed Project

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7.4 NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

The No Project Alternative is required to discuss the existing conditions at the time the notice of preparation is published and evaluate what would reasonably be expected to occur in the foreseeable future if the proposed project is not approved (CEQA Guidelines, Section 15126.6(e)). Pursuant to CEQA, this Alternative is also based on current plans and consistent with available infrastructure and community services. Therefore, the No Project/Existing General Plan Alternative assumes that the proposed Wildomar Trail Town Center project would not be adopted, and the development intensity assumed in the General Plan would be adopted. According to the Housing Element, the project site, which is currently vacant and undeveloped, would be developed with 227 dwelling units.[1] Under this Alternative, a similar mix of residential and non-residential uses would occur as the site's existing General Plan Land Use Designation is MUPA. Moreover, under this Alternative, the Prielipp-Yamas Property would not need to be rezoned nor would a General Plan Amendment be required for the Prielipp-Yamas Property.

7.4.1 Aesthetics

Impacts associated with aesthetics include the degradation of scenic vistas, scenic resources, and increased light and glare. Similar to the proposed project, the No Project Alternative would not impact a scenic vista or scenic resources in the City. Impacts associated with this Alternative would be similar to the proposed project because it would develop the project site, which is currently vacant and undeveloped. Development under this Alternative would be required to comply with the development standards and design guidelines. Therefore, impacts would be similar to the proposed project and would be less than significant.

7.4.2 Agriculture and Forestry Resources

The project site is classified as Farmland of Local Importance, however, the State Farmland Mapping and Monitoring Program does not designate the site as Prime, Unique, or Farmland of Statewide Importance. Therefore, development on the site would have similar impacts to the proposed project and would be less than significant.

7.4.3 Air Quality

Under this Alternative, air quality impacts would increase during the construction and operational phases, as an increase in dwelling units and non-residential square feet would occur. As a result, peak construction emissions would be more than the proposed project. During the operational phase, this alternative would generate more vehicle trips and building energy. Consequently, this Alternative would increase long-term operational air quality impacts compared to the proposed project, and impacts would be less than significant with mitigation incorporated.

[1] The City of Wildomar Housing Element assumes 30 percent of a Mixed-Use site's capacity for residential uses and 70 percent for non-residential uses.

7.4.4 Biological Resources

This Alternative would result in similar impacts to biological resources as the proposed project. As with the proposed project, this Alternative would require removal of all vegetation on the project site. Similar to the proposed project, this Alternative would also require compliance with the California Fish and Game Code, and would not have significant impacts to nesting birds. Impacts under this Alternative would be the same as the proposed project, and would be less than significant.

7.4.5 Cultural Resources

Implementation of this Alternative would have the same development footprint as the proposed project, and could uncover cultural resources during grading activities. Both this Alternative and the proposed project would require mitigation in the event cultural resources are uncovered during grading activities. Therefore, impacts would be similar compared to the proposed project, and would be less than significant with mitigation incorporated.

7.4.6 Energy

This Alternative would result in an increase in building square footage compared to the proposed project. The operational phase of this Alternative would generate more vehicle trips and building energy. Construction activities with this Alternative would have increased energy demands. Impacts would be increased compared to the proposed project and would be less than significant.

7.4.7 Geology and Soils

This Alternative would be required to comply with building and seismic codes and regulations, like the proposed project, as well as standard procedures if paleontological resources are discovered during ground-disturbing activities. Therefore, impacts would be similar to the proposed project and would be less than significant.

7.4.8 Greenhouse Gas Emissions

During the operational phase of this Alternative, more trips and building energy would be generated. Construction activities associated with this Alternative would have increased GHG emissions. Therefore, this Alternative would result in an increase in construction and operational GHG emissions. Impacts would be increased compared to the proposed project, and would be significant and unavoidable.

7.4.9 Hazards and Hazardous Materials

This Alternative would require use of hazardous materials during construction. However, similar to the proposed project, construction materials such as fuels, paints, and solvents would be used in limited quantities and would not pose a significant safety hazard. Similar to the proposed project, hazards to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials during construction activities could still occur. Operational activities under this Alternative could result in similar uses of hazardous materials as with the proposed project. Like the proposed project,

compliance with regulations and guidelines of federal, state, and local agencies for the use, building, storage, and transport of hazardous materials would be required and would ensure impacts are less than significant. As with the proposed project, mitigation measures requiring compliance with California Building Code and California Fire Code would ensure impacts as a result of wildfires would be less than significant. Therefore, impacts would be similar to the proposed project, and would be less than significant with mitigation incorporated.

7.4.10 Hydrology and Water Quality

This Alternative would comply with the National Pollutant Discharge Elimination System Construction General Permit requirements and implementation of various BMPs to reduce water quality impacts. Additionally, this Alternative would implement a biofiltration system to reduce hydrological impacts, as with the proposed project. Therefore, impacts to hydrology and water quality impacts of this Alternative would be similar to the proposed project and would be less than significant.

7.4.11 Land Use and Planning

The proposed project would remove the existing Mixed-Use Zone Overlay and would require a zone change for an approximately 6.07-acre portion of the project site from C-P-S to R-3. Additionally, the proposed project would require approximately 10 acres of the Prielipp-Yamas Property to be rezoned from I-P to R-3 in order to accommodate the reduction of dwelling units on the project site. Under this Alternative, the Prielipp-Yamas Property nor the project site would be rezoned. While no physical impacts to the environment were identified for the proposed project, this Alternative was found to reduce impacts since it would not require a zone change. Impacts would be less than significant compared to the proposed project, and would be less than significant.

7.4.12 Mineral Resources

The project site is in MRZ-3; the MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The General Plan OS-MIN land use designation allows mineral extraction. No areas within the City are designated OS-MIN. Under this Alternative, impacts would be the same as those identified for the proposed, and no impact would occur to mineral resources.

7.4.13 Noise

Implementation of this Alternative would have the same development footprint as the proposed project. However, due to the increase in building square footage, construction under this Alternative would take longer than the proposed project. Consequently, construction noise impacts would be increased under this Alternative. The operational phase of this Alternative would generate more vehicle trips and would increase operational traffic-related noise impacts. Therefore, noise impacts of this Alternative would be increased compared to the proposed project, and would be less than significant with mitigation incorporated.

7.4.14 Population and Housing

This Alternative is anticipated to generate approximately 751 residents and 1,360 jobs at the project site, which is more than what the proposed project would generate. Similar to the proposed project, this Alternative would not displace housing or people as the project site is currently vacant. Unlike the proposed project, this Alternative would not create a more balanced jobs-housing ratio in the City. Therefore, this Alternative would increase population and housing impacts compared to the proposed project. However, impacts would be less than significant.

7.4.15 Public Services

This Alternative is anticipated to generate approximately 751 residents and 1,360 jobs at the project site. Residential uses generate a higher demand for emergency service calls (e.g., police, fire) and school demand than nonresidential land uses. This Alternative would be required to pay development impact fees and comply with applicable regulations and standard conditions to ensure that impacts related to public services are less than significant. This Alternative is anticipated to generate more service calls and would have an increased demand for public services compared to the proposed project; however, impacts would be less than significant.

7.4.16 Recreation

This Alternative would result in an increase in demand for recreation in the City. Similar to the proposed project, this Alternative would include recreational facilities onsite, which would reduce potential impacts to existing neighborhood and regional parks and recreational facilities. Therefore, impacts to recreation would be similar to the proposed project and would be less than significant.

7.4.17 Transportation

As this Alternative would result in an increase in employees and residents, this Alternative would also result in an increase in vehicle trips. Additionally, construction-related traffic would be expected to be more than the proposed project due to the increased square footage compared to the proposed project. Therefore, while this Alternative would increase impacts compared to the proposed project, with the implementation of conditions of approval, impacts would be less than significant.

7.4.18 Tribal Cultural Resources

Implementation of this Alternative would have the same development footprint as the proposed project, and could uncover tribal cultural resources during grading activities. Therefore, potential impacts to tribal cultural resources would be similar compared to the proposed project, and would be less than significant after mitigation.

7.4.19 Utilities and Service Systems

This Alternative would generate more water, wastewater, and solid waste compared to the proposed project. Utilities and service systems impacts would increase compared to the proposed project. However, with the compliance with local, state, and federal regulations, impacts would be less than significant.

7.4.20 Wildfire

The project site is located within a Very High Fire Hazard Severity Zone. As with the proposed project, development under this Alternative would be subject to compliance with the most current version of the California Fire and Building Codes. Additionally, as with the proposed project, this Alternative would implement mitigation measures to reduce impacts of wildfires to less than significant.

7.4.21 Conclusion

The No Project/Existing General Plan Alternative would lessen land use and planning impacts. This Alternative would result in similar impacts to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, recreation, tribal cultural resources, utilities and service systems, and wildfire. This Alternative would result in greater impacts to air quality, energy, greenhouse gas emissions, noise, population and housing, public services, and transportation. The No Project/Existing General Plan Alternative would meet all of the project objectives, except for Objective 7 which would not be applicable to this Alternative.

7.5 REDUCED NON-RESIDENTIAL INTENSITY ALTERNATIVE

The Reduced Non-Residential Intensity Alternative would result in a 50 percent reduction of commercial and office square footage from the proposed Wildomar Trail Town Center project. No changes to the residential component would occur under this Alternative; the proposed 152 dwelling units would be developed, and therefore, the Prielipp-Yamas Property would continue to require a rezone and General Plan Amendment.

7.5.1 Aesthetics

Impacts associated with aesthetics include the degradation of scenic vistas, scenic resources, and increased light and glare. Similar to the proposed project, the No Project Alternative would not impact a scenic vista or scenic resource in the City. Impacts associated with this Alternative would be similar to the proposed project because it would develop the project site, which is currently vacant and undeveloped. However, the massing of the commercial and office development on the Wildomar Trail Town Center site would be reduced, result in reduced building size and height. Although the non-residential intensity would be reduced, the City's development standards and design guidelines would continue to apply. Therefore, impacts would be similar to the proposed project and would be less than significant.

7.5.2 Agriculture and Forestry Resources

The project site is classified as Farmland of Local Importance, however, the State Farmland Mapping and Monitoring Program does not designate the site as Prime, Unique, or Farmland of Statewide Importance. Therefore, development on the site would have similar impacts to the proposed project and would be less than significant.

7.5.3 Air Quality

Under this Alternative, air quality impacts would be reduced during the construction and operational phases, as a result of the reduced non-residential square footage. As a result, peak construction emissions would be less than the proposed project. During the operational phase, this Alternative would generate less vehicle trips and building energy. Consequently, this Alternative would decrease long-term operational air quality impacts compared to the proposed project, and impacts would be less than significant with mitigation incorporated.

7.5.4 Biological Resources

This Alternative would result in similar impacts to biological resources as the proposed project. As with the proposed project, this Alternative would require removal of all vegetation on the project site. Similar to the proposed project, this Alternative would also require compliance with the California Fish and Game Code, and would not have significant impacts to nesting birds. Impacts under this Alternative would be similar to the proposed project, and would be less than significant.

7.5.5 Cultural Resources

Implementation of this Alternative would have the same development footprint as the proposed project, and could uncover cultural resources during grading activities. Both this Alternative and the proposed project would require mitigation in the event cultural resources are uncovered during grading activities. Therefore, impacts would be similar compared to the proposed project, and would be less than significant with mitigation incorporated.

7.5.6 Energy

This Alternative would result in a decrease in building square footage compared to the proposed project. The operational phase of this Alternative would generate less vehicle trips and building energy. Construction activities with this Alternative would have reduced energy demands. Impacts would be reduced compared to the proposed project and would be less than significant.

7.5.7 Geology and Soils

This Alternative would be required to comply with building and seismic codes and regulations, like the proposed project, as well as standard procedures if paleontological resources are discovered during ground-disturbing activities. Therefore, impacts would be similar to the proposed project and would be less than significant.

7.5.8 Greenhouse Gas Emissions

During the operational phase of this Alternative, less trips and building energy would be generated. Construction activities associated with this Alternative would have reduced GHG emissions. Therefore, this Alternative would result in a decrease in construction and operational GHG emissions. Impacts would be reduced compared to the proposed project, and would be significant and unavoidable.

7.5.9 Hazards and Hazardous Materials

This Alternative would require use of hazardous materials during construction. However, similar to the proposed project, construction materials such as fuels, paints, and solvents would be used in limited quantities and would not pose a significant safety hazard. Similar to the proposed project, hazards to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials during construction activities could still occur. Operational activities under this Alternative could result in similar uses of hazardous materials as with the proposed project. Like the proposed project, compliance with regulations and guidelines of federal, state, and local agencies for the use, building, storage, and transport of hazardous materials would be required and would ensure impacts are less than significant. As with the proposed project, mitigation measures requiring compliance with California Building Code and California Fire Code would ensure impacts as a result of wildfires would be less than significant. Therefore, impacts would be similar to the proposed project, and would be less than significant with mitigation incorporated.

7.5.10 Hydrology and Water Quality

This Alternative would comply with the National Pollutant Discharge Elimination System Construction General Permit requirements and implementation of various BMPs to reduce water quality impacts. Additionally, this Alternative would implement a biofiltration system to reduce hydrological impacts, as with the proposed project. Therefore, impacts to hydrology and water quality impacts of this Alternative would be similar to the proposed project and would be less than significant.

7.5.11 Land Use and Planning

Both this Alternative and the proposed project would remove the existing Mixed-Use Zone Overlay and would require a zone change for an approximately 6.07-acre portion of the project site from C-P-S to R-3. Additionally, the proposed project would require approximately 10 acres of the Prielipp-Yamas Property to be rezoned from I-P to R-3 in order to accommodate the reduction of dwelling units on the project site. As with the proposed project, no physical impacts to the environment would occur under this Alternative. Impacts would be similar to the proposed project and would be less than significant.

7.5.12 Mineral Resources

The project site is in MRZ-3; the MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The General Plan OS-MIN land use designation allows mineral extraction. No areas within the City are designated OS-MIN.

Under this Alternative, impacts would be the same as those identified for the proposed, and no impact would occur to mineral resources.

7.5.13 Noise

Implementation of this Alternative would have the same development footprint as the proposed project. However, due to the decrease in building square footage, construction under this Alternative would be shorter than the proposed project. Consequently, construction noise impacts would be reduced under this Alternative. The operational phase of this Alternative would generate less vehicle trips and would decrease operational traffic-related noise impacts. Therefore, noise impacts of this Alternative would be reduced compared to the proposed project, and would be less than significant with mitigation incorporated.

7.5.14 Population and Housing

This Alternative is anticipated to generate approximately 503 residents and 153 jobs at the project site. Similar to the proposed project, this Alternative would not displace housing or people as the project site is currently vacant. Unlike the proposed project, this Alternative would create a more balanced jobs-housing ratio in the City. This Alternative would decrease population and housing impacts compared to the proposed project. However, impacts would be less than significant.

7.5.15 Public Services

This Alternative is anticipated to generate approximately 503 residents and 153 jobs at the project site. Residential uses generate a higher demand for emergency service calls (e.g., police, fire) and school demand than nonresidential land uses. This Alternative would be required to pay development impact fees and comply with applicable regulations and standard conditions to ensure that impacts related to public services are less than significant. This Alternative is anticipated to generate a slightly reduced number of service calls and would have a slightly reduced demand for public services as with the proposed project; impacts would be less than significant.

7.5.16 Recreation

This Alternative would result in a similar demand for recreation in the City. Similar to the proposed project, this Alternative would include recreational facilities onsite, which would reduce potential impacts to existing neighborhood and regional parks and recreational facilities. Therefore, impacts to recreation would be similar to the proposed project and would be less than significant.

7.5.17 Transportation

As this Alternative would result in a decrease in employees, this Alternative would also result in a decrease in vehicle trips. Additionally, construction-related traffic would be expected to be less than the proposed project due to the reduced square footage compared to the proposed project. Therefore, this Alternative would decrease impacts compared to the proposed project, and with the implementation of conditions of approval, impacts would be less than significant.

7.5.18 Tribal Cultural Resources

Implementation of this Alternative would have the same development footprint as the proposed project, and could uncover tribal cultural resources during grading activities. Therefore, potential impacts to tribal cultural resources would be similar compared to the proposed project, and would be less than significant after mitigation.

7.5.19 Utilities and Service Systems

This Alternative would generate less water, wastewater, and solid waste compared to the proposed project. Utilities and service systems impacts would decrease compared to the proposed project. However, with the compliance with local, state, and federal regulations, impacts would be less than significant.

7.5.20 Wildfire

The project site is located within a Very High Fire Hazard Severity Zone. As with the proposed project, development under this Alternative would be subject to compliance with the most current version of the California Fire and Building Codes. Additionally, as with the proposed project, this Alternative would implement mitigation measures to reduce impacts of wildfires to less than significant.

7.5.21 Conclusion

The Reduced Non-Residential Intensity Alternative would lessen impacts to air quality, energy, greenhouse gas emissions, noise, population and housing, public services, transportation, and utilities and service systems. This Alternative would result in similar impacts to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, recreation, tribal cultural resources, and wildfire. The Reduced Non-Residential Intensity Alternative would meet all of the project objectives but to a lesser extent than the proposed project.

7.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" and, in cases where the "No Project" Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. One alternative has been identified as "environmentally superior" to the proposed project:

- Reduced Non-Residential Intensity Alternative

The Reduced Non-Residential Intensity Alternative has been identified as the environmentally superior alternative because this Alternative lessens impacts to air quality, energy, greenhouse gas emissions, noise, population and housing, public services, transportation, and utilities and service systems, while achieving the benefits of the project objectives to a lesser extent.

7. Alternatives to the Proposed Project

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8. Impacts Found Not to Be Significant

California Public Resources Code Section 21003 (f) states: "…it is the policy of the state that…[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15126.2(a), which states that "[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the proposed project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment."

State CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant. This Chapter includes an environmental analysis and finding of no impact, less than significant, or less than significant with mitigation incorporated for the topics not included in Chapter 5, *Environmental Analysis,* of this DEIR.

8.1 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Less Than Significant Impact. The Wildomar Trail Town Center project site is classified as Farmland of Local Importance; however, the State Farmland Mapping and Monitoring Program (FMMP) does not designate the site as Prime, Unique, or Farmland of Statewide Importance (CDC 2020). The Prielipp-Yamas Drive Property is not designated as Prime, Unique, or Farmland of Statewide Importance. Therefore, the proposed project nor future development on the Property would result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural land uses. Therefore, a less than significant impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. There is no land zoned for Williamson Act contracts either on the Wildomar Trail Town Center project site or on the Prielipp-Yamas Drive Property. Therefore, no impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

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

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. There are no forestlands on the project site or Prielipp-Yamas Drive Property, nor are there forestlands within the vicinity of these sites. Therefore, no impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Less Than Significant Impact. The project sites do not contain forest land or unique farmland. Development on these sites would not result in the conversion of farmland to nonagricultural uses or forest land to non-forest uses. As such, impacts would be less than significant.

8.2 CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. The CEQA Guidelines § 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. A resource is considered "historically significant" if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of

California's history and cultural heritage.

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

iii) Embodies the distinctive characteristics of a type, period, region or method of construction,

or represents the work of an important creative individual, or possesses high artistic values.

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

According to the Cultural Resources Report, three previous cultural resources studies found three prehistoric resources on the project site (LSA 2020). Additional research identified that there were never historic-period buildings or structures on the site. During a field survey, an additional previously undocumented resource was identified, however, the resource is considered an isolate because it lacks contextual integrity and significant data potential, and therefore, does not mee the threshold of potential historical resources under CEQA. Therefore, as no significant historical resources on the site, no impacts would occur. Prior to future development on the Prielipp-Yamas Drive Property, the preparation of a cultural resources report would be required to ensure there are no historical resources on the site. Therefore, no impact would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact with Mitigation Incorporated. According to Cultural Resources Report, a previously undocumented prehistoric artifact was identified on the Wildomar Trail Town Center site. The artifact is considered an isolate, and therefore, the site is not considered an archaeological site and does not meet the CEQA threshold potential for historical resources. However, despite site disturbance of at least four decades, these findings indicate that the project site is sensitive for undocumented subsurface resources. Therefore, the implementation of TRI-1 would be required which would ensure archaeological monitoring during ground-disturbing activities in order to reduce impacts to less than significant. The proposed project's conditions of approval to improve the surrounding intersections would have a less than significant impact as these roadways have been previously disturbed. Moreover, future development on the Prielipp-Yamas Drive Property could potentially uncover archaeological resources during ground-disturbing activities. Therefore, the implementation of TRI-1 would reduce potential impacts to less than significant.

Mitigation Measures

- See Mitigation Measure TRI-1 in Section 5.12, *Tribal Cultural Resources.*

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact with Mitigation Incorporated. The project site and the Prielipp-Yamas Drive Property are currently undeveloped and there is no evidence to suggest that these sites have been utilized in the past for human burials. In the unlikely event that human remains are discovered during grading or construction activities within these sites, compliance with State law (Health and Safety Code § 7050.5) (HSC § 7050.5) would be required. These requirements area 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 which 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 reject the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Therefore, impacts would be less than significant with the incorporation of mitigation.

Mitigation Measure

- See Mitigation Measures **TRI-7** and **TRI-8** in Section 5.12, *Tribal Cultural Resources*.

8.3 GEOLOGY AND SOILS

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The project sites are not within an Alquist-Priolo Earthquake Fault Zone, however, a Riverside County Fault Zone crosses the northeast corner of the Wildomar Trail Town

Center site. Based on the current site plan, no habitable structures are planned for this portion of the site. The Elsinore fault located approximately 0.6-mile west of the site is the nearest known active fault to the site. Based on the geotechnical report (Appendix 8-2), active or inactive faults do not cross the site, however, the risk for seismic activity consist of the potential for moderate to strong seismic shaking. The closest fault zone to the Prielipp-Yamas Drive Property is the Riverside County Fault approximately 2.7 miles northwest of the site; future development on the Property would prepare a geotechnical report to assess potential impacts to the site. Additionally, compliance with seismic design criteria contained in the California Building Code (CBC) would minimize impacts to both sites to the extent feasible. As these sites are located within a seismically active region, compliance with PPP HAZ-4 (see Section 5.6, *Hazards and Hazardous Materials*), which states that the project applicant shall incorporate all recommendations made in the geotechnical report, will be implemented which would reduce impacts to less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact with Mitigation Incorporated. The project sites are located in the seismically active area of southern California and the risk for seismic activity consist of the potential for moderate to strong seismic shaking. Development on the project sites would be designed and constructed to resists the effects of seismic ground motions as outlined in the 2019 CBC. After the implementation of PPP HAZ-4, which states that the project applicant shall incorporate all recommendations made in the geotechnical report, impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to loose, saturated sand or gravel deposits that lose their load-supporting capability when subjected to intense shaking. During intense shaking, any structures on these sediments may float, sink, or tilt as if on water. Liquefaction potential varies based on three main factors: 1) cohesionless, granular soils with relatively low densities (usually of Holocene age); 2) shallow groundwater (less than 50 feet); and 3) moderate to high seismic ground shaking. Lateral spreading refers to lateral displacement of large, surficial blocks of soil as a result of pore-pressure buildup or liquefaction in a subsurface layer.

Due to the lack of a permanent, near-surface groundwater table and the dense to very dense nature of the Pauba Formation, liquefaction potential for the site is negligible and not a design consideration. However, seismically induced settlement may occur whether the potential for liquefaction exists or not. The total seismic dry settlement on the order of 1 ¼ inch and differential seismic settlement on the order of ¾ inch along 40 feet are anticipated to occur during seismic event. The geotechnical report for the future development on the Prielipp-Yamas Drive Property would identify the potential for liquefaction, and provide mitigation measures, if needed. Nonetheless, compliance with the 2019 CBC would ensure potential impacts are reduced to less than significant.

iv) Landslides?

No Impact. Susceptibility of slopes to landslides and other slope failures depends on several factors that are usually present in combinations—steep slopes, condition of rock and soil materials, presence of water, formational contacts, geologic shear zones, seismic activity, etc.

Due to the flat topography at the both the sites, these sites are not subject to landslides. Therefore, no impact would occur.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion is a normal and inevitable geologic process whereby earthen materials are loosened, worn away, decomposed, or dissolved, and removed from one place and transported to another. Precipitation, water, waves, and wind are all agents of erosion. Alluvium and the upper portion of the Pauba Formation in the building areas should be removed to expose competent, unweathered Pauba Formation; the geotechnical report estimates that at least 5 feet of the existing ground surface would require remedial excavation (Geocon 2020). Construction of the Wildomar Trail Town Center project, as well as construction of future development on the Prielipp-Yamas Drive Property, may result in soil erosion because grading and construction can loosen surface soils and make soils susceptible to the effects of wind and water movement across the surface. The City routinely requires the submittal of detailed erosion control plans with any grading plans. Additionally, construction activities would be subject to compliance with the 2019 CBC and would include best management practices (BMPs). BMPs may include but are not limited to covering the disturbed or stockpiled soil, use of a dust-inhibiting material, landscaping, use of straw and jute to slow and channelize stormwater runoff, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion. Compliance with BMPs is required by the federal and state Clean Water acts.

Additionally, since the Wildomar Trail Town Center project and future development on the Prielipp-Property would require clearing, grading, or excavation that causes soil disturbance of one or more acres, it is subject to the provisions of the National Pollutant Discharge Elimination System (NPDES) State General Permit (Order No. R8-2010-0033). Furthermore, development would be required to comply with an approved SWPPP that provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control BMPs, including any additional site-specific and seasonal conditions. The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement such plans. NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. Additionally, as part of the approval process, prior to grading plan approval, the project applicant would be required to comply with Wildomar Municipal Code Chapter 13.12, Stormwater Drainage System Protection, which establishes requirements for stormwater and non-stormwater quality discharge and control that require new development or redevelopment projects to control stormwater runoff by implementing appropriate BMPs to prevent the deterioration of water quality. Compliance with the recommendations of the geotechnical report (PPP HAZ-4) would ensure impacts are reduced to less than significant.

As part of the approval process, prior to grading plan approval, the project applicant would be required to comply with Chapter 13.12, Stormwater and Drainage System Protection, of the Wildomar Municipal Code. Water quality features intended to reduce construction-related erosion impacts would be clearly denoted on the grading plans for implementation by the construction contractor. For a discussion on erosion and runoff impact post-construction, see Section 5.7, *Hydrology and Water Quality*.

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

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. Refer to Impacts 8.3(a)(iii) and (iv) for information on liquefaction and landslides. As the potential for liquefaction is low, the likelihood of lateral spreading, which is the lateral movement of gently to steeply sloping and saturated soils caused by earthquake-induced liquefaction, would also be low. Moreover, groundwater was not encountered during the field survey, therefore, the probability of subsidence or collapse are low. Soils on the site were tested for collapse and indicated that the soils were classified as having a slight to moderate degree of collapse; potentially collapsible soils underlying the site are typically removed and recompacted during remedial site grading. Prior to future development on the Prilepp-Yamas Drive Property, a geotechnical report would be prepared to identify the potential geological hazards onsite.

Implementation of the CBC and other related construction standards apply seismic requirements and address certain grading activities. The CBC includes common engineering practices requiring special design and construction methods that reduce or eliminate potential impacts related to unstable soils. Compliance with CBC regulations and the geotechnical report would ensure adequate design and construction of building foundations to resist soil movement. Impacts would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. According to the geotechnical report, the alluvium and Pauba Formation generally consist of silty or clayey sands with lesser amounts of sandy silts and sandy clays; the expansion potential for soils on the site are very low to low. Therefore, impacts would be less than significant. A geotechnical report would be prepared prior to future development on the Prielipp-Yamas Property to identify the soil expansion potential; recommendations and/or mitigation measures would be provided if soils are found to be expansive.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Development on the project site and the Prielipp-Yamas Drive Property would be connected to existing wastewater facilities (sewer) owned and operated by the Elsinore Valley Municipal Water District, and septic tanks would not be used. Therefore, no impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. Paleontological resources are fossilized remains of past life on earth such as bones, shells, leaves, tracks, burrows, and impressions. There are no unique geological features on the Wildomar Trail Town Center project site or the Prielipp-Yamas Drive Property and both sites are undeveloped. There is some possibility that fossils could be present in the site soils and therefore could be damaged by project grading and/or construction activities. In order to ensure impacts are reduced to less than significant, the implementation of PPP HAZ-5 (see Section 5.6, *Hazards and Hazardous Materials*), which outlines recommendations if fossils are found onsite, would be required.

8.4 MINERAL RESOURCES

Would the project:

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. The City of Wildomar is designated as MRZ-3 in the Wildomar General Plan. The MRZ-3 zone includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The General Plan Open Space-Mineral Resources (OS-MIN) land use designation allows mineral extraction and processing facilities, based on the applicable Surface Mining and Reclamation Act (SMARA) classification. Those land areas held in reserve for future mining activities are also designated OS-MIN. No areas within the City boundaries are designated as OS-MIN. In addition to local regulations, all projects are required to comply with applicable state and federal regulations. As a result, no impacts would occur.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

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

8.5 PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less Than Significant Impact. The Riverside County Fire Department (RCFD) provides fire protection and safety services for the City of Wildomar. RCFD Fire Station 61 is located at 32637 Gruwell Street, approximately 0.7-mile southwest of the project site, and 2.7 miles northwest of the Prielipp-Yamas Drive Property. RCFD Fire Station 61 would respond to calls for service from the sites. In addition to Fire Station 61, several other Riverside County and Murrieta Fire Department stations in the surrounding area would be able to provide fire protection services to these sites under mutual aid agreements if needed. A standard condition of approval for the projects in the City includes compliance with the requirements of the Riverside County Fire Department and the payment of standard City development impact fees, which include a fee for fire service impacts. Neither the proposed project nor future development on the Prielipp-Yamas Drive Property are expected to result in activities that create unusual fire protection needs. Refer to Section 5.14, *Wildfire*, for specific analysis related to fire hazards. As such, any impacts are considered less than significant.

b) Police protection?

Less Than Significant Impact. Police protection services are provided in Wildomar by the Riverside County Sheriff's Department (RCSD). The nearest sheriff's station is located at 333 Limited Street in Lake Elsinore, approximately 5.4 miles northwest of the project site and 7.63 miles northwest of the Prielipp-Yamas Drive Property. Traffic enforcement is provided in this area of Riverside County by the California Highway Patrol, with additional support from local Riverside County Sheriff's Department personnel.

For the purpose of establishing acceptable levels of service, the Sheriff's Department strives to maintain a recommended servicing of 1.2 sworn law enforcement personnel for every 1,000 residents (Wildomar 2018). The proposed project is not anticipated to induce substantial growth in the area, but would serve the projected growth, and therefore would not be expected to substantially increase the demand for police protection services. Regardless, as a standard condition of approval for projects in the City, the project applicant is required to pay standard development impact fees, which include a fee for police service impacts to offset potential demand associated with development. Therefore, this impact is less than significant.

c) Schools?

Less Than Significant Impact. The project sites are in the Lake Elsinore Unified School District (LEUSD). The proposed project would not result in substantial population growth, but would accommodate growth that is projected for the City. Currently, the City provides a Notice of Impact Mitigation Requirement to an applicant for a building permit, who then works with the school district to determine the precise amount of

the fee. Once the fee has been paid in full, LEUSD prepares and provides a certificate to the City demonstrating payment of the fee. Payment of fees in compliance with Government Code Section 65996 fully mitigates all impacts to school facilities. Therefore, this impact is less than significant.

d) Parks?

Less Than Significant Impact. The City of Wildomar owns and manages four public parks with a combined acreage of 14.72 acres: Marna O'Brien Park, Regency Heritage Park, Windsong Park, and Malaga Park. Additionally, the City is proposing to develop a new 27-acre park. The City requires 3 acres of neighborhood and community parkland per 1,000 residents. The proposed project would generate approximately 503 residents, and therefore, approximately 1.51 acres of parkland would be required to accommodate these residents. The proposed project would include 1.9 acres of common open and private open space for the residents onsite. Additionally, impacts as a result of future residents on the Prielipp-Yamas Drive Property would be analyzed at the time development is proposed. Nonetheless, project applicants are required to pay DIFs, and therefore, with the payment of these fees and taxes, impacts would be less than significant.

e) Other public facilities?

Less Than Significant Impact. Neither the Wildomar Trail Town Center project nor the Prielipp-Yamas Drive Property are anticipated to have a negative impact on other public facilities. The project would not induce population growth in the City, but rather, accommodate the City's projected growth, and therefore, would not result in the need for new or expanded public facilities. The project applicant would be required to pay any applicable impact fees. Therefore, impacts would be less than significant.

8.6 RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. See response to Impact 8.5(d), above. The Wildomar Trail Town Center project would require approximately 1.51 acres of parkland to be set aside in order to meet the City's requirement of 3 acres per 1,000 residents. The proposed project would provide 1.9 acres of common open and private open space which would reduce impacts to existing parks and recreational facilities. Moreover, impacts to existing parks and recreational facilities as a result of future development on the Prielipp-Yamas Drive property would be analyzed at the time development is proposed. Nonetheless, project applicants would be required to pay DIFs, and therefore, with the payment of these fees and taxes, impacts would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less Than Significant Impact. See response to Impact 8.6(a). Implementation of the proposed project would result in the provision of new recreational opportunities through the implementation of 1.9 acres of

common open and private open space on the site. The construction of amenities associated with recreational facilities within the project site are included as part of the project site's development. 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 in this DEIR. Impacts of future recreational facilities on the Prielipp-Yamas Drive Property would be included in the environmental analysis prepared for that site. Therefore, impacts would be less than significant.

8.7 REFERENCES

California Department of Conservation (CDC). 2020. California Important Farmland Finder. https://maps.conservation.ca.gov/dlrp/ciff/.

Geocon West, Inc. (Geocon) 2020, April 24. Geotechnical Investigation and Percolation Test Results. Appendix 8-2.

LSA. 2020, January. Cultural Resources Assessment – Baxter Town Center Project. Appendix 8-1.

Wildomar, City of. 2018. Biennial Operating Budget Fiscal Years 2017-18 & 2018-19. https://www.cityofwildomar.org/UserFiles/Servers/Server_9894739/File/Government/Departments/Finance/Budgets/Adopted%20Budget%20City%20of%20Wildomar%20web%202017-19.pdf

8. Impacts Found Not to Be Significant

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9. Organizations Consulted and Qualifications of Preparers

Native American Tribes

Pechanga Band of Mission Indians

Rincon Band of Luiseno Indians

Soboba Band of Mission Indians

Qualifications of Preparers

PLACEWORKS

Mark Teague, AICP
Principal

- BA, Political Science, California State University Stanislaus

Jasmine A. Osman
Project Planner

- BA Sustainability, Geography minor, San Diego State University
- Master of City Planning, San Diego State University

Miles Barker
Project Planner

- MS, City and Regional Planning, California Polytechnic State University, San Luis Obispo, 2019
- BS, Environmental Management and Protection, Humboldt State University, 2014

9. Organizations Consulted and Qualifications of Preparers

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August 2021 | Final Environmental Impact Report
State Clearinghouse No. 2020090408

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT FINAL ENVIRONMENTAL IMPACT REPORT (PA 20-0039)

City of Wildomar

Prepared for:

City of Wildomar
Contact: Matthew C. Bassi, Planning Director
23873 Clinton Keith Road, Suite 201
Wildomar, California 92595
951.677.7751

Prepared by:

PlaceWorks
Contact: Mark Teague, AICP, Principal
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

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1. Introduction

1.1 INTRODUCTION

This Final Environmental Impact Report (Final EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code §§ 21000 et seq.) and CEQA Guidelines (California Code of Regulations §§ 15000 et seq.).

According to the CEQA Guidelines, Section 15132, the Final EIR shall consist of:

(a) The Draft Environmental Impact Report (Draft EIR) or a revision of the Draft;

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary;

(c) A list of persons, organizations, and public agencies comments on the Draft EIR;

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and

(e) Any other information added by the Lead Agency.

This document contains responses to comments received on the Draft EIR for the Wildomar Trail Town Center Mixed-Use Project during the public review period, which began May 12, 2021, and closed June 25, 2021. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgement of the Lead Agency. This document and the circulated Draft EIR comprise the Final EIR, in accordance with CEQA Guidelines, Section 15132.

1.2 FORMAT OF THE FINAL EIR

This document is organized as follows:

Section 1, Introduction. This section describes CEQA requirements and content of this Final EIR.

Section 2, Response to Comments. This section provides a list of agencies and interested persons commenting on the Draft EIR; copies of comment letters received during the public review period, and individual responses to written comments. Individual comments for each letter have been numbered, and the letter is followed by responses with references to the corresponding comment number.

Section 3. Revisions to the Draft EIR. This section contains revisions to the Draft EIR text and figures as a result of the comments received by agencies and interested persons as described in Section 2, and/or errors and omissions discovered after release of the Draft EIR for public review.

The responses to comments contain material and revisions that will be added to the text of the Final EIR. City of Wildomar staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the Draft EIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the Draft EIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments and reminds persons and public agencies that the focus of review and comment of Draft EIRs should be "on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. …CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR."

CEQA Guidelines Section 15204 (c) further advises, "Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Section 15204 (d) also states, "Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility." Section 15204 (e) states, "This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section."

In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this Final EIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on Draft EIRs.

2. Response to Comments

Section 15088 of the CEQA Guidelines requires the Lead Agency (City of Wildomar) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the Draft EIR and prepare written responses.

This section provides all written responses received on the Draft EIR and the City of Wildomar's responses to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the Draft EIR are excerpted in this document, the sections are shown indented. Changes to the Draft EIR text are shown in <u>underlined text</u> for additions and ~~strikeout~~ for deletions.

The following is a list of agencies and persons that submitted comments on the Draft EIR during the public review period.

Number Reference	Commenting Person/Agency	Date of Comment	Page No.
A	Riverside County Flood Control and Water Conservation District, Deborah De Chambeau, Engineering Project Manager	June 17, 2021	2-3
B	Rincon Band of Luiseño Indians, Cheryl Madrigal, Tribal Historic Preservation Officer, Cultural Resources Manager	June 18, 2021	2-11
C	Mitchell M. Tsai (on behalf of Southwest Regional Council of Carpenters)	June 24, 2021	2-15

2. Response to Comments

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LETTER A – Riverside County Flood Control and Water Conservation District, Deborah De Chambeau, Engineering Project Manager (4 pages)

JASON E. UHLEY
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
951.788.9965 FAX
www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

238714

June 17, 2021

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

Attention: Matthew Bassi

Re: PA 20-0039 and TTM 37494, Wildomar Trail Town Center Mixed Use Project
APNs 376-180-006 and 376-190-002

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received May 20, 2021. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

☒ This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

☐ This project involves District proposed Master Drainage Plan facilities, namely, _____. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☐ This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature and/or a logical extension of the adopted Wildomar Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

A-1

2. Response to Comments

City of Wildomar -2- June 17, 2021
Re: PA 20-0039 and TTM 37494, Wildomar
Trail Town Center Mixed Use Project
APNs 376-180-006 and 376-190-002

238714

☒ This project is located within the limits of the District's Murrieta Creek-Wildomar Valley Area Drainage Plan for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

A-1

☐ An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, _____. For further information, contact the District's Encroachment Permit Section at 951.955.1266.

CONT'D

☒ The District's previous comments are still valid (see attached letter dated 9/25/20).

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

A-2

If a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,

Deborah de Chambeau

DEBORAH DE CHAMBEAU
Engineering Project Manager

Attachment

c: Riverside County Planning Department
Attn: Phayvanh Nanthavongdouangsy

SLJ:blm

JASON E. UHLEY
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
951.788.9965 FAX
www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

233846

September 25, 2020

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

Attention: Matthew Bassi

Re: PA 20-0039, Baxter Town Center
APNs 376-180-006 and 376-190-002

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases, or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received June 16, 2020. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

☒ This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

☐ This project involves District proposed Master Drainage Plan facilities, namely, _____. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☐ This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature and/or a logical extension of the adopted Wildomar Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☒ This project is located within the limits of the District's Murrieta Creek-Wildomar Valley Area Drainage Plan for which drainage fees have been adopted. If the project is proposing to create

A-3

2. Response to Comments

additional impervious surface area, applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

☐ An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, _____. For further information, contact the District's Encroachment Permit Section at 951.955.1266.

☒ The District's previous comments are still valid (see attached letter dated 6/30/20).

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

A-3

CONT'D

If a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,

Deborah de Chambeau

DEBORAH DE CHAMBEAU
Engineering Project Manager

c: Riverside County Planning Department
Attn: John Hildebrand

SLJ:blm

JASON E. UHLEY
General Manager-Chief Engineer

1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951.788.9965
www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

231943

June 30, 2020

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

Attention: Matthew Bassi

Re: PA 20-0039, Baxter Town Center
APNs 376-180-006 and 376-190-002

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases, or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received June 16, 2020. The District **has not** reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

☒ This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.

A-4

☐ This project involves District proposed Master Drainage Plan facilities, namely, _____. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☐ This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature and/or a logical extension of the adopted Wildomar Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

☒ This project is located within the limits of the District's Murrieta Creek-Wildomar Valley Area Drainage Plan for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.

2. Response to Comments

City of Wildomar -2- June 30, 2020
Re: PA 20-0039, Baxter Town Center
APNs 376-180-006 and 376-190-002
231943

☐ An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, _____. For further information, contact the District's Encroachment Permit Section at 951.955.1266.

☐ The District's previous comments are still valid.

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

A-4

CONT'D

If a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

Very truly yours,

Deborah de Chambeau

DEBORAH DE CHAMBEAU
Engineering Project Manager

c: Riverside County Planning Department
Attn: John Hildebrand

SLJ:mcv

A. Response to Comments from Riverside County Flood Control and Water Conservation District, Deborah De Chambeau, Engineering Project Manager, dated June 17, 2021.

A-1 The commenter states that the proposed project would not be impacted by District Master Drainage Plan facilities nor are other facilities of regional interest proposed. The commenter states that the project site is within the Murrieta-Creek Wildomar Valley Area Drainage Plan for which drainage fees have been adopted. The commenter states that their previous comments from September 25, 2020 are still valid.

Payment of Flood Control fees is required by Section 16.32.040 of the Wildomar Municipal Code. The City understands that any work in either City or Flood Control jurisdiction will require an encroachment permit. The comments do not describe any inadequacies in the CEQA analysis. No further response is warranted.

A-2 The commenter states that the proposed project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board, and that if the proposed project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, and other information required to meet FEMA requirements. The commenter also states that if a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers.

As the proposed project involves clearing, grading, or excavation that causes soil disturbance of one or more acres, it is subject to the provisions of the NPDES. The project site is not within a FEMA mapped floodplain; the project site is within Zone X, indicating minimal risk of flooding, and therefore, the proposed project is not required to submit documentation to meet the FEMA mapped floodplain requirements. The project applicant would prepare a Stormwater Pollution Prevention Plan (SWPPP) and would implement best management practices (BMPs) to ensure that impacts to natural watercourses or mapped floodplains are minimized. The proposed project would result in the loss of riparian/riverine areas, and Mitigation Measure BIO-5 of the DEIR would require the developer to compensate impacts to riparian/riverine areas by providing a 2:1 ration of offsite land which would reduce impacts to less than significant. The comments do not describe any inadequacies in the CEQA analysis. No further response is warranted.

A-3 The commenter attached a letter dated September 25, 2020 which provided the same information as that included in the letter dated June 17, 2021. The commenter states that their comments from the June 30, 2020, letter are still valid.

See response to Comment A-1 and A-2. The commenter did not attach the letter dated June 30, 2020; however, this letter was most in response to the first distribution package

for the proposed project which was sent out on June 16, 2021. The June 30, 2020, letter is included in this FEIR (see A-4).

A-4 The June 30, 2020, letter is attached which states the District has not reviewed the proposed project in detail but indicated that the proposed project would not be impacted by the District Master Drainage Plan facilities and that the project site is located within the limits of the District's Murrieta Creek-Wildomar Valley Area Drainage Plan for which fees have been adopted.

See response to Comment A-3.

LETTER B – Rincon Band of Luiseño Indians, Cheryl Madrigal, Tribal Historic Preservation Officer, Cultural Resources Manager (1 page)

Rincon Band of Luiseño Indians

CULTURAL RESOURCES DEPARTMENT

One Government Center Lane | Valley Center | CA 92082
(760) 749-1092 | Fax: (760) 749-8901 | rincon-nsn.gov

June 18, 2021

Sent via email: mbassi@cityofwildomar.org
City of Wildomar
Matthew Bassi
23873 Clinton Keith Road, Ste 201
Wildomar, CA 92595

Re: Wildomar Trail Town Center Mixed-Use Project (PA 20-0039)

Dear Mr. Bassi,

This letter is written on behalf of the Rincon Band of Luiseño Indians ("Rincon Band" or "Band"), a federally recognized Indian Tribe and sovereign government. Thank you for providing us with the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the above referenced project. The identified location is within the Territory of the Luiseño people, and is also within Rincon's specific area of Historic interest.

The Band has reviewed the provided documents and we are in agreement with the measures which include archaeological and Luiseño tribal monitoring, a monitoring report, and protocols for discovery of cultural material and human remains. We understand that other Tribes potentially have knowledge particular to this project site and may request additional measures. Please note that the Rincon Band supports all efforts to completely avoid cultural resources as preferred mitigation. B-1

We do request that the Rincon Band be notified of any changes in project plans. In addition, we request a copy of the final monitoring report, when available. If you have additional questions or concerns, please do not hesitate to contact our office at your convenience at (760) 749 1092 or via electronic mail at cmadrigal@rincon-nsn.gov.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Cheryl Madrigal
Tribal Historic Preservation Officer
Cultural Resources Manager

Bo Mazzetti, Chairman | Tishmall Turner, Vice Chair | Laurie E. Gonzalez, Council Member | John Constantino, Council Member | Joseph Linton, Council Member

2. Response to Comments

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B. Response to Comments from Rincon Band of Luiseño Indians, Cheryl Madrigal, Tribal Historic Preservation Officer, Cultural Resources Manager, dated June 18, 2021.

B-1 The commenter states that the Rincon Band of Luiseño Indians have reviewed the document and asks that the tribe be notified if the project plans change and request a copy of the final mitigation monitoring and reporting program.

The City thanks the Tribe for their response and will inform the tribe of any project changes.

2. Response to Comments

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LETTER C – Mitchell M. Tsai (on behalf of Southwest Regional Council of Carpenters) (542 pages)

P: (626) 381-9248
F: (626) 389-5414
E: info@mitchtsailaw.com

Mitchell M. Tsai
Attorney At Law

155 South El Molino Avenue
Suite 104
Pasadena, California 91101

VIA E-MAIL

June 24, 2021

City of Wildomar
Matthew Bassi, Planning Director
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595
Em: mbassi@cityofwildomar.org

RE: Wildomar Trail Town Center Mixed-Use Project

Dear Mr. Bassi,

On behalf of the Southwest Regional Council of Carpenters ("**Commenter**" or "**Southwest Carpenters**"), my Office is submitting these comments on the City of Wildomar's ("**City**" or "**Lead Agency**") Draft Environmental Impact Report ("**DEIR**") (SCH No. 2020090232) for the Wildomar Trail Town Center Mixed-Use project ("**Project**"). The Project would allow for the development of 41,609 square feet of commercial retail space, 72,000 square feet of professional office, and 152 residential units, with full on-site/off-site improvements. The Project's retail area would include a market, restaurant, shops, gas station/mini-mart, and car wash.

The Southwest Carpenters is a labor union representing more than 50,000 union carpenters in six states and has a strong interest in well ordered land use planning and addressing the environmental impacts of development projects. C-1

Individual members of the Southwest Carpenters live, work and recreate in the City and surrounding communities and would be directly affected by the Project's environmental impacts.

Commenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal. App. 4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

2. Response to Comments

Commenters incorporates by reference all comments raising issues regarding the EIR submitted prior to certification of the EIR for the Project. *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal. App. 4th 173, 191 (finding that any party who has objected to the Project's environmental documentation may assert any issue timely raised by other parties).

Moreover, Commenter requests that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act ("**CEQA**"), Cal Public Resources Code ("**PRC**") § 21000 *et seq*, and the California Planning and Zoning Law ("**Planning and Zoning Law**"), Cal. Gov't Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body. C-1 CONT'D

The City should require the Applicant provide additional community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California. C-2

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note: C-3

> [A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the

C-3

> reduction would vary based on the location and urbanization level of the project site.

CONT'D

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the UC Berkeley Center for Labor Research and Education concluded:

> . . . labor should be considered an investment rather than a cost – and investments in growing, diversifying, and upskilling California's workforce can positively affect returns on climate mitigation efforts. In other words, well trained workers are key to delivering emissions reductions and moving California closer to its climate targets.[1]

Recently, on May 7, 2021, the South Coast Air Quality Management District found that that the "[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component" can result in air pollutant reductions.[2]

C-4

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to "promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions."[3]

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its Downtown area to requiring that the City "[c]ontribute to the stabilization of regional

[1] California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf

[2] South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10

[3] City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, *available at* https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf.

2. Response to Comments

construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint labor-management training programs, . . .”[4] In addition, the City of Hayward requires all projects 30,000 square feet or larger to “utilize apprentices from state-approved, joint labor-management training programs.”[5]

C-4

CONT'D

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

> People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.[6]

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.[7] Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note:

C-5

> In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing.” The city’s First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is

[4] City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, *available at* https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf.

[5] City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).

[6] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf

[7] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf.

> voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

C-5 CONT'D

The City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts.

C-6

The City should also require the Project to be built to standards exceeding the current 2019 California Green Building Code to mitigate the Project's environmental impacts and to advance progress towards the State of California's environmental goals.

C-7

I. EXPERTS

This appeal includes comments from hazards, air quality, and greenhouse gas experts Matt Hagemann, P.G., C.Hg. and Paul Rosenfeld, Ph.D. concerning the Project. Their comments, attachments, and Curriculum Vitae ("CV") are attached hereto and are incorporated herein by reference.

Matt Hagemann, P.G., C.Hg. ("Mr. Hagemann") has over 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the Resource Conservation and Recovery Act (RCRA) and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Mr. Hagemann also served as Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closer. He led numerous enforcement actions under provisions of the RCRA and directed efforts to improve hydrogeologic characterization and water quality monitoring.

C-8

For the past 15 years, Mr. Hagemann has worked as a founding partner with SWAPE (Soil/Water/Air Protection Enterprise). At SWAPE, Mr. Hagemann has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality, and greenhouse gas emissions.

2. Response to Comments

Mr. Hagemann has a Bachelor of Arts degree in geology from Humboldt State University in California and a Masters in Science degree from California State University Los Angeles in California.

Paul Rosenfeld, Ph.D. ("Dr. Rosenfeld") is a principal environmental chemist at SWAPE. Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts on human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risks, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particular matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants, Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

C-8

CONT'D

Dr. Rosenfeld has a Ph.D. in soil chemistry from the University of Washington, M.S. in environmental science from U.C. Berkeley, and B.A. in environmental studies from U.C. Santa Barbara.

II. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations ("**CCR**" or "**CEQA Guidelines**") § 15002(a)(1).[8] "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR 'protects not only the environment but also informed self-government.' [Citation.]" *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal. App. 4th 1344, 1354 (*"Berkeley Jets"); County of Inyo v. Yorty* (1973) 32 Cal. App. 3d 795, 810. C-9

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets,* 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553; *Laurel Heights Improvement Ass'n v. Regents of the University of California* (1988) 47 Cal. 3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns" specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

[8] The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 15000 *et seq*, are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. (Cal. Pub. Res. Code § 21083.) The CEQA Guidelines are given "great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous." *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal. 4th 204, 217.

While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position.' A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" *Berkeley Jets*, 91 Cal. App. 4th 1344, 1355 (emphasis added) (quoting *Laurel Heights,* 47 Cal. 3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA's information disclosure requirements presents a question of law subject to independent review by the courts. *Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal. App. 4th 48, 102, 131. As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

> A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

C-9 CONT'D

The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR's function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been considered. For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made. *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449–450).

B. CEQA Requires Revision and Recirculation of an Environmental Impact Report When Substantial Changes or New Information Comes to Light

Section 21092.1 of the California Public Resources Code requires that "[w]hen significant new information is added to an environmental impact report after notice has been given pursuant to Section 21092 … but prior to certification, the public agency shall give notice again pursuant to Section 21092, and consult again pursuant to Sections 21104 and 21153 before certifying the environmental impact report" in order to give the public a chance to review and comment upon the information. CEQA Guidelines § 15088.5.

C-10

Significant new information includes "changes in the project or environmental setting as well as additional data or other information" 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)." CEQA Guidelines § 15088.5(a). Examples of significant new information requiring recirculation include "new significant environmental impacts from the project or from a new mitigation measure," "substantial increase in the severity of an environmental impact," "feasible project alternative or mitigation measure considerably different from others previously analyzed" as well as when "the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded." *Id.*

An agency has an obligation to recirculate an environmental impact report for public notice and comment due to "significant new information" regardless of whether the agency opts to include it in a project's environmental impact report. *Cadiz Land Co. v. Rail Cycle* (2000) 83 Cal. App. 4th 74, 95 [finding that in light of a new expert report disclosing potentially significant impacts to groundwater supply "the EIR should have been revised and recirculated for purposes of informing the public and governmental agencies of the volume of groundwater at risk and to allow the public and governmental agencies to respond to such information."]. If significant new information was brought to the attention of an agency prior to certification, an agency is required to revise and recirculate that information as part of the environmental impact report.

C-10 CONT'D

The information and issues raise to the City through this letter constitute significant new information. That information, along with the substantive changes to the DEIR required to address the issues raised herein, obligate the City to substantively revise and recirculate the DEIR for a new public notice and comment period.

C. The DEIR Fails to Sufficiently Disclose, Analyze, and Mitigate the Project's Air Quality, Health Risk, and Greenhouse Gas Impacts

Attached hereto and incorporated herein is a letter from air quality and greenhouse gas experts Dr. Rosenfeld and Mr. Hagemann of SWAPE, dated June 21, 2021 (Exhibit D), which provides detailed technical comments concerning the Project's air quality, health risk, and greenhouse gas impacts and the sufficiency of the DEIR's assessment of those impacts.

C-11

In that letter, SWAPE notes the DEIR's air quality analysis reflects the results of flawed and incomplete modeling of the Project's emissions. Specifically, unsubstantiated modeling inputs and inputs inconsistent with the Project as described in the DEIR result in modeling outputs that underestimate the Project's emissions. According to SWAPE's modeling and analysis of the Project's emissions, the Project would result in significantly more emissions that reported in the DEIR, those emissions would exceed applicable emission thresholds set by the South Coast Air Quality Management District, and, therefore, the Project would result in a potentially significant air quality impacts not identified or addressed in the DEIR.

Similarly, SWAPE found the DEIR fails to properly model greenhouse gas emission or meaningfully consider feasible mitigation measures to offset the Project's greenhouse gas emissions.

Finally, SWAPE details why the DEIR's consideration of the Project's potential health risk impacts are incomplete and its conclusion that the Project would result in less than significant health risk impacts is not adequately supported by the evidence. In fact, SWAPE's screening-level health risk analysis shows the Project may in fact pose a significant health risk to nearby sensitive receptors.

C-11

CONT'D

In total, Dr. Rosenfeld and Mr. Hagemann conclude:

> The DEIR fails to adequately evaluate the Project's air quality, health risk, and greenhouse gas impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project are underestimated and inadequately addressed. An updated EIR should be prepared to adequately assess and mitigate the potential air quality, health risk, and greenhouse gas impacts that the project may have on the surrounding environment.

Exhibit D at p. 1.

The City must address these issues by updating its emission modeling for the Project and update the DEIR's analysis. Failure to do so would deprive the public and decisionmakers of a full understanding of the Project's impacts and the need for alternatives and mitigation measures to address those impacts.

D. The DEIR Impermissibly Defers Consultation with Regulatory Agencies and Consideration of Alternatives to Avoid Impacts to Jurisdictional Waters

An EIR cannot defer parts of the requisite environmental impacts and alternatives analysis for a project to other agencies with discretion over those parts of the project. See *Banning Ranch Conservancy v. City of Newport Beach* (2017) 2 Cal.5th 918, 935. CEQA Guidelines section 15124(d)(1)(C) directs that "[t]o the fullest extent possible, the lead agency should integrate CEQA review with these related environmental review and consultation requirements." This integration, along with coordination between a lead agency and a permitting agency, "serves the laudable purpose of minimizing the chance the City will approve the Project, only to have later permits for the Project denied...." *California Native Plant Society v. City of Rancho Cordova* (2009) 172 Cal.App.4th 603, 641.

The DEIR fails to fulfill the City's obligation under CEQA to adequately consider alternatives to impacting jurisdictional waters on the Project Site, impermissibly deferring both full consideration relevant regulatory programs and coordination with state and federal regulatory agencies responsible for permitting impacts to jurisdictional waters.

The Project Site (excluding the offsite upzone area) contains approximately 0.72-acres of jurisdictional waters as defined by the Multiple Species Habitat Conservation Plan (MSHCP). Of that, 0.34 acres are presumed to be waters of the United States subject to the U.S. Army Corps of Engineers' (Corps) Clean Water Act (CWA) section 404 permitting jurisdiction. *See* 33 Code of Federal Regulations (CFR) § 323. These jurisdictional resources are afforded special projection under both federal and state law and, as the DEIR correctly indicates, impacts to them are subject to particular consulting and permitting requirements. Of particular importance is the CWA's emphasis on complete avoidance of impacts to jurisdictional waters and its requirement that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences." 40 CFR § 230.10(a). C-12

By failing to sufficiently integrate consideration of the Corps' CWA regulatory program into the DEIR and deferring coordination with the Corps and other regulatory bodies until a later date, the DEIR lacks critical information about the Project's impacts to jurisdictional waters and forecloses full consideration of

alternatives that would allow for avoidance and minimization of those impacts. The DEIR's current consideration of alternatives to avoid and minimize impacts to jurisdictional waters is pithy and fails to reflect the robust analysis required by the CWA. The DEIR quickly concludes the Project's impacts to jurisdictional waters cannot be avoided or minimized and therefore must be mitigated. That conclusion is premature and not supported by substantial evidence.

The City must not defer consideration of permitting obligations for anticipated impacts to jurisdictional waters. It must integrate consideration of those obligations into the DEIR and proffer the requisite analyses for those regulatory programs in the DEIR itself. The City should not certify the EIR for this Project until and unless the Corps and other regulatory agencies have been consulted and the EIR's alternatives analysis and mitigation requirements deemed sufficient to fulfill all applicability regulatory program requirements. Failure to coordinate CEQA and the regulatory agencies' reviews would deprive the public of vital information about the Project's impacts and potentially foreclose consideration of Project alternatives that could minimize those impacts. C-12 CONT'D

E. The DEIR Fails to Reflect the City's Consultation Efforts and Obligations

CEQA requires all EIRs contain certain contents. *See* CEQA Guidelines §§ 15122 – 15131. CEQA expressly requires an EIR "identify all federal, state, or local agencies, other organizations, and private individuals consulted in preparing the draft EIR, and the persons, firm, or agency preparing the draft EIR, by contract or other authorization." CEQA Guidelines § 15129. This information is critical to demonstrating a lead agency fulfilled its obligation to "consult with, and obtain comments from, each responsible agency, trustee agency, any public agency that has jurisdiction by law with respect to the project, and any city or county that borders on a city or county within which the project is located …." PRC § 21104(a). C-13

Failure to provide sufficient information concerning the lead agency's consultation efforts could undermine the legal sufficiency of an EIR. Courts determine *de novo* whether a CEQA environmental document sufficiently discloses information required by CEQA as "noncompliance with the information disclosure provisions" of CEQA is a failure to proceed in a manner required by law. PRC § 21005(a); *see also Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502, 515.

Although Section 9 of the DEIR is titled "Organizations Consulted and Qualifications of Preparers," it fails to provide any details concerning the City's consultations with relevant state and federal resource and permitting agencies pursuant to CEQA Guidelines section 15129 and 15124(d)(1)(C). It simply lists the environmental consultants who prepared the DIER and the three Native American Tribes the City consulted concerning cultural resource impacts. The City must revise the DEIR Section 9 to detail its consultation requirements and efforts.

C-13

CONT'D

F. Due to the COVID-19 Crisis, the City Must Adopt a Mandatory Finding of Significance that the Project May Cause a Substantial Adverse Effect on Human Beings and Mitigate COVID-19 Impacts

CEQA requires that an agency make a finding of significance when a Project may cause a significant adverse effect on human beings. PRC § 21083(b)(3); CEQA Guidelines § 15065(a)(4).

Public health risks related to construction work requires a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[9]

C-14

SWRCC recommends that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project's construction activities. SWRCC requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon SWRCC's experience with safe construction site work practices, SWRCC recommends that the Lead Agency require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.

[9] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

2. Response to Comments

- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.
- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

C-14

CONT'D

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]

- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

C-14

CONT'D

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.[10]

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Agency should require that

[10] *See also* The Center for Construction Research and Training, North America's Building Trades Unions (April 27 2020) NABTU and CPWR COVIC-19 Standards for U.S Constructions Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

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CONT'D

III. THE PROJECT IS INCONSISTENT WITH THE GENERAL PLAN AND THE ZONING CODE.

A. The Background on the State Planning and Zoning Law

Each California city and county must adopt a comprehensive, long-term general plan governing development. *Napa Citizens for Honest Gov. v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 352, citing Gov. Code §§ 65030, 65300. The general plan sits at the top of the land use planning hierarchy (*see DeVita v. County of Napa* (1995) 9 Cal.4th 763, 773), and serves as a "constitution" or "charter" for all future development. *Lesher Communications, Inc. v. City of Walnut Creek* (1990) 52 Cal.3d 531, 540.

General plan consistency is "the linchpin of California's land use and development laws; it is the principle which infused the concept of planned growth with the force of law." *See Debottari v. Norco City Council* (1985) 171 Cal.App.3d 1204, 1213.

State law mandates two levels of consistency. First, a general plan must be internally or "horizontally" consistent: its elements must "comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." See Gov. Code § 65300.5; *Sierra Club v. Bd. of Supervisors* (1981) 126 Cal.App.3d 698, 704. A general plan amendment thus may not be internally inconsistent, nor may it cause the general plan as a whole to become internally inconsistent. *See DeVita*, 9 Cal.4th at 796 fn. 12.

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Second, state law requires "vertical" consistency, meaning that zoning ordinances and other land use decisions also must be consistent with the general plan. See Gov. Code § 65860(a)(2) [land uses authorized by zoning ordinance must be "compatible with the objectives, policies, general land uses, and programs specified in the [general] plan."]; *see also Neighborhood Action Group v. County of Calaveras* (1984) 156 Cal.App.3d 1176, 1184. A zoning ordinance that conflicts with the general plan or impedes achievement of its policies is invalid and cannot be given effect. *See Lesher*, 52 Cal.3d at 544.

State law requires that all subordinate land use decisions, including conditional use permits, be consistent with the general plan. See Gov. Code § 65860(a)(2); *Neighborhood Action Group*, 156 Cal.App.3d at 1184.

A project cannot be found consistent with a general plan if it conflicts with a general plan policy that is "fundamental, mandatory, and clear," regardless of whether it is consistent with other general plan policies. *See Endangered Habitats League v. County of Orange* (2005) 131 Cal.App.4th 777, 782-83; *Families Unafraid to Uphold Rural El Dorado County v. Bd. of Supervisors* (1998) 62 Cal.App.4th 1332, 1341-42 ("*FUTURE*"). Moreover, even in the absence of such a direct conflict, an ordinance or development project may not be approved if it interferes with or frustrates the general plan's policies and objectives. *See Napa Citizens*, 91 Cal.App.4th at 378-79; *see also Lesher*, 52 Cal.3d at 544 (zoning ordinance restricting development conflicted with growth-oriented policies of general plan).

As explained in full below, the Project is inconsistent with the General Plan. As such, the Project violates the State Planning and Zoning law.

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CONT'D

B. The Project is Inconsistent with the City's General Plan

Multiple aspects of the Project are inconsistent with the City's General Plan. The following items are just a few instances of inconsistencies that are not sufficiently disclosed, discussed, or addressed in the DEIR.

The Project would place a gas station immediately adjacent to residential units. This is inconsistent with General Plan Policies AQ 2.1 and 2.2, which read as follows:

- Policy 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.
- Policy 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.

As the DEIR itself explains, "Dispensing gasoline products has the potential to introduce air toxics (primarily benzene emissions) into the local environment." DEIR p. 5.2-20. SWAPE's analysis of the Project demonstrates how the DEIR's conclusion that the gas station's to proximity to sensitive receptors does not pose a health risk is incorrect. So not only does the Project violate these Genera Plan policies, it unnecessarily subjects sensitive receptors to increased health risks.

The Project would result in the destruction of native riparian habitat and jurisdictional waters without complete consideration of applicable regulatory programs *during* the

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Project's development review process as demanded by General Plan Policies OS-5.5 and OS-6.1, which read as follows:

- Policy 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.
- Policy 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.

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CONT'D

The City must review and revise the DEIR to address these particular inconsistencies and provide a meaningful and detailed analysis of the Project's consistency with all applicable portions of the City's General Plan.

IV. **CONCLUSION**

Commenters request that the City revise and recirculate the Project's environmental impact report to address the aforementioned concerns. If the City has any questions or concerns, feel free to contact my Office.

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Sincerely,

Mitchell M. Tsai
Attorneys for Southwest Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);

Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B);

Air Quality and GHG Expert Matt Hagemann CV (Exhibit C); and

June 21, 2021 SWAPE Letter to Mitchell M. Tsai re Wildomar Trail Town Center Project (Exhibit D).

EXHIBIT A

2. Response to Comments

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

Paul E. Rosenfeld, PhD
(310) 795-2335
prosenfeld@swape.com

March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."[1] CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.[2]

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[3]

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at*: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled ("VMT") associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.[4]

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.[7] In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence.[8] The default number of construction-related worker trips is calculated by multiplying the

[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

2. Response to Comments

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.[9] Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively."[10] Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.[11] The operational home-to-work vehicle trip lengths are:

> "[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings" (emphasis added). [12]

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).[13]

Worker Trip Length by Air Basin

Air Basin	Rural (miles)	Urban (miles)
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	**16.47**	**11.17**
Minimum	**10.80**	**10.80**
Maximum	**19.80**	**14.70**
Range	**9.00**	**3.90**

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

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As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8-miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7-miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan ("Project") located in the City of Claremont ("City"). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.[14] In an effort to evaluate the potential for a local hire provision to reduce the Project's construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project's urbanization level and location.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

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2. Response to Comments

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

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EXHIBIT B

2. Response to Comments

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D. **Chemical Fate and Transport & Air Dispersion Modeling**

Principal Environmental Chemist **Risk Assessment & Remediation Specialist**

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

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Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

2. Response to Comments

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

2. Response to Comments

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs*, vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs*, vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

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In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant*.
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs*, vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs*, vs. BP Products North America, Inc., *Defendant*.
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

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EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

1640 5th St., Suite 204 Santa
Santa Monica, California 90401
Tel: (949) 887-9013
Email: mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

2. Response to Comments

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

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- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

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Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

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Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011

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EXHIBIT D

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

Paul E. Rosenfeld, PhD
(310) 795-2335
prosenfeld@swape.com

June 21, 2021

Jacob Booher
Mitchell M. Tsai, Attorney at Law
155 South El Molino Avenue Suite 104
Pasadena, CA 91101

Subject: Comments on the Wildomar Trail Town Center Mixed-Use Project (SCH No. 2020090408)

Dear Mr. Booher,

We have reviewed the May 2021 Draft Environmental Impact Report ("DEIR") for the Wildomar Trail Town Center Mixed-Use Project ("Project") located in the City of Wildomar ("City"). The Project proposes to construct 41,609-SF of commercial retail space, 72,000-SF of professional office space, and 152 townhome/condominium residential units on the 25.8-acre site.

Our review concludes that the DEIR fails to adequately evaluate the Project's air quality, health risk, and greenhouse gas impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project are underestimated and inadequately addressed. An updated EIR should be prepared to adequately assess and mitigate the potential air quality, health risk, and greenhouse gas impacts that the project may have on the surrounding environment.

Air Quality

Unsubstantiated Input Parameters Used to Estimate Project Emissions

The DEIR's air quality analysis relies on emissions calculated with CalEEMod.2016.3.2 (p. 5.2-21).[1] CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act ("CEQA") requires that such changes be justified by substantial evidence. Once all of the values are inputted into the model, the Project's

[1] CAPCOA (November 2017) CalEEMod User's Guide, http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4.

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construction and operational emissions are calculated, and "output files" are generated. These output files disclose to the reader what parameters are utilized in calculating the Project's air pollutant emissions and make known which default values are changed as well as provide justification for the values selected.

When reviewing the Project's CalEEMod output files, provided in the CalEEMod Printouts as Appendix A to the Air Quality and Greenhouse Gas Analysis ("AQ & GHG Analysis"), we found that several model inputs were not consistent with information disclosed in the DEIR. As a result, the Project's construction and operational emissions are underestimated. As a result, an updated EIR should be prepared to include an updated air quality analysis that adequately evaluates the impacts that construction and operation of the Project will have on local and regional air quality.

Unsubstantiated Changes to Off-Road Equipment Unit Amounts and Usage Hours

Review of the CalEEMod output files demonstrates that the "Wildomar Trail Mixed-Use Development: Phase 1," "Wildomar Trail Mixed-Use Development: Phase 2," "Wildomar Trail Mixed-Use Development: Phase 3," and "Wildomar Trail Mixed-Use Development: Mitigated Phase 4" models include several changes to the default off-road construction equipment unit amounts and usage hours (see excerpts below) (Appendix A, pp. 74, 102, 130, 165, 192, 219, 252, 278, 304, 335, 363, 391)

"Wildomar Trail Mixed-Use Development: Phase 1"

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	7.00

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"Wildomar Trail Mixed-Use Development: Phase 2"

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblOffRoadEquipment	UsageHours	8.00	7.00

"Wildomar Trail Mixed-Use Development: Phase 3"

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00

"Wildomar Trail Mixed-Use Development: Mitigated Phase 4"

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00

As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[2] However, no justification was provided by the "User Entered Comments and Non-Default Data" table for these changes. Furthermore, while the DEIR provides a construction equipment list, the DEIR states:

> "Table 5.2-8 lists the estimated construction equipment that would be used during project construction as estimated by *CalEEMod default values*" (emphasis added) (p. 5.2-24).

As demonstrated above, the DEIR states that the Project's estimated construction equipment was based on the CalEEMod default values. This directly contradicts the Project's modeling, which contains non-default off-road construction equipment unit amounts and usage hours, as discussed above. As such, the changes to the default off-road construction equipment unit amounts and usage hours are unsubstantiated and inconsistent with the information provided in the DEIR.

[2] CalEEMod User's Guide, *available at:* : http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 9.

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underestimate the Project's mobile-source construction-related emissions and should not be relied upon to determine Project significance.

Unsubstantiated Changes to Architectural and Area Coating Areas

Review of the CalEEMod output files demonstrates that the "Wildomar Trail Mixed-Use Development: Phase 1," "Wildomar Trail Mixed-Use Development: Phase 2," "Wildomar Trail Mixed-Use Development: Phase 3," and "Wildomar Trail Mixed-Use Development: Mitigated Phase 4" models include several reductions to the default architectural and area coating areas (see excerpts below) (Appendix 5.2-1, pp. 73, 101, 129, 164, 191, 218, 251, 277, 303, 334, 362, 390).

"Wildomar Trail Mixed-Use Development: Phase 1"

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	6,158.00	5,661.00
tblAreaCoating	Area_Parking	6158	5661

"Wildomar Trail Mixed-Use Development: Phase 2"

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	8,906.00	3,868.00
tblAreaCoating	Area_Parking	8906	3868

"Wildomar Trail Mixed-Use Development: Phase 3"

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	36,000.00	18,000.00

"Wildomar Trail Mixed-Use Development: Mitigated Phase 4"

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	4,004.00	528.00
tblAreaCoating	Area_Parking	4004	0

As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[6] According to the "User Entered Comments and Non-Default Data" table for Phase 3, the justification provided for these changes is: "Architectural coating reduced by half as building exterior with be mainly glass" (Appendix 5.2-1, pp. 251, 277, 303). However, no justification was provided by the "User Entered Comments and Non-Default Data" table for the revised architectural and area coating areas included in the models for Phase 1, Phase 2, and Mitigated Phase 4 of construction. Furthermore, the DEIR fails to mention architectural and area coating areas, specify the dimensions of the anticipated coating areas, or justify these changes whatsoever. As such, we cannot verify the revised architectural and area coating areas included in the model.

[6] CalEEMod User's Guide, *available at:* : http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 9.

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These unsubstantiated reductions present an issue, as CalEEMod uses architectural and area coating areas to calculate the Project's ROG emissions associated with painting and reapplication.[7] Thus, by including unsubstantiated reductions to the default architectural and area coating areas, the models may underestimate the Project's area-source emissions and should not be relied upon to determine Project significance.

Use of Incorrect Trip Purpose Percentages

Review of the CalEEMod output files demonstrates that the trip purpose percentages in the "Wildomar Trail Mixed-Use Development: Phase 1," "Wildomar Trail Mixed-Use Development: Phase 2," and "Wildomar Trail Mixed-Use Development Full Buildout" models were divided amongst the primary, diverted, and pass-by trip types for the Project's proposed retail and gas station land uses (see excerpts below) (Appendix 5.2-1, pp. 93, 121, 151, 184, 211, 239, 432, 448, 465).

"Wildomar Trail Mixed-Use Development: Phase 1" Model:

	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
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	24	15	61
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	14	27	59
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

"Wildomar Trail Mixed-Use Development: Phase 2" Model:

	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
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	54	35	11
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

"Wildomar Trail Mixed-Use Development Full Buildout" Model:

	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 Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	24	15	61
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	14	27	59
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
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	54	35	11

However, review of the Traffic Impact Analysis ("TIA"), provided as Appendix 5.11-1 to the DEIR, demonstrates that pass-by trip trips for the proposed retail and gas station land uses were already accounted for in the Project's trip generation calculations (see excerpt below) (Appendix 5.11-1, p. 3, Table 1-2).

[7] CalEEMod User Guide, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 35, 42.

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Table 1-2
Project Trip Generation

Land Use	Intensity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Residential Component									
Multifamily Housing (Mid Rise)	152	DU	14	40	55	41	26	67	827
Internal Capture Reduction - Mixed Use Development[2]			0	0	0	21	12	33	406
Residential Subtotal			*14*	*40*	*55*	*20*	*14*	*34*	*421*
Commercial Component									
Shopping Center	35.529	TSF	105	65	170	121	132	253	2,977
Internal Capture Reduction - Mixed Use Development[2]			0	0	0	21	22	43	506
Pass-by Reduction (34% - PM Peak Hour Only)[3]			-	-	-	*34*	*37*	*71*	*840*
Commercial Subtotal			*105*	*65*	*170*	*67*	*72*	*139*	*1,631*
Medical Office Component									
Medical-Dental Office Building	72	TSF	156	44	200	70	179	249	2,506
Internal Capture Reduction - Mixed Use Development[2]			0	0	0	4	13	13	126
Medical Office Subtotal			*156*	*44*	*200*	*66*	*167*	*237*	*2,379*
Service Station									
Super Convenience Market/ Gas Station	22	VFP	309	309	618	253	253	505	5,017
Pass-by Reduction (62% AM Peak Hour, 56% - PM Peak Hour)3			192	192	383	141	141	283	*2,840*
Service Station Subtotal			*117*	*117*	*235*	*111*	*111*	*222*	*2,231*
Automated Car Wash	2.08	TSF	0	0	0	15	15	30	0
TOTAL			393	266	659	278	379	661	6,663

[1] DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling positions
[2] Internal capture is based on the ITE methodology per Figure 6.2 of ITE Trip Generation Handbook (3rd Edition, 2017).
[3] Pass-by reduction percentage is based on the ITE methodology per Table E of ITE Trip Generation Handbook (3rd Edition, 2017).

As you can see in the excerpt above, pass-by trips for the retail and gas station land uses were already accounted for in the TIA. Therefore, the CalEEMod model should have divided the trip purpose between primary and diverted trips, as pass-by trips are already accounted for in the daily trip total.

According to Appendix A of the CalEEMod User's Guide, primary trips utilize the complete trip lengths associated with each trip type category. Diverted trips are assumed to take a slightly different path than a primary trip and are assumed to be 25% of the primary trip lengths. Pass-by trips are assumed to be

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0.1 miles in length and are a result of no diversion from the primary route.[8] Thus, by spreading the trip purpose percentages amongst the three categories, the model is accounting for pass-by trips that have already been accounted for in the TIA. By incorrectly including pass-by reductions that were already accounted for in the Project's TIA, the models underestimate the Project's mobile-source operational emissions and should not be relied upon to determine Project significance.

Unsubstantiated Changes to Gas Fireplace Values

Review of the CalEEMod output files demonstrates that the "Wildomar Trail Mixed-Use Development: Mitigated Phase 4" and "Wildomar Trail Mixed-Use Development Full Buildout" models include several reductions to the default gas fireplace values (see excerpt below) (Appendix 5.2-1, pp. 335, 363, 391, 424, 440, 456).

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	129.20	0.00
tblFireplaces	NumberNoFireplace	15.20	0.00

As you can see in the excerpt above, the models assume that the Project would not include any gas fireplaces. As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[9] According to the "User Entered Comments and Non-Default Data" table for Phase 3, the justification provided for these changes is:

> "The County of Riverside does not allow the implementation of woodfire stoves or fireplaces in new residential structures" (Appendix 5.2-1, pp. 334, 362, 390, 424, 440, 456).

Furthermore, the DEIR describes SCAQMD Rule 403, stating:

> "This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities. In general, *the rule prohibits new developments from the installation of wood-burning devices*" (emphasis added) (p. 5.2-11).

Finally, the DEIR describes SCAQMD Rule 445, stating:

> "This rule is intended to reduce the emission of particulate matter from wood-burning devices and applies to manufacturers and sellers of wood-burning devices, commercial sellers of firewood, and property owners and tenants that operate a wood-burning device" (p. 5.2-11).

[8] "CalEEMod User's Guide, Appendix A: Calculation Details for CalEEMod." SCAQMD, *available at:* http://www.caleemod.com/, p. 20

[9] CalEEMod User's Guide, *available at:* : http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 9.

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However, these changes remain unsupported for two reasons. First, the justification provided by the AQ & GHG Study fails to discuss *gas* fireplaces. Second, SCAQMD Rule 403 prohibits the installation of only *wood-burning* devices. As such, we cannot verify the assumption that the Project would not include any *gas* fireplaces.

These unsubstantiated reductions present an issue, as CalEEMod uses the number of gas fireplaces to calculate the Project's area-source operational emissions.[10] Thus, by including unsubstantiated reductions to the default number of gas fireplaces, the models may underestimate the Project's area-source operational emissions and should not be relied upon to determine Project significance.

Incorrect Application of Tier 4 Final Mitigation

Review of the CalEEMod output files demonstrates that the "Wildomar Trail Mixed-Use Development: Mitigated Phase 4" model assumes that part of the Project's off-road construction equipment fleet would meet Tier 4 Final emissions standards (see excerpt below) (Appendix 5.2-1, pp. 334-335, 362-363, 390-391).

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	11.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

[10] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 40.

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As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[11] According to the "User Entered Comments and Non-Default Data" table for Phase 3, the justification provided for the inclusion of Tier 4 Final mitigation is: "All off-road equiptment over 50 HP will utilize Tier 4 Final engines." (Appendix 5.2-1, pp. 334, 362, 390). Furthermore, the DEIR includes Mitigation Measure ("MM") AQ-1, which states:

> "Only Tier 4 diesel-powered construction equipment greater than *90 horsepower* shall be utilized throughout the construction of Phase 4 of the proposed project, *if such equipment is readily available and cost effective* at the time of construction" (emphasis added) (p. 1-13).

However, the inclusion of Tier 4 Final emissions standards remain unsupported for three reasons.

First, the justification provided by the AQ & GHG Analysis contradicts the information provided in the DEIR. Specifically, the justification claims that all off-road construction equipment over *50 horsepower ("HP")* will utilize Tier 4 Final engines, while MM AQ-1 only requires construction equipment great than *90 HP* to use Tier 4 Final engines. As such, the model's assumption that off-road construction equipment greater than 50 HP would meet Tier 4 Final emissions standards is incorrect.

Second, the DEIR fails to specify the terms that define "readily available" or "cost effective." As such, we cannot verify if the use of Tier 4 Final construction equipment is even feasible for the proposed Project. Thus, we cannot guarantee that Tier 4 Final emission standards would be implemented, monitored, and enforced on the Project site. As a result, in order to conduct the most conservative analysis, the model should not include Tier 4 Final emission stanards.

Third, as demonstrated above, the MM AQ-1 fails to require the more efficient Tier 4 *Final* emission standards. The United States Environmental Protection Agency ("U.S. EPA") has slowly adopted more stringent standards to lower the emissions from off-road construction equipment. Since 1994, Tier 1, Tier 2, Tier 3, Tier 4 *Interim*, and Tier 4 *Final* construction equipment have been phased in over time. Tier 4 *Final* represents the *cleanest* burning equipment and therefore has the lowest emissions compared to other tiers, including Tier 4 *Interim* equipment (see excerpt below):[12]

[11] CalEEMod User's Guide, *available at: :* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 9.
[12] "San Francisco Clean Construction Ordinance Implementation Guide for San Francisco Public Projects." August 2015, *available at:* https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San_Francisco_Clean_Construction_Ordinance_2015.pdf, p. 6

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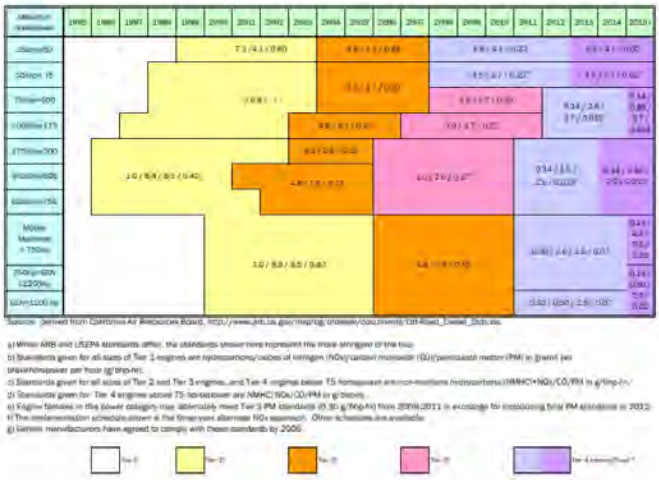

As demonstrated in the figure above, Tier 4 ***Interim*** equipment has higher emission levels than Tier 4 ***Final*** equipment. Therefore, by modeling construction emissions assuming a full Tier 4 ***Final*** equipment fleet, the DEIR fails to account for higher emissions that may occur as a result of the use of Tier 4 ***Interim*** equipment. Since MM AQ-1 fails to specify whether the Project would use Tier 4 ***Interim*** or Tier 4 ***Final*** equipment, it is incorrect to model emissions assuming that the more efficient Tier 4 ***Final*** equipment would be implemented. Until an updated EIR is prepared requiring Tier 4 ***Final*** engines during all phases of construction, and not Tier 4 ***Interim*** equipment, the DEIR's modeling should not be relied upon to determine Project significance.

Incorrect Application of Water-Related Operational Mitigation Measures

Review of the CalEEMod output files demonstrates that the "Wildomar Trail Mixed-Use Development: Phase 1," "Wildomar Trail Mixed-Use Development: Phase 2," "Wildomar Trail Mixed-Use Development: Phase 3," "Wildomar Trail Mixed-Use Development: Mitigated Phase 4," and "Wildomar Trail Mixed-Use Development Full Buildout" models include the following water-related operational mitigation measures (Appendix 5.2-1, pp. 98, 126, 157, 188, 215, 244, 274, 300, 328, 359, 387, 417, 437, 453, 472):

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet
Install Low Flow Kitchen Faucet
Install Low Flow Toilet
Install Low Flow Shower
Use Water Efficient Irrigation System

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As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[13] According to the "User Entered Comments and Non-Default Data" table for Phase 3, the justification provided for the inclusion of water-related operational mitigation measures is:

> "Low-flow water fixtures and irrigation systems will be implemented to meet state water reduction measures" (Appendix 5.2-1, pp. 73, 101, 129, 164, 191, 218, 251, 277, 303, 334, 362, 390, 424, 440, 456).

However, this justification is insufficient for two reasons.

First, the inclusion of these operational mitigation measures, based on the Project's purported compliance with state water reduction measures, is unsupported. According to the Association of Environmental Professionals ("AEP") *CEQA Portal Topic Paper* on mitigation measures:

> "By definition, *mitigation measures are not part of the original project design*. Rather, mitigation measures are actions taken by the lead agency to reduce impacts to the environment resulting from the original project design. Mitigation measures are identified by the lead agency after the project has undergone environmental review and are *above-and-beyond existing laws, regulations, and requirements* that would reduce environmental impacts" (emphasis added).[14]

As you can see in the excerpt above, mitigation measures "are not part of the original project design" and are intended to go "above-and-beyond" existing regulatory requirements. As such, the inclusion of these measures, based solely on the Project's compliance with state water reduction measures, is unsubstantiated.

Second, these design features are not formally included as mitigation measures. This incorrect, as AEP guidance states:

> "While not "mitigation", a good practice is *to include those project design feature(s) that address environmental impacts in the mitigation monitoring and reporting program (MMRP)*. Often the MMRP is all that accompanies building and construction plans through the permit process. If the design features are not listed as important to addressing an environmental impact, *it is easy for someone not involved in the original environmental process to approve a change to the project that could eliminate one or more of the design features without understanding the resulting environmental impact*" (emphasis added).[15]

As you can see in the excerpts above, design features that are not formally included as mitigation measures *may be eliminated from the Project's design altogether*. Thus, as the water-related operational measures are not formally included as mitigation measures, we cannot guarantee that they would be

[13] CalEEMod User's Guide, *available at: :* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 9.
[14] "CEQA Portal Topic Paper Mitigation Measures." AEP, February 2020, *available at:* https://ceqaportal.org/tp/CEQA%20Mitigation%202020.pdf, p. 5.
[15] "CEQA Portal Topic Paper Mitigation Measures." AEP, February 2020, *available at:* https://ceqaportal.org/tp/CEQA%20Mitigation%202020.pdf, p. 6.

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implemented, monitored, and enforced on the Project site. As a result, the inclusion of the above-mentioned operational mitigation measures in the model is incorrect. By including several water-related operational mitigation measures without properly committing to their implementation, the models may underestimate the Project's water-source operational emissions and should not be relied upon to determine Project significance.

Updated Analysis Indicates a Potentially Significant Air Quality Impact

In an effort to more accurately estimate Project's construction-related and operational emissions, we prepared updated CalEEMod models, using the Project-specific information provided by the DEIR. In our updated models, we omitted the unsubstantiated changes to the off-road construction equipment unit amounts and usage hours, construction trip numbers, architectural and area coating areas, and gas fireplace values; corrected the trip purpose percentages; and excluded the unsubstantiated construction-related and operational mitigation measures (see Attachment B).

Our updated analysis estimates that the NO_X emissions associated with the construction of Phase 3 and operation of Phases 1 & 2, as well as the construction of Phase 4 along with operation of Phases 1, 2 & 3, exceed the applicable SCAQMD threshold of 55 pounds per day ("lbs/day") (see tables below).[16]

Combined Phase 3 Construction plus Phases 1 & 2 Operational Emissions

Model	NO_X (lbs/day)
Phase 1 Operation	10.91
Phase 2 Operation	9.22
Phase 3 Construction	33.77
DEIR Total	53.90
Phase 1 Operation	16.87
Phase 2 Operation	10.08
Phase 3 Construction	33.77
SWAPE Total	60.72
% Increase	13%
SCAQMD Regional Threshold (lbs/day)	**55**
Threshold Exceeded?	***Yes***

[16] "South Coast AQMD Air Quality Significance Thresholds." SCAQMD, April 2019, *available at*: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.

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Combined Phase 4 Construction plus Phases 1, 2 & 3 Operational Emissions

Model	NO_X (lbs/day)
Phase 1 Operation	10.91
Phase 2 Operation	9.22
Phase 3 Operation	14.69
Phase 4 Construction	13.09
DEIR Total	47.91
Phase 1 Operation	16.87
Phase 2 Operation	10.08
Phase 3 Operation	14.69
Phase 4 Construction	33.76
SWAPE Total	75.40
% Increase	57%
SCAQMD Regional Threshold (lbs/day)	**55**
Threshold Exceeded?	***Yes***

As you can see in the excerpt above, the NO_X emissions associated with the construction of Phase 3 and the operation of Phases 1 & 2, as estimated by SWAPE, increase by approximately 13% and exceed the applicable SCAQMD significance threshold. Furthermore, the NO_X emissions associated with the construction of Phase 4 and operation of Phases 1, 2 & 3, as estimated by SWAPE, increase by approximately 57% and exceed the applicable SCAQMD significance threshold. Thus, our updated modeling demonstrates that the Project would result in a potentially significant air quality impact that was not previously identified or addressed in the DEIR. As a result, an updated EIR should be prepared to adequately assess and mitigate the potential air quality impacts that the Project may have on the surrounding environment.

Diesel Particulate Matter Health Risk Emissions Inadequately Evaluated

The DEIR concludes that the toxic air contaminant ("TAC") emissions associated with the I-15 freeway would pose an excess cancer risk of 8.47 in one million to future sensitive receptors housed on the Project site, which would not exceed the SCAQMD significance threshold of 10 in one million (p. 5.2-37). Furthermore, regarding potential health risk impacts associated with the proposed gas station, the DEIR states:

> "Dispensing gasoline products has the potential to introduce air toxics (primarily benzene emissions) into the local environment. SCAQMD staff has indicated on previous gas station projects that only a very high throughput service station in close proximity to a school or other sensitive receptor would be likely to exceed the theoretical 10 cases per million threshold. At present, SCAQMD staff runs individual cancer risk assessments on all new service stations or projects where a school is located within 1,000 feet of the project site and there is an increase in emissions. There are no schools within 1,000 feet of the project. The nearest sensitive receptor to the project site is a residential area approximately 130 feet to the southeast and 350 feet to the south. Compliance with existing SCAQMD rules and regulations would ensure potential impacts associated with air toxics would be less than significant. This would further limit doses

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and exposures, reducing potential health risks related to gasoline vapors to a level that is not significant. Overall, project impacts related to the exposure of sensitive receptors to emissions are considered less than significant" (p. 5.2-37).

As demonstrated above, the DEIR concludes that impacts associated with the proposed gas station would be less-than-significant because the Project would comply with existing SCAQMD rules and regulations, would not generate substantial with TAC emissions, and would not be located within 1,000 feet of a school. However, the DEIR's evaluation of the Project's potential health risk impacts, as well as the subsequent less-than-significant impact conclusion, is incorrect for three reasons.

First, while the DEIR evaluates the health risk impacts posed to *future, on-site receptors* as a result of *proximity to the I-15 freeway*, the DEIR fails to address the potential health risks posed by Project *construction and operation* to *nearby, existing* sensitive receptors. This is incorrect, as construction of the proposed Project will produce emissions of DPM through the exhaust stacks of construction equipment over a potential construction duration of five years (p. 5.2-23). Furthermore, the DEIR indicates that the proposed land uses are expected to generate approximately 6,663 average daily vehicle trips, which will generate additional exhaust emissions and continue to expose nearby sensitive receptors to diesel particulate matter ("DPM") emissions (p. 5.2-31). However, the DEIR fails to evaluate the potential Project-generated TACs or indicate the concentrations at which such pollutants would trigger adverse health effects. Thus, without making a reasonable effort to connect the Project's construction-related and operational TAC emissions to the potential health risks posed to nearby receptors, the DEIR is inconsistent with CEQA's requirement to correlate the increase in emissions generated by the Project with the potential adverse impacts on human health.

Second, the Office of Environmental Health Hazard Assessment ("OEHHA"), the organization responsible for providing guidance on conducting HRAs in California, released its most recent *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments* in February 2015.[17] This guidance document describes the types of projects that warrant the preparation of an HRA. The OEHHA document recommends that all short-term projects lasting at least two months be evaluated for cancer risks to nearby sensitive receptors.[18] As the Project's construction duration vastly exceeds the 2-month requirement set forth by OEHHA, it is clear that the Project meets the threshold warranting a quantified HRA under OEHHA guidance. Furthermore, the OEHHA document recommends that exposure from projects lasting more than 6 months be evaluated for the duration of the project and recommends that an exposure duration of 30 years be used to estimate individual cancer risk for the maximally exposed individual resident ("MEIR").[19] Even though we were not provided with the expected lifetime of the Project, we can reasonably assume that the Project will operate for at least 30 years, if not more. Therefore, we recommend that health risk impacts from Project operation also be evaluated, as a 30-

[17] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/hotspots2015.html
[18] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf, p. 8-18
[19] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf, p. 8-6, 8-15

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year exposure duration vastly exceeds the 6-month requirement set forth by OEHHA. These recommendations reflect the most recent state health risk policies, and as such, we recommend that an analysis of health risk impacts posed to nearby sensitive receptors from Project-generated DPM emissions be included in an updated EIR for the Project.

Third, the DEIR's cancer risk estimate of 8.47 in one million should not be considered in isolation. Additional impacts related to *non-cancer health risks* have been documented for those people living near congested roadways. Key findings from a 2005 California Air Resources Board ("CARB") report[20] on health risk impacts from nearby freeways include:

- Reduced lung function in children was associated with traffic density, especially trucks, within 1,000 feet and the association was strongest within 300 feet.
- Increased asthma hospitalizations were associated with living within 650 feet of heavy traffic and heavy truck volume. (Lin, 2000)
- Asthma symptoms increased with proximity to roadways and the risk was greatest within 300 feet. (Venn, 2001)
- A San Diego study found increased medical visits in children living within 550 feet of heavy traffic. (English, 1999)

People housed by the proposed Project will be located directly west of the I-15 freeway. Therefore, many of the Project's residents will be subjected to additional non-cancer health risks as a result of close proximity to the I-15 freeway. Regarding risks posed to people living nearby busy roadways, CARB concludes:

> "The combination of the children's health studies and the distance related findings suggests that it is important to avoid exposing children to elevated air pollution levels immediately downwind of freeways and high traffic roadways. These studies suggest a substantial benefit to a 500-foot separation."[21]

As a result, CARB recommends that projects:

> "[a]void siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day."[22]

Despite this recommendation, asthma and other non-cancer, freeway-related health risks were not assessed in DEIR. No mention of additional health risks, including asthma, are made in the DEIR. As such, an updated EIR should be prepared to include an assessment of all risks faced by residents at the Project not only cancer, especially to sensitive groups, such as newborns and the elderly. Because of the

[20] "Air Quality and Land Use Handbook: A Community Health Perspective." CARB, April 2005, *available at:* https://ww3.arb.ca.gov/ch/handbook.pdf.
[21] "Air Quality and Land Use Handbook: A Community Health Perspective." CARB, April 2005, *available at:* https://ww3.arb.ca.gov/ch/handbook.pdf, p. 10.
[22] "Air Quality and Land Use Handbook: A Community Health Perspective." CARB, April 2005, *available at:* https://ww3.arb.ca.gov/ch/handbook.pdf, p. 15.

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proximity to the I-15 freeway, all feasible mitigation should be considered in the updated EIR to reduce health impacts to people living at the project. Feasible mitigation, implemented at other Southern California projects adjacent to freeways include:

- Disclose to residents the potential health impacts from living in proximity to the I-15 freeway;
- Installation, use, and maintenance of filtration systems with at least a Minimum Efficiency Reporting Value (MERV) 15;
- Lead Agency verification and certification of the implementation the filtration systems;
- Lead Agency verification of maintenance to include manufacturer's recommended filter replacement schedule;
- Disclosure to residents that opening windows will reduce the health-protectiveness of the filter systems.

Screening-Level Analysis Indicates a Potentially Significant Health Risk Impact

In order to conduct our screening-level risk analysis we relied upon AERSCREEN, which is a screening level air quality dispersion model.[23] The model replaced SCREEN3, and AERSCREEN is included in the OEHHA[24] and the California Air Pollution Control Officers Associated ("CAPCOA")[25] guidance as the appropriate air dispersion model for Level 2 health risk screening analyses ("HRSAs"). A Level 2 HRSA utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach is required prior to approval of the Project.

In order to estimate the health risk impacts posed to residential sensitive receptors as a result of the Project's construction-related and operational TAC emissions, we prepared a preliminary HRA using the annual PM_{10} exhaust estimates from the DEIR's CalEEMod output files. It is important to note that our preliminary HRA is ***underestimated***, as we did not account for the overlapping construction and operational emissions associated with Phase 2, Phase 3, and Phase 4 of construction.

Consistent with recommendations set forth by OEHHA, we assumed residential exposure begins during the third trimester stage of life. The DEIR's CalEEMod model indicates that construction activities will generate approximately 352 pounds of DPM over the 1,498-day construction period (see Attachment A and Appendix A, pp. 132, 221, 305, 393). The AERSCREEN model relies on a continuous average emission rate to simulate maximum downward concentrations from point, area, and volume emission sources. To account for the variability in equipment usage and truck trips over Project construction, we calculated an average DPM emission rate by the following equation:

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[23] U.S. EPA (April 2011) AERSCREEN Released as the EPA Recommended Screening Model, http://www.epa.gov/ttn/scram/guidance/clarification/20110411_AERSCREEN_Release_Memo.pdf

[24] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf

[25] CAPCOA (July 2009) Health Risk Assessments for Proposed Land Use Projects, http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf.

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$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{351.9\ lbs}{1{,}498\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.00123\ g/s}$$

Using this equation, we estimated a construction emission rate of 0.00123 grams per second ("g/s"). Subtracting the 1,498-day construction period from the total residential duration of 30 years, we assumed that after Project construction, the sensitive receptor would be exposed to the Project's operational DPM for an additional 25.9 years, approximately. The DEIR's CalEEMod model indicates that operational activities will generate approximately 116 pounds of DPM per year throughout operation (see Attachment A and Appendix A, pp. 460). Applying the same equation used to estimate the construction DPM rate, we estimated the following emission rate for Project operation:

$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{115.6\ lbs}{365\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.00166\ g/s}$$

Using this equation, we estimated an operational emission rate of 0.00166 g/s. Construction and operational activity was simulated as a 25.8-acre rectangular area source in AERSCREEN with dimensions of 450- by 232-meters. A release height of three meters was selected to represent the height of exhaust stacks on operational equipment and other heavy-duty vehicles, and an initial vertical dimension of one and a half meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution.

The AERSCREEN model generates maximum reasonable estimates of single-hour DPM concentrations from the Project site. EPA guidance suggests that in screening procedures, the annualized average concentration of an air pollutant be estimated by multiplying the single-hour concentration by 10%.[26] According to the IS/MND, the nearest sensitive receptors are located approximately 130 feet from the Project Site (p. 5.2-37). However, review of the AERSCREEN output files demonstrates that the *maximally exposed* individual resident ("MEIR") is located approximately 225 meters from the Project site. Thus, the single-hour concentration estimated by AERSCREEN for Project construction is approximately 0.6086 µg/m^3 DPM at approximately 225 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.06086 µg/m^3 for Project construction at the MEIR. For Project operation, the single-hour concentration estimated by AERSCREEN is 0.8209 µg/m^3 DPM at approximately 225 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.08209 µg/m^3 for Project operation at the MEIR.

We calculated the excess cancer risk to the MEIR using applicable HRA methodologies prescribed by OEHHA. Consistent with the 1,498-day construction schedule, the annualized average concentration for Project construction was used for the entire third trimester of pregnancy (0.25 years), the entire infantile stage of life (0 – 2 years), and the first 1.85 years of the child stage of life (2 – 16 years); and the

[26] "Screening Procedures for Estimating the Air Quality Impact of Stationary Sources Revised." EPA, 1992, *available at:* http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019_OCR.pdf; *see also* "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf p. 4-36.

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annualized averaged concentration for operation was used for the remainder of the 30-year exposure period, which makes remaining 12.15 years of the child stage of life and the entire the adult stage of life (16 – 30 years).

Consistent with OEHHA guidance and recommended by the SCAQMD, BAAQMD, and SJVAPCD guidance, we used Age Sensitivity Factors ("ASF") to account for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution.[27, 28, 29] According to this guidance, the quantified cancer risk should be multiplied by a factor of ten during the third trimester of pregnancy and during the first two years of life (infant), as well as multiplied by a factor of three during the child stage of life (2 – 16 years). We also included the quantified cancer risk without adjusting for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution in accordance with older OEHHA guidance from 2003. This guidance utilizes a less health protective scenario than what is currently recommended by SCAQMD, the air quality district with jurisdiction over the City, and several other air districts in the state. Furthermore, in accordance with the guidance set forth by OEHHA, we used the 95th percentile breathing rates for infants.[30] Finally, according to SCAQMD guidance, we used a Fraction of Time At Home ("FAH") Value of 1 for the 3rd trimester and infant receptors.[31] We used a cancer potency factor of 1.1 (mg/kg-day)$^{-1}$ and an averaging time of 25,550 days. The results of our calculations are shown below.

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[27] "Draft Environmental Impact Report (DEIR) for the Proposed The Exchange (SCH No. 2018071058)." SCAQMD, March 2019, *available at:* http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2019/march/RVC190115-03.pdf?sfvrsn=8, p. 4.

[28] "California Environmental Quality Act Air Quality Guidelines." BAAQMD, May 2017, *available at:* http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. 56; see also "Recommended Methods for Screening and Modeling Local Risks and Hazards." BAAQMD, May 2011, *available at:* http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx, p. 65, 86.

[29] "Update to District's Risk Management Policy to Address OEHHA's Revised Risk Assessment Guidance Document." SJVAPCD, May 2015, *available at:* https://www.valleyair.org/busind/pto/staff-report-5-28-15.pdf, p. 8, 20, 24.

[30] "Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics 'Hot Spots' Information and Assessment Act," July 2018, *available at:* http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab2588supplementalguidelines.pdf, p. 16.
"Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf

[31] "Risk Assessment Procedures for Rules 1401, 1401.1, and 212." SCAQMD, August 2017, *available at:* http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf, p. 7.

The Maximum Exposed Individual at an Existing Residential Receptor (MEIR)

Activity	Duration (years)	Concentration (ug/m3)	Breathing Rate (L/kg-day)	Cancer Risk without ASFs*	ASF	Cancer Risk with ASFs*
Construction	0.25	0.06086	361	8.3E-08	10	8.3E-07
3rd Trimester Duration	***0.25***			***8.3E-08***	***3rd Trimester Exposure***	***8.3E-07***
Construction	2.00	0.06086	1090	2.0E-06	10	2.0E-05
Infant Exposure Duration	***2.00***			***2.0E-06***	***Infant Exposure***	***2.0E-05***
Construction	1.85	0.06086	572	9.7E-07	3	2.9E-06
Operation	12.15	0.08209	572	8.6E-06	3	2.6E-05
Child Exposure Duration	***14.00***			***9.6E-06***	***Child Exposure***	***2.9E-05***
Operation	14.00	0.08209	261	3.3E-06	1	3.3E-06
Adult Exposure Duration	***14.00***			***3.3E-06***	***Adult Exposure***	***3.3E-06***
Lifetime Exposure Duration	**30.00**			**1.5E-05**	**Lifetime Exposure**	**5.3E-05**

* We, along with CARB and SCAQMD, recommend using the more updated and health protective 2015 OEHHA guidance, which includes ASFs.

As demonstrated in the table above, the excess cancer risk to adults, children, infants, and during the 3rd trimester of pregnancy at the MEIR located approximately 225 meters away, over the course of Project construction and operation, utilizing ASFs, are approximately 3.3, 29, 20, and 0.83 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years), utilizing ASFs, is approximately 53 in one million. The infant, child, and lifetime cancer risks exceed the SCAQMD threshold of 10 in one million, thus resulting in a potentially significant impact not previously addressed or identified by the DEIR.

Utilizing ASFs is the most conservative, health-protective analysis according to the most recent guidance by OEHHA and reflects recommendations from the air district. Results without ASFs are presented in the table above, although we **do not** recommend utilizing these values for health risk analysis. Regardless, the excess cancer risk to adults, children, infants, and during the 3rd trimester of pregnancy at the MEIR located approximately 225 meters away, over the course of Project construction and operation, without ASFs, are approximately 3.3, 9.6, 2, and 0.083 in one million, respectively. The excess cancer risk over the course of a residential lifetime (30 years), without ASFs, is approximately 15 in one million, thus exceeding the SCAQMD threshold of 10 in one million and resulting in a potentially significant impact not previously addressed or identified by the DEIR. While we recommend the use of ASFs, the Project's cancer risk without ASFs, as estimated by SWAPE, exceeds the SCAQMD threshold regardless.

An agency must include an analysis of health risks that connects the Project's air emissions with the health risk posed by those emissions. Our analysis represents a screening-level HRA, which is known to

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be conservative and tends to err on the side of health protection. [32] The purpose of the screening-level construction and operational HRA shown above is to demonstrate the link between the proposed Project's emissions and the potential health risk. Our screening-level HRA demonstrates that construction and operation of the Project could result in a potentially significant health risk impact, when correct exposure assumptions and up-to-date, applicable guidance are used. Therefore, since our screening-level HRA indicates a potentially significant impact, the City should prepare an updated EIR with an HRA which makes a reasonable effort to connect the Project's air quality emissions and the potential health risks posed to nearby receptors. Thus, the City should prepare an updated, quantified air pollution model as well as an updated, quantified refined health risk analysis which adequately and accurately evaluates health risk impacts associated with both Project construction and operation.

Greenhouse Gas

Failure to Adequately Evaluate Greenhouse Gas Impacts

The DEIR estimates that the Project would result in net annual greenhouse gas ("GHG") emissions of 6,208.8 metric tons of carbon dioxide equivalents per year ("MT CO_2e/year"), which would exceed the SCAQMD Tier 3 Threshold of 3,000 MT CO_2e/year (see excerpt below) (p. 5.5-24, Table 5.5-6).

Table 5.5-6 Operational Greenhouse Gas Emissions

Source	Pollutant Emissions (MT/yr)					
	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Construction Emissions Amortized over 30 Years	0	53.47	53.47	0.01	0	53.70
Operational Emissions						
Area	0	2.58	2.58	<0.01	0	2.64
Energy	0	635.80	635.80	0.03	<0.01	638.98
Mobile	0	4,940.25	4,940.25	0.23	0	4,945.95
Waste	186.07	0	186.07	11.00	0	460.99
Water	5.67	81.82	87.49	0.59	0.01	106.54
Total Project Emissions	**191.75**	**5,713.92**	**5,905.66**	**11.85**	**0.01**	**6,208.80**
					SCAQMD Tier 3 Threshold	**3,000**
					Significant?	**Yes**

Source: Compiled by LSA (February 2021)
Bio-CO_2 = biologically generated CO_2
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT/yr = metric tons per year
N_2O = nitrous oxide
Nbio-CO_2 = non-biologically generated CO_2
MT/ CO_2e = metric tons of carbon dioxide equivalent

Furthermore, the DEIR concludes that the Project would result in a service population efficiency value of 9.9 metric tons of carbon dioxide equivalents per service population per year ("MT CO_2e/SP/year"), which would exceed the SCAQMD threshold of 3.4 MT CO_2e/SP/year (see excerpt below) (p. 5.5-25, Table 5.5-7).

[32] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 1-5

Table 5.5-7 Greenhouse Gas Emissions per Service Population

Per Capita Emissions	Project Emissions	Service Population Increase (Residents Employees)	Metric Tons of CO_2e/SP/Year	SCAQMD Threshold for Buildout Year 2026	Exceed Threshold?
Year 2026 Project Buildout	6,208.80	628	9.9	3.4	Yes

Source: Compiled by LSA with CalEEMod Version 2016.3.2 (February 2021)
CO2e/SP/Year = carbon dioxide equivalent per service population per year

After the implementation of MM GHG-1, the DEIR concludes that the Project would result in a significant-and-unavoidable GHG impact (p. 5.5-27). However, the DEIR's GHG analysis, as well as the subsequent significant-and-unavoidable impact conclusion, is incorrect for two reasons.

(1) The DEIR's GHG analysis relies upon an incorrect and unsubstantiated air model; and
(2) The DEIR fails to implement all feasible mitigation.

1) Incorrect and Unsubstantiated Quantitative Analysis of Emissions

As previously stated, the DEIR estimates that the Project would result in net annual GHG emissions of 6,208.8 MT CO_2e/year (p. 5.5-24, Table 5.5-6). However, the DEIR's quantitative GHG analysis is unsubstantiated. As previously discussed, when we reviewed the Project's CalEEMod output files, provided in the CalEEMod Printouts as Appendix A to the AQ & GHG Analysis, we found that several of the values inputted into the model are not consistent with information disclosed in the DEIR. As a result, the model underestimates the Project's emissions, and the DEIR's quantitative GHG analysis should not be relied upon to determine Project significance. An updated EIR should be prepared that adequately assesses the potential GHG impacts that construction and operation of the proposed Project may have on the surrounding environment.

2) Failure to Implement All Feasible Mitigation to Reduce GHG Emissions

As discussed above, the DEIR's GHG analysis relies upon an incorrect and unsubstantiated air model to determine the significance of the Project's GHG emissions. However, despite the DEIR's flawed air model, the DEIR's GHG emissions estimates indicate a significant GHG impact. As a result, the DEIR concludes that the proposed Project's GHG emissions would be significant-and-unavoidable (p. 5.5-27). However, while we agree that the Project would result in a significant GHG impact, the DEIR's conclusion that this impact is "significant and unavoidable" is incorrect. As previously stated, according to CEQA Guidelines § 15096(g)(2):

> "When an EIR has been prepared for a project, the Responsible Agency shall not approve the project as proposed if the agency finds any feasible alternative or feasible mitigation measures within its powers that would substantially lessen or avoid any significant effect the project would have on the environment."

As you can see, an impact can only be labeled as significant-and-unavoidable after *all available, feasible* mitigation is considered. Here, while the DEIR implements MM GHG-1, which requires the Project to develop a Transportation Demand Management ("TDM") Program, the DEIR fails to implement *all*

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2. Response to Comments

feasible mitigation (p. 5.5-27). Therefore, the DEIR's conclusion that Project's GHG emissions would be significant-and-unavoidable is unsubstantiated. To reduce the Project's GHG impacts to the maximum extent possible, additional feasible mitigation measures should be incorporated, such as those suggested in the section of this letter titled "Feasible Mitigation Measures Available to Reduce Emissions." Thus, the Project should not be approved until an updated EIR is prepared, including updated, accurate air modeling, as well as incorporating all feasible mitigation to reduce emissions to less-than-significant levels.

Feasible Mitigation Measures Available to Reduce Emissions

Our analysis demonstrates that the Project would result in potentially significant air quality, health risk, and GHG impacts that should be mitigated further. In an effort to reduce the Project's emissions, we identified several mitigation measures that are applicable to the proposed Project. Feasible mitigation measures can be found in CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures.*[33] Therefore, to reduce the Project's emissions, consideration of the following measures should be made:

CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures*[34]
Measures – Energy
Building Energy Use
Install Programmable Thermostat Timers
Obtain Third-party HVAC Commissioning and Verification of Energy Savings
Install Energy Efficient Appliances
Install Energy Efficient Boilers
Lighting
Install Higher Efficacy Public Street and Area Lighting
Limit Outdoor Lighting Requirements
Replace Traffic Lights with LED Traffic Lights
Alternative Energy Generation
Establish Onsite Renewable or Carbon-Neutral Energy Systems
Establish Onsite Renewable Energy System – Solar Power
Measures – Transportation
Land Use/Location
Increase Density
Increase Location Efficiency
Increase Diversity of Urban and Suburban Developments (Mixed Use)

[33] http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf
[34] "Quantifying Greenhouse Gas Mitigation Measures." California Air Pollution Control Officers Association (CAPCOA), August 2010, *available at:* http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf, p.

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Increase Destination Accessibility
Increase Transit Accessibility
Integrate Affordable and Below Market Rate Housing
Orient Project Toward Non-Auto Corridor
Locate Project near Bike Path/Bike Lane
Neighborhood/Site Enhancements
Provide Pedestrian Network Improvements, such as: • Compact, mixed-use communities • Interconnected street network • Narrower roadways and shorter block lengths • Sidewalks • Accessibility to transit and transit shelters • Traffic calming measures and street trees • Parks and public spaces • Minimize pedestrian barriers
Provide Traffic Calming Measures, such as: • Marked crosswalks • Count-down signal timers • Curb extensions • Speed tables • Raised crosswalks • Raised intersections • Median islands • Tight corner radii • Roundabouts or mini-circles • On-street parking • Planter strips with trees • Chicanes/chokers
Implement a Neighborhood Electric Vehicle (NEV) Network.
Create Urban Non-Motorized Zones
Incorporate Bike Lane Street Design (on-site)
Provide Bike Parking in Non-Residential Projects
Provide Bike Parking with Multi-Unit Residential Projects
Provide Electric Vehicle Parking
Dedicate Land for Bike Trails
Parking Policy/Pricing
Limit Parking Supply through: • Elimination (or reduction) of minimum parking requirements • Creation of maximum parking requirements • Provision of shared parking

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2. Response to Comments

Unbundle Parking Costs from Property Cost
Implement Market Price Public Parking (On-Street)
Require Residential Area Parking Permits
Commute Trip Reduction Programs
Implement Commute Trip Reduction (CTR) Program – Voluntary • Carpooling encouragement • Ride-matching assistance • Preferential carpool parking • Flexible work schedules for carpools • Half time transportation coordinator • Vanpool assistance • Bicycle end-trip facilities (parking, showers and lockers) • New employee orientation of trip reduction and alternative mode options • Event promotions and publications • Flexible work schedule for employees • Transit subsidies • Parking cash-out or priced parking • Shuttles • Emergency ride home
Implement Commute Trip Reduction (CTR) Program – Required Implementation/Monitoring • Established performance standards (e.g. trip reduction requirements) • Required implementation • Regular monitoring and reporting
Provide Ride-Sharing Programs • Designate a certain percentage of parking spaces for ride sharing vehicles • Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles • Providing a web site or messaging board for coordinating rides • Permanent transportation management association membership and funding requirement.
Implement Subsidized or Discounted Transit Program
Provide Ent of Trip Facilities, including: • Showers • Secure bicycle lockers • Changing spaces
Encourage Telecommuting and Alternative Work Schedules, such as: • Staggered starting times • Flexible schedules • Compressed work weeks
Implement Commute Trip Reduction Marketing, such as: • New employee orientation of trip reduction and alternative mode options • Event promotions • Publications
Implement Preferential Parking Permit Program

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Implement Car-Sharing Program
Provide Employer-Sponsored Vanpool/Shuttle
Implement Bike-Sharing Programs
Implement School Bus Program
Price Workplace Parking, such as: • Explicitly charging for parking for its employees; • Implementing above market rate pricing; • Validating parking only for invited guests; • Not providing employee parking and transportation allowances; and • Educating employees about available alternatives.
Implement Employee Parking "Cash-Out"
Vehicles
Utilize Alternative Fueled Vehicles, such as: • Biodiesel (B20) • Liquefied Natural Gas (LNG) • Compressed Natural Gas (CNG)
Utilize Electric or Hybrid Vehicles
Measures – Water
Water Supply
Use Reclaimed Water
Use Gray Water
Use Locally Sourced Water Supply
Water Use
Adopt a Water Conservation strategy
Design Water-Efficient Landscapes (see California Department of Water Resources Model Water Efficient Landscape Ordinance), such as: • Reducing lawn sizes; • Planting vegetation with minimal water needs, such as native species; • Choosing vegetation appropriate for the climate of the project site; • Choosing complimentary plants with similar water needs or which can provide each other with shade and/or water.
Use Water-Efficient Landscape Irrigation Systems ("Smart" irrigation control systems)
Reduce Turf in Landscapes and Lawns
Plant Native or Drought-Resistant Trees and Vegetation
Measures – Area Landscaping
Landscaping Equipment
Prohibit Gas Powered Landscape Equipment

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2. Response to Comments

Implement Lawnmower Exchange Program
Electric Yard Equipment Compatibility
Measures – Solid Waste
Solid Waste
Recycle Demolished Construction Material
Measures – Vegetation
Vegetation
Urban Tree Planting
Create New Vegetated Open Space
Measures – Construction
Construction
Use Alternative Fuels for Construction Equipment
Use Electric and Hybrid Construction Equipment
Limit Construction Equipment Idling Beyond Regulation Requirements
Institute a Heavy-Duty Off-Road Vehicle Plan, including: • Construction vehicle inventory tracking system; • Requiring hour meters on equipment; • Document the serial number, horsepower, manufacture age, fuel, etc. of all onsite equipment; and • Daily logging of the operating hours of the equipment.
Implement a Construction Vehicle Inventory Tracking System
Measures – Miscellaneous
Miscellaneous
Use Local and Sustainable Building Materials
Require Environmentally Responsible Purchasing, such as: • Purchasing products with sustainable packaging; • Purchasing post-consumer recycled copier paper, paper towels, and stationary; • Purchasing and stocking communal kitchens with reusable dishes and utensils; • Choosing sustainable cleaning supplies; • Leasing equipment from manufacturers who will recycle the components at their end of life; • Choosing ENERGY STAR appliances and Water Sense-certified water fixtures; • Choosing electronic appliances with built in sleep-mode timers; • Purchasing 'green power' (e.g. electricity generated from renewable or hydropower) from the utility; and • Choosing locally-made and distributed products.

Furthermore, in an effort to reduce the Project's emissions, we identified several mitigation measures that are applicable to the proposed Project from NEDC's *Diesel Emission Controls in Construction*

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Projects.[35] Therefore, to reduce the Project's emissions, consideration of the following measures should be made:

NEDC's *Diesel Emission Controls in Construction Projects*[36]
Measures – Diesel Emission Control Technology
a. Diesel On-road Vehicles All diesel nonroad vehicles on site for more than 10 total days must have either (1) engines that meet EPA onroad emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.
b. Diesel Generators All diesel generators on site for more than 10 total days must be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.
c. Diesel Nonroad Construction Equipment i. All diesel nonroad construction equipment on site for more than 10 total days must have either (1) engines meeting EPA Tier 4 Final nonroad emission standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines 50hp and greater and by a minimum of 20% for engines less than 50hp.
d. Upon confirming that the diesel vehicle, construction equipment, or generator has either an engine meeting Tier 4 Final non road emission standards or emission control technology, as specified above, installed and functioning, the developer will issue a compliance sticker. All diesel vehicles, construction equipment, and generators on site shall display the compliance sticker in a visible, external location as designated by the developer.
Measures – Additional Diesel Requirements
a. Construction shall not proceed until the contractor submits a certified list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following: i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment. ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date.
b. If the contractor subsequently needs to bring on site equipment not on the list, the contractor shall submit written notification within 24 hours that attests the equipment complies with all contract conditions and provide information.
c. The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on

[35] "Diesel Emission Controls in Construction Projects." Northeast Diesel Collaborative (NEDC), December 2010, *available at:* https://www.epa.gov/sites/production/files/2015-09/documents/nedc-model-contract-sepcification.pdf.
[36] "Diesel Emission Controls in Construction Projects." Northeast Diesel Collaborative (NEDC), December 2010, *available at:* https://www.epa.gov/sites/production/files/2015-09/documents/nedc-model-contract-sepcification.pdf.

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2. Response to Comments

abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.
Reporting
a. For each onroad diesel vehicle, nonroad construction equipment, or generator, the contractor shall submit to the developer's representative a report prior to bringing said equipment on site that includes: i. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, and engine serial number. ii. The type of emission control technology installed, serial number, make, model, manufacturer, and EPA/CARB verification number/level. iii. The Certification Statement signed and printed on the contractor's letterhead.
b. The contractor shall submit to the developer's representative a monthly report that, for each onroad diesel vehicle, nonroad construction equipment, or generator onsite, includes: i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date. ii. Any problems with the equipment or emission controls. iii. Certified copies of fuel deliveries for the time period that identify: 1. Source of supply 2. Quantity of fuel 3. Quality of fuel, including sulfur content (percent by weight)

These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently, reduce emissions released during Project construction and operation. An updated EIR should be prepared to include all feasible mitigation measures, as well as include an updated health risk and GHG analysis to ensure that the necessary mitigation measures are implemented to reduce emissions to below thresholds. The EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's significant emissions are reduced to the maximum extent possible.

Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

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Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

Attachment A: Health Risk Calculations
Attachment B: CalEEMod Output Files
Attachment C: AERSCREEN Output Files
Attachment D: Matt Hagemann C.V.
Attachment E: Paul E. Rosenfeld C.V.

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2. Response to Comments

Attachment A

Construction	
2021	
Annual Emissions (tons/year)	0.0233
Daily Emissions (lb s/day)	0.127671233
Construction Duration (days)	92
Total DPM (lbs)	11.74575342
Total DPM (g)	5327.873753
Start Date	10/1/21
End Date	1/1/22
Construction Days	92
2022	
Annual Emissions (tons/year)	0.0831
Daily Emissions (lb s/day)	0.455342466
Construction Duration (days)	365
Total DPM (lbs)	166.2
Total DPM (g)	75388.32
Start Date	1/1/22
End Date	1/1/23
Construction Days	365
2023	
Annual Emissions (tons/year)	0.087
Daily Emissions (lb s/day)	0.476712329
Construction Duration (days)	365
Total DPM (lbs)	174
Total DPM (g)	78926.4
Start Date	1/1/23
End Date	1/1/24
Construction Days	365
2024	
Annual Emissions (tons/year)	0.0948
Daily Emissions (lb s/day)	0.519452055
Construction Duration (days)	366
Total DPM (lbs)	190.1194521
Total DPM (g)	86238.18345
Start Date	1/1/24
End Date	1/1/25
Construction Days	366
2025	
Annual Emissions (tons/year)	0.0434
Daily Emissions (lb s/day)	0.237808219
Construction Duration (days)	310
Total DPM (lbs)	73.72054795
Total DPM (g)	33439.64055
Start Date	1/1/25
End Date	11/7/25
Construction Days	310

Total	
Total DPM (lbs)	351.9457534
Total DPM (g)	159642.5938
Total Construction Days	1498
Emission Rate (g/s)	0.00123
Release Height (meters)	3
Initial Vertical Dimension (meters)	1.5
Max Horizontal (meters)	450.0
Min Horizontal (meters)	232.0
Total Acreage	25.8
Setting	Urban
Population	36,445
Start Date	10/1/21
End Date	11/7/25
Total Construction Days	1498
Total Years of Operation	25.90

Operation	
Emission Rate	
Annual Emissions (tons/year)	0.0578
Daily Emissions (lb s/day)	0.316712329
Emission Rate (g/s)	0.00166
Release Height (meters)	3
Initial Vertical Dimension (meters)	1.5
Max Horizontal (meters)	450.0
Min Horizontal (meters)	232.0
Total Acreage	25.8
Setting	Urban
Population	36,445
Total Pounds of DPM	
Total DPM (lbs)	115.60

Attachment B

CalEEMod Version: CalEEMod.2016.3.2 Page 1 of 34 Date: 6/18/2021 9:42 AM

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Annual

Wildomar Trail Mixed-Use Development: Phase 1

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.75	Acre	1.75	76,230.00	0
Parking Lot	66.00	Space	3.13	26,400.00	0
Automobile Care Center	2.08	1000sqft	0.05	2,080.00	0
Convenience Market (24 Hour)	4.00	1000sqft	0.09	4,000.00	0
Gasoline/Service Station	22.00	Pump	0.07	3,105.85	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding the construction equipment unit amount and usage hours.

On-road Fugitive Dust - See SWAPE comment regarding vendor and worker trips.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model. See SWAPE comment regarding pass by trips.

Energy Use -

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	220.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	10.00	3.00
tblLandUse	LotAcreage	0.59	3.13
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	PB_TP	59.00	0.00
tblVehicleTrips	PR_TP	14.00	73.00
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	863.10	0.00
tblVehicleTrips	ST_TR	168.56	101.41
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	758.45	0.00
tblVehicleTrips	SU_TR	168.56	101.41
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	737.99	0.00

2. Response to Comments

tblVehicleTrips	WD_TR	168.56	101.41

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					
2021	0.0741	0.6857	0.6122	1.1900e-003	0.0652	0.0341	0.0992	0.0300	0.0319	0.0619	0.0000	104.5896	104.5896	0.0212	0.0000	105.1202
2022	0.2279	1.4807	1.5733	3.0800e-003	0.0517	0.0697	0.1214	0.0139	0.0656	0.0795	0.0000	271.2963	271.2963	0.0516	0.0000	272.5873
Maximum	**0.2279**	**1.4807**	**1.5733**	**3.0800e-003**	**0.0652**	**0.0697**	**0.1214**	**0.0300**	**0.0656**	**0.0795**	**0.0000**	**271.2963**	**271.2963**	**0.0516**	**0.0000**	**272.5873**

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					
2021	0.0429	0.8546	0.6813	1.1900e-003	0.0652	0.0297	0.0949	0.0300	0.0297	0.0597	0.0000	104.5895	104.5895	0.0212	0.0000	105.1201
2022	0.1756	2.1774	1.7101	3.0800e-003	0.0517	0.0780	0.1297	0.0139	0.0780	0.0919	0.0000	271.2960	271.2960	0.0516	0.0000	272.5871
Maximum	**0.1756**	**2.1774**	**1.7101**	**3.0800e-003**	**0.0652**	**0.0780**	**0.1297**	**0.0300**	**0.0780**	**0.0919**	**0.0000**	**271.2960**	**271.2960**	**0.0516**	**0.0000**	**272.5871**

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Annual

	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	27.65	-39.95	-8.51	0.00	0.00	-3.75	-1.76	0.00	-10.43	-7.19	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-1-2021	12-31-2021	0.7622	0.8956
2	1-1-2022	3-31-2022	0.6209	0.8560
3	4-1-2022	6-30-2022	0.6271	0.8648
4	7-1-2022	9-30-2022	0.4640	0.6377
		Highest	0.7622	0.8956

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	0.0456	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003
Energy	9.6000e-004	8.8900e-003	7.3000e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	36.6895	36.6895	1.6800e-003	4.8000e-004	36.8738
Mobile	0.5710	3.1165	6.7737	0.0249	2.0374	0.0199	2.0573	0.5460	0.0186	0.5645	0.0000	2,300.232 1	2,300.232 1	0.1155	0.0000	2,303.118 7
Waste						0.0000	0.0000		0.0000	0.0000	6.4612	0.0000	6.4612	0.3819	0.0000	16.0074
Water						0.0000	0.0000		0.0000	0.0000	0.2488	3.7666	4.0154	0.0258	6.5000e-004	4.8518
Total	0.6176	3.1252	6.7822	0.0249	2.0374	0.0298	2.0580	0.5460	0.0193	0.5652	6.7100	2,340.690 7	2,347.400 6	0.5247	1.1300e-003	2,360.854 2

2. Response to Comments

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	0.0456	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003
Energy	9.6000e-004	8.6900e-003	7.3000e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	36.6895	36.6895	1.6600e-003	4.8000e-004	36.8739
Mobile	0.5710	3.1165	6.7737	0.0249	2.0374	0.0199	2.0573	0.5460	0.0186	0.5645	0.0000	2,300.232 1	2,300.232 1	0.1155	0.0000	2,303.118 7
Waste						0.0000	0.0000		0.0000	0.0000	6.4812	0.0000	6.4812	0.3919	0.0000	16.0074
Water						0.0000	0.0000		0.0000	0.0000	0.2488	3.7669	4.0154	0.0258	6.5000e-004	4.8518
Total	0.6176	3.1252	6.7822	0.0249	2.0374	0.0206	2.0580	0.5460	0.0193	0.5652	6.7300	2,340.690 7	2,347.400 6	0.5247	1.1300e-003	2,360.854 2

	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

3.0 Construction Detail

Construction Phase

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2021	10/5/2021	5	3	
2	Grading	Grading	10/6/2021	10/13/2021	5	6	
3	Building Construction	Building Construction	10/14/2021	8/17/2022	5	220	
4	Paving	Paving	8/18/2022	8/31/2022	5	10	
5	Architectural Coating	Architectural Coating	9/1/2022	9/14/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 4.88

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 13,779; Non-Residential Outdoor: 4,593; Striped Parking Area: 6,158 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	46.00	18.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2021

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					
Fugitive Dust					0.0271	0.0000	0.0271	0.0149	0.0000	0.0149	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8300e-003	0.0608	0.0317	6.0000e-005		3.0700e-003	3.0700e-003		2.8200e-003	2.8200e-003	0.0000	5.0154	5.0154	1.6200e-003	0.0000	5.0559
Total	**5.8300e-003**	**0.0608**	**0.0317**	**6.0000e-005**	**0.0271**	**3.0700e-003**	**0.0302**	**0.0149**	**2.8200e-003**	**0.0177**	**0.0000**	**5.0154**	**5.0154**	**1.6200e-003**	**0.0000**	**5.0559**

2. Response to Comments

3.2 Site Preparation - 2021

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	1.1000e-004	8.0000e-005	9.4000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2580	0.2580	1.0000e-005	0.0000	0.2582
Total	**1.1000e-004**	**8.0000e-005**	**9.4000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2580**	**0.2580**	**1.0000e-005**	**0.0000**	**0.2582**

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					
Fugitive Dust					0.0271	0.0000	0.0271	0.0149	0.0000	0.0149	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0506	0.0344	6.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003	0.0000	5.0154	5.0154	1.6200e-003	0.0000	5.0559
Total	**1.8100e-003**	**0.0506**	**0.0344**	**6.0000e-005**	**0.0271**	**1.4200e-003**	**0.0285**	**0.0149**	**1.4200e-003**	**0.0163**	**0.0000**	**5.0154**	**5.0154**	**1.6200e-003**	**0.0000**	**5.0559**

3.2 Site Preparation - 2021

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	1.1000e-004	8.0000e-005	9.4000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2580	0.2580	1.0000e-005	0.0000	0.2582
Total	**1.1000e-004**	**8.0000e-005**	**9.4000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2580**	**0.2580**	**1.0000e-005**	**0.0000**	**0.2582**

3.3 Grading - 2021

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					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8700e-003	0.0742	0.0476	9.0000e-005		3.4800e-003	3.4800e-003		3.2000e-003	3.2000e-003	0.0000	7.8161	7.8161	2.5300e-003	0.0000	7.8793
Total	**6.8700e-003**	**0.0742**	**0.0476**	**9.0000e-005**	**0.0197**	**3.4800e-003**	**0.0231**	**0.0101**	**3.2000e-003**	**0.0133**	**0.0000**	**7.8161**	**7.8161**	**2.5300e-003**	**0.0000**	**7.8793**

2. Response to Comments

3.3 Grading - 2021

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	1.9000e-004	1.4000e-004	1.5700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4301	0.4301	1.0000e-005	0.0000	0.4303
Total	**1.9000e-004**	**1.4000e-004**	**1.5700e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4301**	**0.4301**	**1.0000e-005**	**0.0000**	**0.4303**

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					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0300e-003	0.0788	0.0570	9.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	7.8161	7.8161	2.5300e-003	0.0000	7.8793
Total	**3.0300e-003**	**0.0788**	**0.0570**	**9.0000e-005**	**0.0197**	**2.3200e-003**	**0.0220**	**0.0101**	**2.3200e-003**	**0.0124**	**0.0000**	**7.8161**	**7.8161**	**2.5300e-003**	**0.0000**	**7.8793**

3.3 Grading - 2021

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	1.9000e-004	1.4000e-004	1.5700e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4301	0.4301	1.0000e-005	0.0000	0.4303
Total	**1.9000e-004**	**1.4000e-004**	**1.5700e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4301**	**0.4301**	**1.0000e-005**	**0.0000**	**0.4303**

3.4 Building Construction - 2021

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	0.0542	0.4968	0.4724	7.7000e-004		0.0273	0.0273		0.0257	0.0257	0.0000	66.0166	66.0166	0.0159	0.0000	66.4148
Total	**0.0542**	**0.4968**	**0.4724**	**7.7000e-004**		**0.0273**	**0.0273**		**0.0257**	**0.0257**	**0.0000**	**66.0166**	**66.0166**	**0.0159**	**0.0000**	**66.4148**

2. Response to Comments

3.4 Building Construction - 2021

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	1.4600e-003	0.0499	0.0123	1.3000e-004	3.2300e-003	1.0000e-004	3.3300e-003	9.3000e-004	1.0000e-004	1.0300e-003	0.0000	12.5247	12.5247	7.8000e-004	0.0000	12.5445
Worker	5.4600e-002	4.0400e-003	0.0457	1.4000e-004	0.0144	1.1000e-004	0.0145	3.8200e-003	1.0000e-004	3.9200e-003	0.0000	12.5287	12.5287	3.4000e-004	0.0000	12.5371
Total	5.9200e-003	0.0537	0.0580	2.7000e-004	0.0176	2.1000e-004	0.0178	4.7500e-003	2.0000e-004	4.9500e-003	0.0000	25.0534	25.0534	1.1300e-003	0.0000	25.0816

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	0.0308	0.6713	0.5094	7.7000e-004		0.0258	0.0258		0.0258	0.0258	0.0000	66.0166	66.0166	0.0159	0.0000	66.4147
Total	0.0308	0.6713	0.5094	7.7000e-004		0.0258	0.0258		0.0258	0.0258	0.0000	66.0166	66.0166	0.0159	0.0000	66.4147

3.4 Building Construction - 2021

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	1.4600e-003	0.0499	0.0123	1.3000e-004	3.2300e-003	1.0000e-004	3.3300e-003	9.3000e-004	1.0000e-004	1.0300e-003	0.0000	12.5247	12.5247	7.8000e-004	0.0000	12.5445
Worker	5.4600e-002	4.0400e-003	0.0457	1.4000e-004	0.0144	1.1000e-004	0.0145	3.8200e-003	1.0000e-004	3.9200e-003	0.0000	12.5287	12.5287	3.4000e-004	0.0000	12.5371
Total	**5.9200e-003**	**0.0537**	**0.0580**	**2.7000e-004**	**0.0176**	**2.1000e-004**	**0.0178**	**4.7500e-003**	**2.0000e-004**	**4.9500e-003**	**0.0000**	**25.0534**	**25.0534**	**1.1300e-003**	**0.0000**	**25.0816**

3.4 Building Construction - 2022

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	0.1391	1.2727	1.3336	2.2000e-003		0.0659	0.0659		0.0620	0.0620	0.0000	188.8561	188.8561	0.0452	0.0000	189.9872
Total	**0.1391**	**1.2727**	**1.3336**	**2.2000e-003**		**0.0659**	**0.0659**		**0.0620**	**0.0620**	**0.0000**	**188.8561**	**188.8561**	**0.0452**	**0.0000**	**189.9872**

2. Response to Comments

3.4 Building Construction - 2022

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	3.9100e-003	0.1346	0.0333	3.7000e-004	9.2500e-003	2.5000e-004	9.4800e-003	2.6700e-003	2.4000e-004	2.9000e-003	0.0000	35.5010	35.5010	2.1800e-003	0.0000	35.5554
Worker	0.0147	0.0104	0.1206	3.8000e-004	0.0411	3.0000e-004	0.0414	0.0109	2.8000e-004	0.0112	0.0000	34.5432	34.5432	8.7000e-004	0.0000	34.5649
Total	**0.0186**	**0.1450**	**0.1539**	**7.5000e-004**	**0.0504**	**5.5000e-004**	**0.0509**	**0.0136**	**5.2000e-004**	**0.0141**	**0.0000**	**70.0441**	**70.0441**	**3.0500e-003**	**0.0000**	**70.1203**

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	0.0881	1.9197	1.4567	2.2000e-003		0.0736	0.0736		0.0736	0.0736	0.0000	188.8559	188.8559	0.0452	0.0000	189.9870
Total	**0.0881**	**1.9197**	**1.4567**	**2.2000e-003**		**0.0736**	**0.0736**		**0.0736**	**0.0736**	**0.0000**	**188.8559**	**188.8559**	**0.0452**	**0.0000**	**189.9870**

3.4 Building Construction - 2022

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	3.9100e-003	0.1346	0.0333	3.7000e-004	9.2500e-003	2.5000e-004	9.4800e-003	2.6700e-003	2.4000e-004	2.9000e-003	0.0000	35.5010	35.5010	2.1800e-003	0.0000	35.5554
Worker	0.0147	0.0104	0.1206	3.8000e-004	0.0411	3.0000e-004	0.0414	0.0109	2.8000e-004	0.0112	0.0000	34.5432	34.5432	8.7000e-004	0.0000	34.5649
Total	**0.0186**	**0.1450**	**0.1539**	**7.5000e-004**	**0.0504**	**5.5000e-004**	**0.0509**	**0.0136**	**5.2000e-004**	**0.0141**	**0.0000**	**70.0441**	**70.0441**	**3.0500e-003**	**0.0000**	**70.1203**

3.5 Paving - 2022

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	5.5100e-003	0.0556	0.0729	1.1000e-004		2.8400e-003	2.8400e-003		2.6100e-003	2.6100e-003	0.0000	10.0138	10.0138	3.2400e-003	0.0000	10.0949
Paving	6.3900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0119**	**0.0556**	**0.0729**	**1.1000e-004**		**2.8400e-003**	**2.8400e-003**		**2.6100e-003**	**2.6100e-003**	**0.0000**	**10.0138**	**10.0138**	**3.2400e-003**	**0.0000**	**10.0948**

2. Response to Comments

3.5 Paving - 2022

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	2.9000e-004	2.1000e-004	2.4100e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.6911	0.6911	2.0000e-005	0.0000	0.6915
Total	**2.9000e-004**	**2.1000e-004**	**2.4100e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.6911**	**0.6911**	**2.0000e-005**	**0.0000**	**0.6915**

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	4.6600e-003	0.1006	0.0865	1.1000e-004		3.3300e-003	3.3300e-003		3.3300e-003	3.3300e-003	0.0000	10.0138	10.0138	3.2400e-003	0.0000	10.0947
Paving	6.3900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0111**	**0.1006**	**0.0865**	**1.1000e-004**		**3.3300e-003**	**3.3300e-003**		**3.3300e-003**	**3.3300e-003**	**0.0000**	**10.0138**	**10.0138**	**3.2400e-003**	**0.0000**	**10.0947**

3.5 Paving - 2022

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	2.9000e-004	2.1000e-004	2.4100e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.6911	0.6911	2.0000e-005	0.0000	0.6915
Total	**2.9000e-004**	**2.1000e-004**	**2.4100e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.6911**	**0.6911**	**2.0000e-005**	**0.0000**	**0.6915**

3.6 Architectural Coating - 2022

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					
Archit. Coating	0.0569					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	**0.0579**	**7.0400e-003**	**9.0700e-003**	**1.0000e-005**		**4.1000e-004**	**4.1000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2787**

2. Response to Comments

3.6 Architectural Coating - 2022

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	1.8000e-004	1.3000e-004	1.4500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4146	0.4146	1.0000e-005	0.0000	0.4149
Total	**1.8000e-004**	**1.3000e-004**	**1.4500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4146**	**0.4146**	**1.0000e-005**	**0.0000**	**0.4149**

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					
Archit. Coating	0.0569					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7000e-004	0.0118	9.1600e-003	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	**0.0574**	**0.0118**	**9.1600e-003**	**1.0000e-005**		**4.8000e-004**	**4.8000e-004**		**4.8000e-004**	**4.8000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2787**

3.6 Architectural Coating - 2022

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	1.8000e-004	1.3000e-004	1.4500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4146	0.4146	1.0000e-005	0.0000	0.4149
Total	**1.8000e-004**	**1.3000e-004**	**1.4500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4146**	**0.4146**	**1.0000e-005**	**0.0000**	**0.4149**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

2. Response to Comments

	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	0.5710	3.1165	8.7737	0.0249	2.0374	0.0199	2.0573	0.5460	0.0186	0.5645	0.0000	2,300.232 1	2,300.232 1	0.1155	0.0000	2,303.118 7
Unmitigated	0.5710	3.1165	8.7737	0.0249	2.0374	0.0199	2.0573	0.5460	0.0186	0.5645	0.0000	2,300.232 1	2,300.232 1	0.1155	0.0000	2,303.118 7

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Convenience Market (24 Hour)	0.00	0.00	0.00		
Gasoline/Service Station	2,231.02	2,231.02	2231.02	5,361,835	5,361,835
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	2,231.02	2,231.02	2,231.02	5,361,835	5,361,835

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
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	24	15	61
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	73	27	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Convenience Market (24 Hour)	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Gasoline/Service Station	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Parking Lot	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	27.2245	27.2245	1.4800e-003	3.1000e-004	27.3526
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	27.2245	27.2245	1.4800e-003	3.1000e-004	27.3526
NaturalGas Mitigated	9.6000e-004	8.6900e-003	7.3000e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	9.4651	9.4651	1.8000e-004	1.7000e-004	9.5213
NaturalGas Unmitigated	9.6000e-004	8.6900e-003	7.3000e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	9.4651	9.4651	1.8000e-004	1.7000e-004	9.5213

2. Response to Comments

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					
Automobile Care Center	67579.2	3.6000e-004	3.3100e-003	2.7800e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.6063	3.6063	7.0000e-005	7.0000e-005	3.6277
Convenience Market (24 Hour)	8880	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4739	0.4739	1.0000e-005	1.0000e-005	0.4767
Gasoline/Service Station	100909	5.4000e-004	4.9500e-003	4.1600e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.3849	5.3849	1.0000e-004	1.0000e-004	5.4169
Other Asphalt Surfaces	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
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		**9.5000e-004**	**8.7000e-003**	**7.3100e-003**	**5.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.6000e-004**	**6.6000e-004**	**0.0000**	**9.4650**	**9.4650**	**1.8000e-004**	**1.8000e-004**	**9.5213**

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					
Automobile Care Center	67579.2	3.6000e-004	3.3100e-003	2.7800e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.6063	3.6063	7.0000e-005	7.0000e-005	3.6277
Convenience Market (24 Hour)	8880	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4739	0.4739	1.0000e-005	1.0000e-005	0.4767
Gasoline/Service Station	100909	5.4000e-004	4.9500e-003	4.1600e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.3849	5.3849	1.0000e-004	1.0000e-004	5.4169
Other Asphalt Surfaces	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
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		**9.5000e-004**	**8.7000e-003**	**7.3100e-003**	**5.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.6000e-004**	**6.6000e-004**	**0.0000**	**9.4650**	**9.4650**	**1.8000e-004**	**1.8000e-004**	**9.5213**

2. Response to Comments

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	21112	5.1137	2.8000e-004	6.0000e-005	5.1378
Convenience Market (24 Hour)	50520	12.2369	6.6000e-004	1.4000e-004	12.2945
Gasoline/Service Station	31524.4	7.6358	4.1000e-004	9.0000e-005	7.6717
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	9240	2.2381	1.2000e-004	3.0000e-005	2.2486
Total		**27.2245**	**1.4700e-003**	**3.2000e-004**	**27.3526**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	21112	5.1137	2.8000e-004	6.0000e-005	5.1378
Convenience Market (24 Hour)	50520	12.2369	6.6000e-004	1.4000e-004	12.2945
Gasoline/Service Station	31524.4	7.6358	4.1000e-004	9.0000e-005	7.6717
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	9240	2.2381	1.2000e-004	3.0000e-005	2.2486
Total		**27.2245**	**1.4700e-003**	**3.2000e-004**	**27.3526**

6.0 Area Detail

6.1 Mitigation Measures Area

2. Response to Comments

	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	0.0456	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003
Unmitigated	0.0456	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003

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	5.6800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0398					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003
Total	**0.0456**	**1.0000e-005**	**1.2200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.3800e-003**	**2.3800e-003**	**1.0000e-005**	**0.0000**	**2.5400e-003**

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	5.6800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0398					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.2200e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.3800e-003	2.3800e-003	1.0000e-005	0.0000	2.5400e-003
Total	**0.0456**	**1.0000e-005**	**1.2200e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.3800e-003**	**2.3800e-003**	**1.0000e-005**	**0.0000**	**2.5400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

2. Response to Comments

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.0154	0.0258	6.5000e-004	4.8518
Unmitigated	4.0154	0.0258	6.5000e-004	4.8518

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.195689 / 0.119838	1.0020	6.4300e-003	1.6000e-004	1.2107
Convenience Market (24 Hour)	0.29829 / 0.181697	1.5172	9.7300e-003	2.4000e-004	1.8332
Gasoline/Service Station	0.292202 / 0.179091	1.4962	9.6000e-003	2.4000e-004	1.8079
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**4.0154**	**0.0258**	**6.4000e-004**	**4.8518**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.195689 / 0.119838	1.0020	6.4300e-003	1.6000e-004	1.2107
Convenience Market (24-Hour)	0.28629 / 0.181597	1.5172	9.7300e-003	2.4000e-004	1.8332
Gasoline/Service Station	0.292202 / 0.179091	1.4962	9.6000e-003	2.4000e-004	1.8079
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**4.0154**	**0.0258**	**6.4000e-004**	**4.8518**

8.0 Waste Detail

8.1 Mitigation Measures Waste

2. Response to Comments

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.4612	0.3819	0.0000	16.0074
Unmitigated	6.4612	0.3819	0.0000	16.0074

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	7.85	1.6139	0.0954	0.0000	3.9981
Convenience Market (24 Hour)	12.02	2.4400	0.1442	0.0000	6.0449
Gasoline/Service Station	11.86	2.4075	0.1423	0.0000	5.9644
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**6.4612**	**0.3819**	**0.0000**	**16.0074**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	7.95	1.6138	0.0954	0.0000	3.9981
Convenience Market (24 Hour)	12.02	2.4400	0.1442	0.0000	6.0449
Gasoline/Service Station	11.96	2.4075	0.1423	0.0000	5.9644
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**6.4612**	**0.3819**	**0.0000**	**16.0074**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

2. Response to Comments

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development: Phase 1
South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.75	Acre	1.75	76,230.00	0
Parking Lot	66.00	Space	3.13	26,400.00	0
Automobile Care Center	2.08	1000sqft	0.05	2,080.00	0
Convenience Market (24 Hour)	4.00	1000sqft	0.09	4,000.00	0
Gasoline/Service Station	22.00	Pump	0.07	3,105.85	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding the construction equipment unit amount and usage hours.

On-road Fugitive Dust - See SWAPE comment regarding vendor and worker trips.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model. See SWAPE comment regarding pass by trips.

Energy Use -

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	220.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	10.00	3.00
tblLandUse	LotAcreage	0.59	3.13
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	PB_TP	59.00	0.00
tblVehicleTrips	PR_TP	14.00	73.00
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	863.10	0.00
tblVehicleTrips	ST_TR	168.56	101.41
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	758.45	0.00
tblVehicleTrips	SU_TR	168.56	101.41
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	737.99	0.00

2. Response to Comments

tblVehicleTrips	WD_TR	168.56	101.41

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2021	3.9642	40.5464	21.8324	0.0400	18.2675	2.0459	20.3134	9.9840	1.8823	11.8663	0.0000	3,884.989 5	3,884.989 5	1.1974	0.0000	3,914.923 9
2022	11.6098	17.3590	18.3509	0.0364	0.6294	0.8157	1.4451	0.1695	0.7674	0.9369	0.0000	3,531.593 0	3,531.593 0	0.7180	0.0000	3,547.915 1
Maximum	**11.6098**	**40.5464**	**21.8324**	**0.0400**	**18.2675**	**2.0459**	**20.3134**	**9.9840**	**1.8823**	**11.8663**	**0.0000**	**3,884.989 5**	**3,884.989 5**	**1.1974**	**0.0000**	**3,914.923 9**

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	lb/day										lb/day					
2021	1.3251	33.7707	25.6381	0.0400	18.2675	0.9477	19.2151	9.9840	0.9475	10.9316	0.0000	3,884.989 5	3,884.989 5	1.1974	0.0000	3,914.923 9
2022	11.5192	25.2978	19.8612	0.0364	0.6294	0.8102	1.5396	0.1695	0.8098	1.0793	0.0000	3,531.593 0	3,531.593 0	0.7180	0.0000	3,547.915 1
Maximum	**11.5192**	**33.7707**	**25.6381**	**0.0400**	**18.2675**	**0.9477**	**19.2151**	**9.9840**	**0.9475**	**10.9316**	**0.0000**	**3,884.989 5**	**3,884.989 5**	**1.1974**	**0.0000**	**3,914.923 9**

	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	17.53	-2.01	-8.25	0.00	0.00	35.08	4.61	0.00	29.90	6.19	0.00	0.00	0.00	0.00	0.00	0.00

2. Response to Comments

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	lb/day										lb/day					
Area	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092
Mobile	3.3958	16.6187	38.7473	0.1423	11.4012	0.1092	11.5104	3.0505	0.1019	3.1524		14,497.2053	14,497.2053	0.7007		14,514.7225
Total	3.6514	16.6665	38.7971	0.1426	11.4012	0.1129	11.5141	3.0505	0.1056	3.1561		14,554.3958	14,554.3958	0.7019	1.0500e-003	14,572.2540

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	lb/day										lb/day					
Area	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092
Mobile	3.3958	16.6187	38.7473	0.1423	11.4012	0.1092	11.5104	3.0505	0.1019	3.1524		14,497.2053	14,497.2053	0.7007		14,514.7225
Total	3.6514	16.6665	38.7971	0.1426	11.4012	0.1129	11.5141	3.0505	0.1056	3.1561		14,554.3958	14,554.3958	0.7019	1.0500e-003	14,572.2540

	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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2021	10/5/2021	5	3	
2	Grading	Grading	10/6/2021	10/13/2021	5	6	
3	Building Construction	Building Construction	10/14/2021	6/17/2022	5	220	
4	Paving	Paving	6/18/2022	8/31/2022	5	10	
5	Architectural Coating	Architectural Coating	9/1/2022	9/14/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 4.88

Residential Indoor: 0; Residential Outdoor: 0: Non-Residential Indoor: 13.779: Non-Residential Outdoor: 4.593; Striped Parking Area: 6.158 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	46.00	18.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2021

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8862	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8862**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

2. Response to Comments

3.2 Site Preparation - 2021

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	lb/day										lb/day					
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
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
Worker	0.0780	0.0493	0.6781	2.0000e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		199.3326	199.3326	5.3600e-003		199.4666
Total	0.0780	0.0493	0.6781	2.0000e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		199.3326	199.3326	5.3600e-003		199.4666

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	1.2097	33.7214	22.9600	0.0380	18.0663	0.9462	19.0124	9.9307	0.9462	10.8769	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

3.2 Site Preparation - 2021

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	lb/day										lb/day					
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
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
Worker	0.0780	0.0493	0.6781	2.0000e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		199.3326	199.3326	5.3600e-003		199.4666
Total	**0.0780**	**0.0493**	**0.6781**	**2.0000e-003**	**0.2012**	**1.4800e-003**	**0.2027**	**0.0534**	**1.3600e-003**	**0.0547**		**199.3326**	**199.3326**	**5.3600e-003**		**199.4666**

3.3 Grading - 2021

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.928 5	2,871.928 5	0.9288		2,895.149 5
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.5523**	**1.1599**	**7.7123**	**3.3675**	**1.0671**	**4.4346**		**2,871.928 5**	**2,871.928 5**	**0.9288**		**2,895.149 5**

2. Response to Comments

3.3 Grading - 2021

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	lb/day										lb/day					
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
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
Worker	0.0633	0.0411	0.5651	1.6700e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456		166.1105	166.1105	4.4700e-003		166.2222
Total	0.0633	0.0411	0.5651	1.6700e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456		166.1105	166.1105	4.4700e-003		166.2222

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0296		0.7725	0.7725		0.7725	0.7725	0.0000	2,871.928 5	2,871.928 5	0.9288		2,895.149 5
Total	1.0093	26.2791	18.9806	0.0296	6.5523	0.7725	7.3248	3.3675	0.7725	4.1400	0.0000	2,871.928 5	2,871.928 5	0.9288		2,895.149 5

3.3 Grading - 2021

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	lb/day										lb/day					
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
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
Worker	0.0633	0.0411	0.5651	1.6700e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456		166.1105	166.1105	4.4700e-003		166.2222
Total	**0.0633**	**0.0411**	**0.5651**	**1.6700e-003**	**0.1677**	**1.2300e-003**	**0.1689**	**0.0445**	**1.1400e-003**	**0.0456**		**166.1105**	**166.1105**	**4.4700e-003**		**166.2222**

3.4 Building Construction - 2021

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	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.363 9**	**2,553.363 9**	**0.6160**		**2,568.764 3**

2. Response to Comments

3.4 Building Construction - 2021

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	lb/day										lb/day					
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
Vendor	0.0501	1.7188	0.4074	4.5900e-003	0.1152	3.4600e-003	0.1187	0.0332	3.3100e-003	0.0365		490.3892	490.3892	0.0297		491.1309
Worker	0.1942	0.1259	1.7329	5.1100e-003	0.5142	3.7800e-003	0.5180	0.1364	3.4900e-003	0.1399		509.4055	509.4055	0.0137		509.7480
Total	0.2443	1.8427	2.1403	9.7000e-003	0.6294	7.2400e-003	0.6366	0.1695	6.8000e-003	0.1763		999.7948	999.7948	0.0434		1,000.878 8

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3

3.4 Building Construction - 2021

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	lb/day										lb/day					
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
Vendor	0.0501	1.7188	0.4074	4.5900e-003	0.1152	3.4600e-003	0.1187	0.0332	3.3100e-003	0.0365		490.3892	490.3892	0.0297		491.1309
Worker	0.1942	0.1259	1.7329	5.1100e-003	0.5142	3.7800e-003	0.5180	0.1364	3.4900e-003	0.1399		509.4055	509.4055	0.0137		509.7480
Total	0.2443	1.8427	2.1403	9.7000e-003	0.6294	7.2400e-003	0.6366	0.1695	6.8000e-003	0.1763		999.7948	999.7948	0.0434		1,000.878 8

3.4 Building Construction - 2022

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	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2

2. Response to Comments

3.4 Building Construction - 2022

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	lb/day										lb/day					
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
Vendor	0.0470	1.6296	0.3850	4.5500e-003	0.1152	3.0000e-003	0.1182	0.0332	2.8600e-003	0.0360		486.1064	486.1064	0.0286		486.8204
Worker	0.1821	0.1138	1.6024	4.9300e-003	0.5142	3.6800e-003	0.5179	0.1364	3.3900e-003	0.1398		491.1530	491.1530	0.0124		491.4625
Total	**0.2291**	**1.7434**	**1.9874**	**9.4800e-003**	**0.6294**	**6.6800e-003**	**0.6361**	**0.1695**	**6.2500e-003**	**0.1758**		**977.2594**	**977.2594**	**0.0409**		**978.2829**

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.4 Building Construction - 2022

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	lb/day										lb/day					
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
Vendor	0.0470	1.6296	0.3850	4.5500e-003	0.1152	3.0000e-003	0.1182	0.0332	2.8600e-003	0.0360		486.1064	486.1064	0.0286		486.8204
Worker	0.1821	0.1138	1.6024	4.9300e-003	0.5142	3.6800e-003	0.5179	0.1364	3.3900e-003	0.1398		491.1530	491.1530	0.0124		491.4625
Total	**0.2291**	**1.7434**	**1.9874**	**9.4800e-003**	**0.6294**	**6.6800e-003**	**0.6361**	**0.1695**	**6.2500e-003**	**0.1758**		**977.2594**	**977.2594**	**0.0409**		**978.2829**

3.5 Paving - 2022

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	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	1.2786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.3814**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.660 3**	**2,207.660 3**	**0.7140**		**2,225.510 4**

2. Response to Comments

3.5 Paving - 2022

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	lb/day										lb/day					
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
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
Worker	0.0594	0.0371	0.5225	1.6100e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		160.1586	160.1586	4.0400e-003		160.2595
Total	0.0594	0.0371	0.5225	1.6100e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		160.1586	160.1586	4.0400e-003		160.2595

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	lb/day										lb/day					
Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	1.2786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.2096	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.660 3	2,207.660 3	0.7140		2,225.510 4

3.5 Paving - 2022

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	lb/day										lb/day					
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
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
Worker	0.0594	0.0371	0.5225	1.6100e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		160.1586	160.1586	4.0400e-003		160.2595
Total	**0.0594**	**0.0371**	**0.5225**	**1.6100e-003**	**0.1677**	**1.2000e-003**	**0.1689**	**0.0445**	**1.1000e-003**	**0.0456**		**160.1586**	**160.1586**	**4.0400e-003**		**160.2595**

3.6 Architectural Coating - 2022

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	lb/day										lb/day					
Archit. Coating	11.3697					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**11.5742**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

2. Response to Comments

3.6 Architectural Coating - 2022

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	lb/day										lb/day					
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
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
Worker	0.0356	0.0223	0.3135	9.6000e-004	0.1006	7.2000e-004	0.1013	0.0267	6.6000e-004	0.0273		96.0952	96.0952	2.4200e-003		96.1557
Total	**0.0356**	**0.0223**	**0.3135**	**9.6000e-004**	**0.1006**	**7.2000e-004**	**0.1013**	**0.0267**	**6.6000e-004**	**0.0273**		**96.0952**	**96.0952**	**2.4200e-003**		**96.1557**

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	lb/day										lb/day					
Archit. Coating	11.3697					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**11.4836**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Architectural Coating - 2022

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	lb/day										lb/day					
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
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
Worker	0.0356	0.0223	0.3135	9.6000e-004	0.1006	7.2000e-004	0.1013	0.0267	6.6000e-004	0.0273		96.0952	96.0952	2.4200e-003		96.1557
Total	0.0356	0.0223	0.3135	9.6000e-004	0.1006	7.2000e-004	0.1013	0.0267	6.6000e-004	0.0273		96.0952	96.0952	2.4200e-003		96.1557

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

2. Response to Comments

	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	lb/day										lb/day					
Mitigated	3.3958	16.6187	38.7473	0.1425	11.4012	0.1092	11.5104	3.0605	0.1019	3.1624		14,497.2053	14,497.2053	0.7007		14,514.7225
Unmitigated	3.3958	16.6187	38.7473	0.1425	11.4012	0.1092	11.5104	3.0605	0.1019	3.1624		14,497.2053	14,497.2053	0.7007		14,514.7225

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Convenience Market (24 Hour)	0.00	0.00	0.00		
Gasoline/Service Station	2,231.02	2,231.02	2231.02	5,361,835	5,361,835
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	2,231.02	2,231.02	2,231.02	5,361,835	5,361,835

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
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	24	15	61
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	73	27	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Convenience Market (24 Hour)	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Gasoline/Service Station	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Parking Lot	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	lb/day										lb/day					
NaturalGas Mitigated	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092
NaturalGas Unmitigated	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092

2. Response to Comments

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	lb/day										lb/day					
Automobile Care Center	185.148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	24.3288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	276.463	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Other Asphalt Surfaces	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
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
Total		**5.2400e-003**	**0.0476**	**0.0400**	**2.8000e-004**		**3.6200e-003**	**3.6200e-003**		**3.6200e-003**	**3.6200e-003**		**57.1695**	**57.1695**	**1.0900e-003**	**1.0500e-003**	**57.5092**

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	lb/day										lb/day					
Automobile Care Center	0.185148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	0.0243288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	0.276483	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Other Asphalt Surfaces	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
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
Total		**5.2400e-003**	**0.0476**	**0.0400**	**2.8000e-004**		**3.6200e-003**	**3.6200e-003**		**3.6200e-003**	**3.6200e-003**		**57.1695**	**57.1695**	**1.0900e-003**	**1.0500e-003**	**57.5092**

6.0 Area Detail

6.1 Mitigation Measures Area

2. Response to Comments

	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	lb/day										lb/day					
Mitigated	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Unmitigated	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224

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	lb/day										lb/day					
Architectural Coating	0.0312					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2182					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.1000e-004	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Total	**0.2503**	**9.0000e-005**	**9.8000e-003**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0210**	**0.0210**	**6.0000e-005**		**0.0224**

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	lb/day										lb/day					
Architectural Coating	0.0312					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2182					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.1000e-004	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Total	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

2. Response to Comments

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development: Phase 1
South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.75	Acre	1.75	76,230.00	0
Parking Lot	66.00	Space	3.13	26,400.00	0
Automobile Care Center	2.08	1000sqft	0.05	2,080.00	0
Convenience Market (24 Hour)	4.00	1000sqft	0.09	4,000.00	0
Gasoline/Service Station	22.00	Pump	0.07	3,105.85	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding the construction equipment unit amount and usage hours.

On-road Fugitive Dust - See SWAPE comment regarding vendor and worker trips.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model. See SWAPE comment regarding pass by trips.

Energy Use -

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	220.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	10.00	3.00
tblLandUse	LotAcreage	0.59	3.13
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	PB_TP	59.00	0.00
tblVehicleTrips	PR_TP	14.00	73.00
tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	863.10	0.00
tblVehicleTrips	ST_TR	168.56	101.41
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	758.45	0.00
tblVehicleTrips	SU_TR	168.56	101.41
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	737.99	0.00

2. Response to Comments

tblVehicleTrips	WD_TR	168.56	101.41

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2021	3.9712	40.5510	21.7636	0.0399	18.2675	2.0459	20.3134	9.9840	1.8823	11.8663	0.0000	3,872.077 1	3,872.077 1	1.1970	0.0000	3,902.002 4
2022	11.6132	17.3632	18.2319	0.0360	0.6294	0.8158	1.4452	0.1695	0.7675	0.9370	0.0000	3,485.610 0	3,485.610 0	0.7178	0.0000	3,501.963 1
Maximum	**11.6132**	**40.5510**	**21.7636**	**0.0399**	**18.2675**	**2.0459**	**20.3134**	**9.9840**	**1.8823**	**11.8663**	**0.0000**	**3,872.077 1**	**3,872.077 1**	**1.1970**	**0.0000**	**3,902.002 4**

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	lb/day										lb/day					
2021	1.3457	33.7753	23.5694	0.0399	18.2675	0.9477	19.2151	9.9840	0.9475	10.9316	0.0000	3,872.077 1	3,872.077 1	1.1970	0.0000	3,902.002 4
2022	11.5226	25.3020	19.7422	0.0360	0.6294	0.8103	1.5397	0.1695	0.8098	1.0794	0.0000	3,485.610 0	3,485.610 0	0.7178	0.0000	3,501.963 1
Maximum	**11.5226**	**33.7753**	**23.5694**	**0.0399**	**18.2675**	**0.9477**	**19.2151**	**9.9840**	**0.9475**	**10.9316**	**0.0000**	**3,872.077 1**	**3,872.077 1**	**1.1970**	**0.0000**	**3,902.002 4**

	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	17.43	-2.01	-8.29	0.00	0.00	35.08	4.61	0.00	29.90	6.19	0.00	0.00	0.00	0.00	0.00	0.00

2. Response to Comments

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	lb/day										lb/day					
Area	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092
Mobile	3.2169	16.8252	36.7707	0.1346	11.4012	0.1101	11.5113	3.0505	0.1027	3.1532		13,715.7044	13,715.7044	0.7069		13,733.3759
Total	3.4724	16.8729	36.8205	0.1349	11.4012	0.1138	11.5149	3.0505	0.1064	3.1569		13,772.8949	13,772.8949	0.7080	1.0500e-003	13,790.9074

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	lb/day										lb/day					
Area	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Energy	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092
Mobile	3.2169	16.8252	36.7707	0.1346	11.4012	0.1101	11.5113	3.0505	0.1027	3.1532		13,715.7044	13,715.7044	0.7069		13,733.3759
Total	3.4724	16.8729	36.8205	0.1349	11.4012	0.1138	11.5149	3.0505	0.1064	3.1569		13,772.8949	13,772.8949	0.7080	1.0500e-003	13,790.9074

	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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2021	10/5/2021	5	3	
2	Grading	Grading	10/6/2021	10/13/2021	5	6	
3	Building Construction	Building Construction	10/14/2021	6/17/2022	5	220	
4	Paving	Paving	6/18/2022	8/31/2022	5	10	
5	Architectural Coating	Architectural Coating	9/1/2022	9/14/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 4.88

Residential Indoor: 0; Residential Outdoor: 0: Non-Residential Indoor: 13.779: Non-Residential Outdoor: 4.593; Striped Parking Area: 6.158 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 1 - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	46.00	18.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2021

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8862	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8862**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

2. Response to Comments

3.2 Site Preparation - 2021

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	lb/day										lb/day					
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
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
Worker	0.0830	0.0539	0.6094	1.8700e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		186.4202	186.4202	5.0000e-003		186.5451
Total	0.0830	0.0539	0.6094	1.8700e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		186.4202	186.4202	5.0000e-003		186.5451

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	1.2097	33.7214	22.9600	0.0380	18.0663	0.9462	19.0124	9.9307	0.9462	10.8769	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

3.2 Site Preparation - 2021

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	lb/day										lb/day					
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
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
Worker	0.0830	0.0539	0.6094	1.8700e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		186.4202	186.4202	5.0000e-003		186.5451
Total	0.0830	0.0539	0.6094	1.8700e-003	0.2012	1.4800e-003	0.2027	0.0534	1.3600e-003	0.0547		186.4202	186.4202	5.0000e-003		186.5451

3.3 Grading - 2021

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.928 5	2,871.928 5	0.9288		2,895.149 5
Total	2.2903	24.7367	15.8575	0.0296	6.5523	1.1599	7.7123	3.3675	1.0671	4.4346		2,871.928 5	2,871.928 5	0.9288		2,895.149 5

2. Response to Comments

3.3 Grading - 2021

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	lb/day										lb/day					
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
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
Worker	0.0692	0.0450	0.5078	1.5600e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456		155.3502	155.3502	4.1600e-003		155.4543
Total	0.0692	0.0450	0.5078	1.5600e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456		155.3502	155.3502	4.1600e-003		155.4543

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0296		0.7725	0.7725		0.7725	0.7725	0.0000	2,871.928 5	2,871.928 5	0.9288		2,895.149 5
Total	1.0093	26.2791	18.9806	0.0296	6.5523	0.7725	7.3248	3.3675	0.7725	4.1400	0.0000	2,871.928 5	2,871.928 5	0.9288		2,895.149 5

3.3 Grading - 2021

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	lb/day										lb/day					
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
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
Worker	0.0692	0.0450	0.5078	1.5600e-003	0.1677	1.2300e-003	0.1689	0.0445	1.1400e-003	0.0456		155.3502	155.3502	4.1600e-003		155.4543
Total	**0.0692**	**0.0450**	**0.5078**	**1.5600e-003**	**0.1677**	**1.2300e-003**	**0.1689**	**0.0445**	**1.1400e-003**	**0.0456**		**155.3502**	**155.3502**	**4.1600e-003**		**155.4543**

3.4 Building Construction - 2021

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	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.363 9**	**2,553.363 9**	**0.6160**		**2,568.764 3**

2. Response to Comments

3.4 Building Construction - 2021

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	lb/day										lb/day					
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
Vendor	0.0527	1.7113	0.4559	4.4600e-003	0.1152	3.5700e-003	0.1188	0.0332	3.4100e-003	0.0366		476.1904	476.1904	0.0318		476.9869
Worker	0.2122	0.1379	1.5573	4.7800e-003	0.5142	3.7800e-003	0.5180	0.1364	3.4900e-003	0.1399		476.4072	476.4072	0.0128		476.7264
Total	0.2649	1.8492	2.0132	9.2400e-003	0.6294	7.3500e-003	0.6367	0.1695	6.9000e-003	0.1764		952.5976	952.5976	0.0446		953.7133

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,553.363 9	2,553.363 9	0.6160		2,568.764 3

3.4 Building Construction - 2021

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	lb/day										lb/day					
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
Vendor	0.0527	1.7113	0.4559	4.4600e-003	0.1152	3.5700e-003	0.1188	0.0332	3.4100e-003	0.0366		476.1904	476.1904	0.0318		476.9869
Worker	0.2122	0.1379	1.5573	4.7800e-003	0.5142	3.7800e-003	0.5180	0.1364	3.4900e-003	0.1399		476.4072	476.4072	0.0128		476.7264
Total	**0.2649**	**1.8492**	**2.0132**	**9.2400e-003**	**0.6294**	**7.3500e-003**	**0.6367**	**0.1695**	**6.9000e-003**	**0.1764**		**952.5976**	**952.5976**	**0.0446**		**953.7133**

3.4 Building Construction - 2022

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	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

2. Response to Comments

3.4 Building Construction - 2022

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	lb/day										lb/day					
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
Vendor	0.0485	1.6231	0.4311	4.4200e-003	0.1152	3.0900e-003	0.1183	0.0332	2.9600e-003	0.0361		471.9496	471.9496	0.0307		472.7159
Worker	0.1995	0.1245	1.4374	4.6100e-003	0.5142	3.6800e-003	0.5179	0.1364	3.3900e-003	0.1398		459.3268	459.3268	0.0115		459.6151
Total	0.2480	1.7476	1.8685	9.0300e-003	0.6294	6.7700e-003	0.6362	0.1695	6.3500e-003	0.1759		931.2764	931.2764	0.0422		932.3309

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

3.4 Building Construction - 2022

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	lb/day										lb/day					
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
Vendor	0.0495	1.6231	0.4311	4.4200e-003	0.1152	3.0900e-003	0.1183	0.0332	2.9600e-003	0.0361		471.9496	471.9496	0.0307		472.7159
Worker	0.1995	0.1245	1.4374	4.6100e-003	0.5142	3.6800e-003	0.5179	0.1364	3.3900e-003	0.1398		459.3268	459.3268	0.0115		459.6151
Total	0.2490	1.7476	1.8685	9.0300e-003	0.6294	6.7700e-003	0.6362	0.1695	6.3500e-003	0.1759		931.2764	931.2764	0.0422		932.3309

3.5 Paving - 2022

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	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	1.2786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.3814	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.660 3	2,207.660 3	0.7140		2,225.510 4

2. Response to Comments

3.5 Paving - 2022

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	lb/day										lb/day					
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
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
Worker	0.0651	0.0406	0.4687	1.5000e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		149.7805	149.7805	3.7600e-003		149.8745
Total	**0.0651**	**0.0406**	**0.4687**	**1.5000e-003**	**0.1677**	**1.2000e-003**	**0.1689**	**0.0445**	**1.1000e-003**	**0.0456**		**149.7805**	**149.7805**	**3.7600e-003**		**149.8745**

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	lb/day										lb/day					
Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.660 3	2,207.660 3	0.7140		2,225.510 4
Paving	1.2786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.2096**	**20.1146**	**17.2957**	**0.0228**		**0.6670**	**0.6670**		**0.6670**	**0.6670**	**0.0000**	**2,207.660 3**	**2,207.660 3**	**0.7140**		**2,225.510 4**

3.5 Paving - 2022

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	lb/day										lb/day					
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
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
Worker	0.0651	0.0406	0.4687	1.5000e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		149.7805	149.7805	3.7600e-003		149.8745
Total	**0.0651**	**0.0406**	**0.4687**	**1.5000e-003**	**0.1677**	**1.2000e-003**	**0.1689**	**0.0445**	**1.1000e-003**	**0.0456**		**149.7805**	**149.7805**	**3.7600e-003**		**149.8745**

3.6 Architectural Coating - 2022

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	lb/day										lb/day					
Archit. Coating	11.3697					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**11.5742**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

2. Response to Comments

3.6 Architectural Coating - 2022

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	lb/day										lb/day					
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
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
Worker	0.0390	0.0244	0.2812	9.0000e-004	0.1006	7.2000e-004	0.1013	0.0267	6.6000e-004	0.0273		89.8683	89.8683	2.2600e-003		89.9247
Total	**0.0390**	**0.0244**	**0.2812**	**9.0000e-004**	**0.1006**	**7.2000e-004**	**0.1013**	**0.0267**	**6.6000e-004**	**0.0273**		**89.8683**	**89.8683**	**2.2600e-003**		**89.9247**

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	lb/day										lb/day					
Archit. Coating	11.3697					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**11.4836**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Architectural Coating - 2022

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	lb/day										lb/day					
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
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
Worker	0.0390	0.0244	0.2812	9.0000e-004	0.1006	7.2000e-004	0.1013	0.0267	6.6000e-004	0.0273		89.8683	89.8683	2.2600e-003		89.9247
Total	0.0390	0.0244	0.2812	9.0000e-004	0.1006	7.2000e-004	0.1013	0.0267	6.6000e-004	0.0273		89.8683	89.8683	2.2600e-003		89.9247

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

2. Response to Comments

	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	lb/day										lb/day					
Mitigated	3.2169	16.8252	36.7707	0.1346	11.4012	0.1101	11.5113	3.0605	0.1027	3.1632		13,715.7044	13,715.7044	0.7069		13,733.3759
Unmitigated	3.2169	16.8252	36.7707	0.1346	11.4012	0.1101	11.5113	3.0605	0.1027	3.1632		13,715.7044	13,715.7044	0.7069		13,733.3759

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	0.00	0.00	0.00		
Convenience Market (24 Hour)	0.00	0.00	0.00		
Gasoline/Service Station	2,231.02	2,231.02	2231.02	5,361,835	5,361,835
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	2,231.02	2,231.02	2,231.02	5,361,835	5,361,835

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
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	60.10	19.00	24	15	61
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	73	27	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Convenience Market (24 Hour)	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Gasoline/Service Station	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Other Asphalt Surfaces	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Parking Lot	0.549559	0.042893	0.201564	0.116533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	lb/day										lb/day					
NaturalGas Mitigated	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092
NaturalGas Unmitigated	5.2400e-003	0.0476	0.0400	2.9000e-004		3.6200e-003	3.6200e-003		3.6200e-003	3.6200e-003		57.1695	57.1695	1.1000e-003	1.0500e-003	57.5092

2. Response to Comments

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	lb/day										lb/day					
Automobile Care Center	185.148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	24.3288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	276.463	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Other Asphalt Surfaces	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
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
Total		**5.2400e-003**	**0.0476**	**0.0400**	**2.8000e-004**		**3.6200e-003**	**3.6200e-003**		**3.6200e-003**	**3.6200e-003**		**57.1695**	**57.1695**	**1.0900e-003**	**1.0500e-003**	**57.5092**

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	lb/day										lb/day					
Automobile Care Center	0.185148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	0.0243288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	0.276483	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Other Asphalt Surfaces	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
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
Total		**5.2400e-003**	**0.0476**	**0.0400**	**2.8000e-004**		**3.6200e-003**	**3.6200e-003**		**3.6200e-003**	**3.6200e-003**		**57.1695**	**57.1695**	**1.0900e-003**	**1.0500e-003**	**57.5092**

6.0 Area Detail

6.1 Mitigation Measures Area

2. Response to Comments

	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	lb/day										lb/day					
Mitigated	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Unmitigated	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224

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	lb/day										lb/day					
Architectural Coating	0.0312					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2182					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.1000e-004	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Total	**0.2503**	**9.0000e-005**	**9.8000e-003**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**		**0.0210**	**0.0210**	**6.0000e-005**		**0.0224**

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	lb/day										lb/day					
Architectural Coating	0.0312					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2182					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	9.1000e-004	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224
Total	0.2503	9.0000e-005	9.8000e-003	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0210	0.0210	6.0000e-005		0.0224

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

2. Response to Comments

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development: Phase 2
South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.92	Acre	1.92	83,635.20	0
Parking Lot	162.00	Space	3.88	64,800.00	0
Regional Shopping Center	35.53	1000sqft	0.82	35,529.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Trips and VMT - See SWAPE comment regarding vendor and worker trip numbers.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Trip rates consistent with the DEIR's model. See SWAPE comment regarding trip purpose percentages.

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	220.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	10.00	3.00
tblLandUse	LandUseSquareFeet	35,530.00	35,529.00
tblLandUse	LotAcreage	1.46	3.88
tblProjectCharacteristics	CO2IntensityFactor	641.35	534
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	ST_TR	49.97	45.91
tblVehicleTrips	SU_TR	25.24	45.91
tblVehicleTrips	WD_TR	42.70	45.91

2.0 Emissions Summary

2. Response to Comments

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					
2022	0.0690	0.6325	0.6216	1.3300e-003	0.0756	0.0282	0.1038	0.0328	0.0284	0.0592	0.0000	117.7979	117.7979	0.0214	0.0000	118.3339
2023	0.3558	1.4225	1.6483	3.5400e-003	0.0837	0.0610	0.1447	0.0226	0.0573	0.0799	0.0000	314.2626	314.2626	0.0530	0.0000	315.5877
Maximum	**0.3558**	**1.4225**	**1.6483**	**3.5400e-003**	**0.0837**	**0.0610**	**0.1447**	**0.0328**	**0.0573**	**0.0799**	**0.0000**	**314.2626**	**314.2626**	**0.0530**	**0.0000**	**315.5877**

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					
2022	0.0457	0.8720	0.6799	1.3300e-003	0.0756	0.0294	0.1049	0.0328	0.0293	0.0621	0.0000	117.7978	117.7978	0.0214	0.0000	118.3338
2023	0.3146	2.2293	1.7956	3.5400e-003	0.0837	0.0786	0.1623	0.0226	0.0785	0.1011	0.0000	314.2623	314.2623	0.0530	0.0000	315.5875
Maximum	**0.3146**	**2.2293**	**1.7956**	**3.5400e-003**	**0.0837**	**0.0786**	**0.1623**	**0.0328**	**0.0785**	**0.1011**	**0.0000**	**314.2623**	**314.2623**	**0.0530**	**0.0000**	**315.5875**

	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	15.18	-50.91	-9.06	0.00	0.00	-21.04	-7.55	0.00	-28.79	-17.33	0.00	0.00	0.00	0.00	0.00	0.00

Wildomar Trail Mixed-Use Development Phase 2 - South Coast AQMD Air District Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-3-2022	1-2-2023	0.6998	0.9237
2	1-3-2023	4-2-2023	0.5960	0.8749
3	4-3-2023	7-2-2023	0.6016	0.8836
4	7-3-2023	9-30-2023	0.5615	0.7580
		Highest	0.6998	0.9237

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	0.1569	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2700e-003
Energy	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	118.3935	118.3935	6.2800e-003	1.3600e-003	118.9569
Mobile	0.3889	1.8803	4.7973	0.0185	1.5727	0.0132	1.5859	0.4214	0.0123	0.4337	0.0000	1,709.427 3	1,709.427 3	0.0800	0.0000	1,711.426 6
Waste						0.0000	0.0000		0.0000	0.0000	7.5736	0.0000	7.5736	0.4476	0.0000	18.7633
Water						0.0000	0.0000		0.0000	0.0000	0.8350	12.6412	13.4762	0.0864	2.1700e-003	16.2830
Total	0.5461	1.8642	4.7931	0.0185	1.5727	0.0135	1.5862	0.4214	0.0126	0.4340	8.4085	1,840.467 0	1,848.875 5	0.6203	3.5300e-003	1,865.434 1

2. Response to Comments

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	0.1568	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2700e-003
Energy	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	118.3935	118.3935	6.2800e-003	1.3600e-003	118.9559
Mobile	0.3989	1.9803	4.7973	0.0185	1.5727	0.0132	1.5859	0.4214	0.0123	0.4337	0.0000	1,709.4273	1,709.4273	0.0800	0.0000	1,711.4266
Waste						0.0000	0.0000		0.0000	0.0000	7.5736	0.0000	7.5736	0.4476	0.0000	18.7633
Water						0.0000	0.0000		0.0000	0.0000	0.8350	12.6412	13.4762	0.0964	2.1700e-003	16.2930
Total	**0.5461**	**1.9842**	**4.7931**	**0.0185**	**1.5727**	**0.0135**	**1.5862**	**0.4214**	**0.0126**	**0.4340**	**8.4085**	**1,840.4670**	**1,848.8755**	**0.6203**	**3.5300e-003**	**1,865.4341**

	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

3.0 Construction Detail

Construction Phase

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/3/2022	10/5/2022	5	3	
2	Grading	Grading	10/6/2022	10/13/2022	5	6	
3	Building Construction	Building Construction	10/14/2022	8/17/2023	5	220	
4	Paving	Paving	8/18/2023	8/31/2023	5	10	
5	Architectural Coating	Architectural Coating	9/1/2023	9/14/2023	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 5.8

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 53,294; Non-Residential Outdoor: 17,765; Striped Parking Area: 8,906 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	74.00	30.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2022

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					
Fugitive Dust					0.0271	0.0000	0.0271	0.0149	0.0000	0.0149	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7600e-003	0.0496	0.0296	5.0000e-005		2.4200e-003	2.4200e-003		2.2300e-003	2.2300e-003	0.0000	5.0159	5.0159	1.6200e-003	0.0000	5.0565
Total	**4.7600e-003**	**0.0496**	**0.0296**	**5.0000e-005**	**0.0271**	**2.4200e-003**	**0.0295**	**0.0149**	**2.2300e-003**	**0.0171**	**0.0000**	**5.0159**	**5.0159**	**1.6200e-003**	**0.0000**	**5.0565**

2. Response to Comments

3.2 Site Preparation - 2022

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	1.1000e-004	8.0000e-005	8.7000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2488	0.2488	1.0000e-005	0.0000	0.2489
Total	**1.1000e-004**	**8.0000e-005**	**8.7000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2488**	**0.2488**	**1.0000e-005**	**0.0000**	**0.2489**

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					
Fugitive Dust					0.0271	0.0000	0.0271	0.0149	0.0000	0.0149	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0506	0.0344	6.0000e-005		1.4200e-003	1.4200e-003		1.4200e-003	1.4200e-003	0.0000	5.0159	5.0159	1.6200e-003	0.0000	5.0565
Total	**1.8100e-003**	**0.0506**	**0.0344**	**6.0000e-005**	**0.0271**	**1.4200e-003**	**0.0285**	**0.0149**	**1.4200e-003**	**0.0163**	**0.0000**	**5.0159**	**5.0159**	**1.6200e-003**	**0.0000**	**5.0565**

3.2 Site Preparation - 2022

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	1.1000e-004	8.0000e-005	8.7000e-004	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2488	0.2488	1.0000e-005	0.0000	0.2489
Total	**1.1000e-004**	**8.0000e-005**	**8.7000e-004**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2488**	**0.2488**	**1.0000e-005**	**0.0000**	**0.2489**

3.3 Grading - 2022

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					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8500e-003	0.0626	0.0458	9.0000e-005		2.8200e-003	2.8200e-003		2.6000e-003	2.6000e-003	0.0000	7.8164	7.8164	2.5300e-003	0.0000	7.8796
Total	**5.8500e-003**	**0.0626**	**0.0458**	**9.0000e-005**	**0.0197**	**2.8200e-003**	**0.0225**	**0.0101**	**2.6000e-003**	**0.0127**	**0.0000**	**7.8164**	**7.8164**	**2.5300e-003**	**0.0000**	**7.8796**

2. Response to Comments

3.3 Grading - 2022

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	1.8000e-004	1.3000e-004	1.4500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4146	0.4146	1.0000e-005	0.0000	0.4149
Total	**1.8000e-004**	**1.3000e-004**	**1.4500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4146**	**0.4146**	**1.0000e-005**	**0.0000**	**0.4149**

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					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0300e-003	0.0788	0.0570	9.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	7.8164	7.8164	2.5300e-003	0.0000	7.8796
Total	**3.0300e-003**	**0.0788**	**0.0570**	**9.0000e-005**	**0.0197**	**2.3200e-003**	**0.0220**	**0.0101**	**2.3200e-003**	**0.0124**	**0.0000**	**7.8164**	**7.8164**	**2.5300e-003**	**0.0000**	**7.8796**

3.3 Grading - 2022

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	1.8000e-004	1.3000e-004	1.4500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4146	0.4146	1.0000e-005	0.0000	0.4149
Total	**1.8000e-004**	**1.3000e-004**	**1.4500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4146**	**0.4146**	**1.0000e-005**	**0.0000**	**0.4149**

3.4 Building Construction - 2022

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	0.0478	0.4372	0.4582	7.5000e-004		0.0227	0.0227		0.0213	0.0213	0.0000	64.8831	64.8831	0.0155	0.0000	65.2717
Total	**0.0478**	**0.4372**	**0.4582**	**7.5000e-004**		**0.0227**	**0.0227**		**0.0213**	**0.0213**	**0.0000**	**64.8831**	**64.8831**	**0.0155**	**0.0000**	**65.2717**

2. Response to Comments

3.3 Grading - 2022

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	1.8000e-004	1.3000e-004	1.4500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4146	0.4146	1.0000e-005	0.0000	0.4149
Total	**1.8000e-004**	**1.3000e-004**	**1.4500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4146**	**0.4146**	**1.0000e-005**	**0.0000**	**0.4149**

3.4 Building Construction - 2022

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	0.0478	0.4372	0.4582	7.5000e-004		0.0227	0.0227		0.0213	0.0213	0.0000	64.8831	64.8831	0.0155	0.0000	65.2717
Total	**0.0478**	**0.4372**	**0.4582**	**7.5000e-004**		**0.0227**	**0.0227**		**0.0213**	**0.0213**	**0.0000**	**64.8831**	**64.8831**	**0.0155**	**0.0000**	**65.2717**

3.4 Building Construction - 2022

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	2.2400e-003	0.0771	0.0161	2.1000e-004	5.2900e-003	1.4000e-004	5.4400e-003	1.5300e-003	1.4000e-004	1.6600e-003	0.0000	20.3277	20.3277	1.2500e-003	0.0000	20.3589
Worker	8.1100e-002	5.7700e-003	0.0667	2.1000e-004	0.0227	1.7000e-004	0.0229	6.0400e-003	1.5000e-004	6.1900e-003	0.0000	19.0913	19.0913	4.8000e-004	0.0000	19.1033
Total	0.0104	0.0828	0.0857	4.2000e-004	0.0280	3.1000e-004	0.0283	7.5700e-003	2.9000e-004	7.8500e-003	0.0000	39.4191	39.4191	1.7300e-003	0.0000	39.4622

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	0.0303	0.6585	0.5085	7.5000e-004		0.0253	0.0253		0.0253	0.0253	0.0000	64.8830	64.8830	0.0155	0.0000	65.2716
Total	0.0303	0.6585	0.5085	7.5000e-004		0.0253	0.0253		0.0253	0.0253	0.0000	64.8830	64.8830	0.0155	0.0000	65.2716

2. Response to Comments

3.4 Building Construction - 2022

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	2.2400e-003	0.0771	0.0161	2.1000e-004	5.2900e-003	1.4000e-004	5.4400e-003	1.5300e-003	1.4000e-004	1.6600e-003	0.0000	20.3277	20.3277	1.2500e-003	0.0000	20.3589
Worker	8.1100e-002	5.7700e-003	0.0667	2.1000e-004	0.0227	1.7000e-004	0.0229	6.0400e-003	1.5000e-004	6.1900e-003	0.0000	19.0913	19.0913	4.8000e-004	0.0000	19.1033
Total	**0.0104**	**0.0828**	**0.0857**	**4.2000e-004**	**0.0280**	**3.1000e-004**	**0.0283**	**7.5700e-003**	**2.9000e-004**	**7.8500e-003**	**0.0000**	**39.4191**	**39.4191**	**1.7300e-003**	**0.0000**	**39.4622**

3.4 Building Construction - 2023

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	0.1290	1.1798	1.3320	2.2100e-003		0.0574	0.0574		0.0540	0.0540	0.0000	190.0799	190.0799	0.0452	0.0000	191.2103
Total	**0.1290**	**1.1798**	**1.3320**	**2.2100e-003**		**0.0574**	**0.0574**		**0.0540**	**0.0540**	**0.0000**	**190.0799**	**190.0799**	**0.0452**	**0.0000**	**191.2103**

3.4 Building Construction - 2023

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	4.9000e-003	0.1699	0.0489	5.9000e-004	0.0155	1.9000e-004	0.0157	4.4700e-003	1.8000e-004	4.6600e-003	0.0000	57.7368	57.7368	3.1800e-003	0.0000	57.8163
Worker	0.0224	0.0153	0.1800	6.0000e-004	0.0666	4.7000e-004	0.0671	0.0177	4.3000e-004	0.0181	0.0000	53.8252	53.8252	1.2700e-003	0.0000	53.8589
Total	**0.0273**	**0.1851**	**0.2299**	**1.1900e-003**	**0.0821**	**6.6000e-004**	**0.0828**	**0.0222**	**6.1000e-004**	**0.0228**	**0.0000**	**111.5621**	**111.5621**	**4.4500e-003**	**0.0000**	**111.6731**

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	0.0886	1.9315	1.4657	2.2100e-003		0.0741	0.0741		0.0741	0.0741	0.0000	190.0797	190.0797	0.0452	0.0000	191.2101
Total	**0.0886**	**1.9315**	**1.4657**	**2.2100e-003**		**0.0741**	**0.0741**		**0.0741**	**0.0741**	**0.0000**	**190.0797**	**190.0797**	**0.0452**	**0.0000**	**191.2101**

2. Response to Comments

3.4 Building Construction - 2023

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	4.9000e-003	0.1699	0.0489	5.9000e-004	0.0155	1.9000e-004	0.0157	4.4700e-003	1.8000e-004	4.6600e-003	0.0000	57.7368	57.7368	3.1800e-003	0.0000	57.8163
Worker	0.0224	0.0153	0.1800	6.0000e-004	0.0666	4.7000e-004	0.0671	0.0177	4.3000e-004	0.0181	0.0000	53.8252	53.8252	1.2700e-003	0.0000	53.8569
Total	0.0273	0.1851	0.2299	1.1900e-003	0.0821	6.6000e-004	0.0828	0.0222	6.1000e-004	0.0228	0.0000	111.5621	111.5621	4.4500e-003	0.0000	111.6731

3.5 Paving - 2023

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	5.1600e-003	0.0510	0.0729	1.1000e-004		2.5500e-003	2.5500e-003		2.3500e-003	2.3500e-003	0.0000	10.0134	10.0134	3.2400e-003	0.0000	10.0944
Paving	7.6000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0128	0.0510	0.0729	1.1000e-004		2.5500e-003	2.5500e-003		2.3500e-003	2.3500e-003	0.0000	10.0134	10.0134	3.2400e-003	0.0000	10.0944

3.5 Paving - 2023

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	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.6653	0.6653	2.0000e-005	0.0000	0.6657
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.6653**	**0.6653**	**2.0000e-005**	**0.0000**	**0.6657**

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	4.6600e-003	0.1006	0.0865	1.1000e-004		3.3300e-003	3.3300e-003		3.3300e-003	3.3300e-003	0.0000	10.0134	10.0134	3.2400e-003	0.0000	10.0944
Paving	7.6000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0123**	**0.1006**	**0.0865**	**1.1000e-004**		**3.3300e-003**	**3.3300e-003**		**3.3300e-003**	**3.3300e-003**	**0.0000**	**10.0134**	**10.0134**	**3.2400e-003**	**0.0000**	**10.0944**

2. Response to Comments

3.5 Paving - 2023

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	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.6653	0.6653	2.0000e-005	0.0000	0.6657
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.6653**	**0.6653**	**2.0000e-005**	**0.0000**	**0.6657**

3.6 Architectural Coating - 2023

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					
Archit. Coating	0.1853					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.8000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2786	1.2786	8.0000e-005	0.0000	1.2795
Total	**0.1853**	**6.5100e-003**	**9.0600e-003**	**1.0000e-005**		**3.5000e-004**	**3.5000e-004**		**3.5000e-004**	**3.5000e-004**	**0.0000**	**1.2786**	**1.2786**	**8.0000e-005**	**0.0000**	**1.2795**

3.6 Architectural Coating - 2023

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	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.6653	0.6653	2.0000e-005	0.0000	0.6657
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.6653**	**0.6653**	**2.0000e-005**	**0.0000**	**0.6657**

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					
Archit. Coating	0.1853					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7000e-004	0.0118	9.1600e-003	1.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	**0.1859**	**0.0118**	**9.1600e-003**	**1.0000e-005**		**4.8000e-004**	**4.8000e-004**		**4.8000e-004**	**4.8000e-004**	**0.0000**	**1.2766**	**1.2766**	**8.0000e-005**	**0.0000**	**1.2785**

2. Response to Comments

3.6 Architectural Coating - 2023

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	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	8.2000e-004	1.0000e-005	8.3000e-004	2.2000e-004	1.0000e-005	2.2000e-004	0.0000	0.6653	0.6653	2.0000e-005	0.0000	0.6657
Total	**2.8000e-004**	**1.9000e-004**	**2.2300e-003**	**1.0000e-005**	**8.2000e-004**	**1.0000e-005**	**8.3000e-004**	**2.2000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.6653**	**0.6653**	**2.0000e-005**	**0.0000**	**0.6657**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	0.3889	1.8603	4.7873	0.0165	1.5727	0.0132	1.5859	0.4214	0.0123	0.4337	0.0000	1,709.427 3	1,709.427 3	0.0600	0.0000	1,711.426 6
Unmitigated	0.3889	1.8603	4.7873	0.0165	1.5727	0.0132	1.5859	0.4214	0.0123	0.4337	0.0000	1,709.427 3	1,709.427 3	0.0600	0.0000	1,711.426 6

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,631.18	1,631.18	1631.18	4,138,770	4,138,770
Total	1,631.18	1,631.18	1,631.18	4,138,770	4,138,770

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
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	65	35	0

4.4 Fleet Mix

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868
Parking Lot	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868
Regional Shopping Center	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	114.1845	114.1845	6.2000e-003	1.2900e-003	114.7218
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	114.1845	114.1845	6.2000e-003	1.2900e-003	114.7218
NaturalGas Mitigated	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2090	4.2090	8.0000e-005	8.0000e-005	4.2341
NaturalGas Unmitigated	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2090	4.2090	8.0000e-005	8.0000e-005	4.2341

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					
Other Asphalt Surfaces	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
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
Regional Shopping Center	78874.4	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2090	4.2090	8.0000e-005	8.0000e-005	4.2341
Total		**4.3000e-004**	**3.8700e-003**	**3.2500e-003**	**2.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**	**0.0000**	**4.2090**	**4.2090**	**8.0000e-005**	**8.0000e-005**	**4.2341**

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					
Other Asphalt Surfaces	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
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
Regional Shopping Center	78874.4	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2090	4.2090	8.0000e-005	8.0000e-005	4.2341
Total		**4.3000e-004**	**3.8700e-003**	**3.2500e-003**	**2.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**	**0.0000**	**4.2090**	**4.2090**	**8.0000e-005**	**8.0000e-005**	**4.2341**

2. Response to Comments

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	22680	5.4935	3.0000e-004	6.0000e-005	5.5194
Regional Shopping Center	448731	108.6909	5.9000e-003	1.2200e-003	109.2024
Total		**114.1845**	**6.2000e-003**	**1.2800e-003**	**114.7218**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	22680	5.4935	3.0000e-004	6.0000e-005	5.5194
Regional Shopping Center	448731	108.6909	5.9000e-003	1.2200e-003	109.2024
Total		**114.1845**	**6.2000e-003**	**1.2800e-003**	**114.7218**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	0.1568	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2700e-003
Unmitigated	0.1568	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2700e-003

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	0.0185					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1380					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4000e-004	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2700e-003
Total	**0.1568**	**2.0000e-005**	**2.5500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.9500e-003**	**4.9500e-003**	**1.0000e-005**	**0.0000**	**5.2700e-003**

2. Response to Comments

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	0.0195					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1380					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.4000e-004	2.0000e-005	2.5500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.9500e-003	4.9500e-003	1.0000e-005	0.0000	5.2700e-003
Total	**0.1568**	**2.0000e-005**	**2.5500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.9500e-003**	**4.9500e-003**	**1.0000e-005**	**0.0000**	**5.2700e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	13.4762	0.0864	2.1700e-003	16.2830
Unmitigated	13.4762	0.0864	2.1700e-003	16.2830

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	2.6318 / 1.61304	13.4762	0.0864	2.1700e-003	16.2830
Total		**13.4762**	**0.0864**	**2.1700e-003**	**16.2830**

2. Response to Comments

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	2.6318 / 1.61304	13.4762	0.0864	2.1700e-003	16.2830
Total		**13.4762**	**0.0864**	**2.1700e-003**	**16.2830**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.5736	0.4476	0.0000	18.7633
Unmitigated	7.5736	0.4476	0.0000	18.7633

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	37.31	7.5736	0.4476	0.0000	18.7633
Total		**7.5736**	**0.4476**	**0.0000**	**18.7633**

2. Response to Comments

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	37.31	7.5736	0.4476	0.0000	18.7633
Total		7.5736	0.4476	0.0000	18.7633

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2
South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.92	Acre	1.92	83,635.20	0
Parking Lot	162.00	Space	3.88	64,800.00	0
Regional Shopping Center	35.53	1000sqft	0.82	35,529.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Trips and VMT - See SWAPE comment regarding vendor and worker trip numbers.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Trip rates consistent with the DEIR's model. See SWAPE comment regarding trip purpose percentages.

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

2. Response to Comments

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	220.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	10.00	3.00
tblLandUse	LandUseSquareFeet	35,530.00	35,529.00
tblLandUse	LotAcreage	1.46	3.88
tblProjectCharacteristics	CO2IntensityFactor	641.35	534
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	ST_TR	49.97	45.91
tblVehicleTrips	SU_TR	25.24	45.91
tblVehicleTrips	WD_TR	42.70	45.91

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2022	3.2414	33.1280	20.3248	0.0424	18.2675	1.6140	19.8815	9.9840	1.4849	11.4689	0.0000	4,154.626 7	4,154.626 7	1.1970	0.0000	4,171.613 1
2023	37.3113	16.6038	19.2027	0.0418	1.0192	0.7078	1.7270	0.2746	0.6659	0.9406	0.0000	4,101.481 4	4,101.481 4	0.7176	0.0000	4,118.164 2
Maximum	**37.3113**	**33.1280**	**20.3248**	**0.0424**	**18.2675**	**1.6140**	**19.8815**	**9.9840**	**1.4849**	**11.4689**	**0.0000**	**4,154.626 7**	**4,154.626 7**	**1.1970**	**0.0000**	**4,171.613 1**

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	lb/day										lb/day					
2022	1.4522	33.7659	23.5871	0.0424	18.2675	0.9476	19.2151	9.9840	0.9475	10.9315	0.0000	4,154.626 7	4,154.626 7	1.1970	0.0000	4,171.613 1
2023	37.2335	25.7733	20.8325	0.0418	1.0192	0.9116	1.9308	0.2746	0.9111	1.1857	0.0000	4,101.481 4	4,101.481 4	0.7176	0.0000	4,118.164 2
Maximum	**37.2335**	**33.7659**	**23.5871**	**0.0424**	**18.2675**	**0.9476**	**19.2151**	**9.9840**	**0.9475**	**10.9315**	**0.0000**	**4,154.626 7**	**4,154.626 7**	**1.1970**	**0.0000**	**4,171.613 1**

	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	**4.60**	**-19.72**	**-12.38**	**0.00**	**0.00**	**19.92**	**2.14**	**0.00**	**13.59**	**2.36**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2. Response to Comments

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	lb/day										lb/day					
Area	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Energy	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Mobile	2.3176	9.9172	27.4903	0.1057	8.8005	0.0726	8.8731	2.3546	0.0675	2.4221		10,771.3803	10,771.3803	0.4863		10,783.5389
Total	**3.1794**	**9.9386**	**27.5285**	**0.1058**	**8.8005**	**0.0743**	**8.8748**	**2.3546**	**0.0692**	**2.4238**		**10,796.8468**	**10,796.8468**	**0.4869**	**4.7000e-004**	**10,809.1593**

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	lb/day										lb/day					
Area	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Energy	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Mobile	2.3176	9.9172	27.4903	0.1057	8.8005	0.0726	8.8731	2.3546	0.0675	2.4221		10,771.3803	10,771.3803	0.4863		10,783.5389
Total	**3.1794**	**9.9386**	**27.5285**	**0.1058**	**8.8005**	**0.0743**	**8.8748**	**2.3546**	**0.0692**	**2.4238**		**10,796.8468**	**10,796.8468**	**0.4869**	**4.7000e-004**	**10,809.1593**

	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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/3/2022	10/5/2022	5	3	
2	Grading	Grading	10/6/2022	10/13/2022	5	6	
3	Building Construction	Building Construction	10/14/2022	8/17/2023	5	220	
4	Paving	Paving	8/18/2023	8/31/2023	5	10	
5	Architectural Coating	Architectural Coating	9/1/2023	9/14/2023	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 5.8

Residential Indoor: 0; Residential Outdoor: 0: Non-Residential Indoor: 53.294: Non-Residential Outdoor: 17.765: Striped Parking Area: 8.906 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	74.00	30.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2022

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**18.0663**	**1.6126**	**19.6788**	**9.9307**	**1.4836**	**11.4143**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

2. Response to Comments

3.2 Site Preparation - 2022

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	lb/day										lb/day					
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
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
Worker	0.0713	0.0445	0.6270	1.9300e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		192.1903	192.1903	4.8400e-003		192.3114
Total	**0.0713**	**0.0445**	**0.6270**	**1.9300e-003**	**0.2012**	**1.4400e-003**	**0.2026**	**0.0534**	**1.3200e-003**	**0.0547**		**192.1903**	**192.1903**	**4.8400e-003**		**192.3114**

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**1.2097**	**33.7214**	**22.9600**	**0.0380**	**18.0663**	**0.9462**	**19.0124**	**9.9307**	**0.9462**	**10.8769**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

3.2 Site Preparation - 2022

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	lb/day										lb/day					
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
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
Worker	0.0713	0.0445	0.6270	1.9300e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		192.1903	192.1903	4.8400e-003		192.3114
Total	**0.0713**	**0.0445**	**0.6270**	**1.9300e-003**	**0.2012**	**1.4400e-003**	**0.2026**	**0.0534**	**1.3200e-003**	**0.0547**		**192.1903**	**192.1903**	**4.8400e-003**		**192.3114**

3.3 Grading - 2022

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**6.5523**	**0.9409**	**7.4932**	**3.3675**	**0.8656**	**4.2331**		**2,872.046 4**	**2,872.046 4**	**0.9289**		**2,895.268 4**

2. Response to Comments

3.3 Grading - 2022

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	lb/day										lb/day					
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
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
Worker	0.0594	0.0371	0.5225	1.6100e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		160.1586	160.1586	4.0400e-003		160.2595
Total	**0.0594**	**0.0371**	**0.5225**	**1.6100e-003**	**0.1677**	**1.2000e-003**	**0.1689**	**0.0445**	**1.1000e-003**	**0.0456**		**160.1586**	**160.1586**	**4.0400e-003**		**160.2595**

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0297		0.7725	0.7725		0.7725	0.7725	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	**1.0093**	**26.2791**	**18.9806**	**0.0297**	**6.5523**	**0.7725**	**7.3248**	**3.3675**	**0.7725**	**4.1400**	**0.0000**	**2,872.046 4**	**2,872.046 4**	**0.9289**		**2,895.268 4**

3.3 Grading - 2022

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	lb/day										lb/day					
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
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
Worker	0.0594	0.0371	0.5225	1.6100e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		160.1586	160.1586	4.0400e-003		160.2595
Total	**0.0594**	**0.0371**	**0.5225**	**1.6100e-003**	**0.1677**	**1.2000e-003**	**0.1689**	**0.0445**	**1.1000e-003**	**0.0456**		**160.1586**	**160.1586**	**4.0400e-003**		**160.2595**

3.4 Building Construction - 2022

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	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

2. Response to Comments

3.4 Building Construction - 2022

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	lb/day										lb/day					
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
Vendor	0.0783	2.7160	0.6417	7.5800e-003	0.1920	4.9900e-003	0.1970	0.0553	4.7700e-003	0.0601		810.1774	810.1774	0.0476		811.3673
Worker	0.2930	0.1830	2.5778	7.9300e-003	0.8272	5.9100e-003	0.8331	0.2194	5.4500e-003	0.2248		790.1157	790.1157	0.0199		790.6136
Total	0.3713	2.8990	3.2195	0.0155	1.0192	0.0109	1.0301	0.2746	0.0102	0.2849		1,600.293 1	1,600.293 1	0.0675		1,601.980 9

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

3.4 Building Construction - 2022

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	lb/day										lb/day					
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
Vendor	0.0783	2.7160	0.6417	7.5800e-003	0.1920	4.9900e-003	0.1970	0.0553	4.7700e-003	0.0601		810.1774	810.1774	0.0476		811.3673
Worker	0.2930	0.1830	2.5778	7.9300e-003	0.8272	5.9100e-003	0.8331	0.2194	5.4500e-003	0.2248		790.1157	790.1157	0.0199		790.6136
Total	**0.3713**	**2.8990**	**3.2195**	**0.0155**	**1.0192**	**0.0109**	**1.0301**	**0.2746**	**0.0102**	**0.2849**		**1,600.293 1**	**1,600.293 1**	**0.0675**		**1,601.980 9**

3.4 Building Construction - 2023

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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

2. Response to Comments

3.4 Building Construction - 2023

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	lb/day										lb/day					
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
Vendor	0.0584	2.0533	0.5782	7.3400e-003	0.1920	2.3100e-003	0.1943	0.0553	2.2100e-003	0.0575		785.6032	785.6032	0.0415		786.6407
Worker	0.2755	0.1856	2.3806	7.6300e-003	0.8272	5.7600e-003	0.8329	0.2194	5.3000e-003	0.2247		760.6683	760.6683	0.0180		761.1174
Total	**0.3339**	**2.2189**	**2.9587**	**0.0150**	**1.0192**	**8.0700e-003**	**1.0272**	**0.2746**	**7.5100e-003**	**0.2822**		**1,546.271 5**	**1,546.271 5**	**0.0595**		**1,547,758 1**

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570,406 1
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570,406 1**

3.4 Building Construction - 2023

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	lb/day										lb/day					
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
Vendor	0.0584	2.0533	0.5782	7.3400e-003	0.1920	2.3100e-003	0.1943	0.0553	2.2100e-003	0.0575		785.6032	785.6032	0.0415		786.6407
Worker	0.2755	0.1856	2.3806	7.6300e-003	0.8272	5.7600e-003	0.8329	0.2194	5.3000e-003	0.2247		760.6683	760.6683	0.0180		761.1174
Total	**0.3339**	**2.2189**	**2.9587**	**0.0150**	**1.0192**	**8.0700e-003**	**1.0272**	**0.2746**	**7.5100e-003**	**0.2822**		**1,546.271 5**	**1,546.271 5**	**0.0595**		**1,547,758 1**

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570,406 1
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570,406 1**

2. Response to Comments

3.4 Building Construction - 2023

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	lb/day										lb/day					
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
Vendor	0.0584	2.0533	0.5782	7.3400e-003	0.1920	2.3100e-003	0.1943	0.0553	2.2100e-003	0.0575		785.6032	785.6032	0.0415		786.6407
Worker	0.2755	0.1856	2.3806	7.6300e-003	0.8272	5.7600e-003	0.8329	0.2194	5.3000e-003	0.2247		760.6683	760.6683	0.0180		761.1174
Total	0.3339	2.2189	2.9587	0.0150	1.0192	8.0700e-003	1.0272	0.2746	7.5100e-003	0.2822		1,546.2715	1,546.2715	0.0595		1,547.7581

3.5 Paving - 2023

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	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.5196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.5523	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336

3.5 Paving - 2023

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	lb/day										lb/day					
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
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
Worker	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806
Total	**0.0558**	**0.0336**	**0.4825**	**1.5500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**154.1895**	**154.1895**	**3.6400e-003**		**154.2806**

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	lb/day										lb/day					
Off-Road	0.9311	20.1149	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	1.5196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4507**	**20.1149**	**17.2957**	**0.0228**		**0.6670**	**0.6670**		**0.6670**	**0.6670**	**0.0000**	**2,207.584 1**	**2,207.584 1**	**0.7140**		**2,225.433 6**

2. Response to Comments

3.5 Paving - 2023

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	lb/day										lb/day					
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
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
Worker	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806
Total	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806

3.6 Architectural Coating - 2023

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	lb/day										lb/day					
Archit. Coating	37.0638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	37.2554	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

3.6 Architectural Coating - 2023

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	lb/day										lb/day					
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
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
Worker	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806
Total	**0.0558**	**0.0336**	**0.4825**	**1.5500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**154.1895**	**154.1895**	**3.6400e-003**		**154.2806**

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	lb/day										lb/day					
Archit. Coating	37.0638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**37.1777**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

2. Response to Comments

3.6 Architectural Coating - 2023

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	lb/day										lb/day					
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
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
Worker	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806
Total	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	lb/day										lb/day					
Mitigated	2.3176	9.9172	27.4903	0.1057	8.8005	0.0726	8.8731	2.3546	0.0675	2.4221		10,771.38 03	10,771.38 03	0.4863		10,783.53 89
Unmitigated	2.3176	9.9172	27.4903	0.1057	8.8005	0.0726	8.8731	2.3546	0.0675	2.4221		10,771.38 03	10,771.38 03	0.4863		10,783.53 89

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,631.18	1,631.18	1631.18	4,138,770	4,138,770
Total	1,631.18	1,631.18	1,631.18	4,138,770	4,138,770

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
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	65	35	0

4.4 Fleet Mix

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868
Parking Lot	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868
Regional Shopping Center	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	lb/day										lb/day					
NaturalGas Mitigated	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5738
NaturalGas Unmitigated	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739

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	lb/day											lb/day				
Other Asphalt Surfaces	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
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
Regional Shopping Center	216.094	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**2.3300e-003**	**0.0212**	**0.0178**	**1.3000e-004**		**1.6100e-003**	**1.6100e-003**		**1.6100e-003**	**1.6100e-003**		**25.4229**	**25.4229**	**4.9000e-004**	**4.7000e-004**	**25.5739**

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	lb/day											lb/day				
Other Asphalt Surfaces	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
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
Regional Shopping Center	0.216094	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**2.3300e-003**	**0.0212**	**0.0178**	**1.3000e-004**		**1.6100e-003**	**1.6100e-003**		**1.6100e-003**	**1.6100e-003**		**25.4229**	**25.4229**	**4.9000e-004**	**4.7000e-004**	**25.5739**

6.0 Area Detail

2. Response to Comments

6.1 Mitigation Measures Area

	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	lb/day										lb/day					
Mitigated	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Unmitigated	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465

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	lb/day										lb/day					
Architectural Coating	0.1015					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7561					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9900e-003	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Total	**0.8595**	**1.9000e-004**	**0.0204**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0437**	**0.0437**	**1.1000e-004**		**0.0465**

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	lb/day										lb/day					
Architectural Coating	0.1015					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7561					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8900e-003	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Total	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

2. Response to Comments

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development: Phase 2
South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.92	Acre	1.92	83,635.20	0
Parking Lot	162.00	Space	3.88	64,800.00	0
Regional Shopping Center	35.53	1000sqft	0.82	35,529.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Trips and VMT - See SWAPE comment regarding vendor and worker trip numbers.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Trip rates consistent with the DEIR's model. See SWAPE comment regarding trip purpose percentages.

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	220.00
tblConstructionPhase	NumDays	20.00	6.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	10.00	3.00
tblLandUse	LandUseSquareFeet	35,530.00	35,529.00
tblLandUse	LotAcreage	1.46	3.88
tblProjectCharacteristics	CO2IntensityFactor	641.35	534
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	ST_TR	49.97	45.91
tblVehicleTrips	SU_TR	25.24	45.91
tblVehicleTrips	WD_TR	42.70	45.91

2.0 Emissions Summary

2. Response to Comments

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2022	3.2482	33.1322	20.2602	0.0417	18.2675	1.6140	19.8815	9.9840	1.4849	11.4689	0.0000	4,079.833 3	4,079.833 3	1.1967	0.0000	4,096.872 7
2023	37.3168	16.6082	19.0105	0.0412	1.0192	0.7079	1.7271	0.2746	0.6660	0.9407	0.0000	4,029.654 3	4,029.654 3	0.7174	0.0000	4,046.373 9
Maximum	**37.3168**	**33.1322**	**20.2602**	**0.0417**	**18.2675**	**1.6140**	**19.8815**	**9.9840**	**1.4849**	**11.4689**	**0.0000**	**4,079.833 3**	**4,079.833 3**	**1.1967**	**0.0000**	**4,096.872 7**

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	lb/day										lb/day					
2022	1.4843	33.7701	23.5225	0.0417	18.2675	0.9476	19.2151	9.9840	0.9475	10.9315	0.0000	4,079.833 3	4,079.833 3	1.1967	0.0000	4,096.872 7
2023	37.2391	25.7757	20.5402	0.0412	1.0192	0.9117	1.9309	0.2746	0.9112	1.1858	0.0000	4,029.654 3	4,029.654 3	0.7174	0.0000	4,046.373 9
Maximum	**37.2391**	**33.7701**	**23.5225**	**0.0417**	**18.2675**	**0.9476**	**19.2151**	**9.9840**	**0.9475**	**10.9315**	**0.0000**	**4,079.833 3**	**4,079.833 3**	**1.1967**	**0.0000**	**4,096.872 7**

	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	**4.54**	**-19.72**	**-12.46**	**0.00**	**0.00**	**19.92**	**2.14**	**0.00**	**13.59**	**2.36**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2022	3.2482	33.1322	20.2602	0.0417	18.2675	1.6140	19.8815	9.9840	1.4849	11.4689	0.0000	4,079.833 3	4,079.833 3	1.1967	0.0000	4,096.872 7
2023	37.3168	16.6082	19.0105	0.0412	1.0192	0.7079	1.7271	0.2746	0.6660	0.9407	0.0000	4,029.654 3	4,029.654 3	0.7174	0.0000	4,046.373 9
Maximum	**37.3168**	**33.1322**	**20.2602**	**0.0417**	**18.2675**	**1.6140**	**19.8815**	**9.9840**	**1.4849**	**11.4689**	**0.0000**	**4,079.833 3**	**4,079.833 3**	**1.1967**	**0.0000**	**4,096.872 7**

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	lb/day										lb/day					
2022	1.4843	33.7701	23.5225	0.0417	18.2675	0.9476	19.2151	9.9840	0.9475	10.9315	0.0000	4,079.833 3	4,079.833 3	1.1967	0.0000	4,096.872 7
2023	37.2391	25.7757	20.5402	0.0412	1.0192	0.9117	1.9309	0.2746	0.9112	1.1858	0.0000	4,029.654 3	4,029.654 3	0.7174	0.0000	4,046.373 9
Maximum	**37.2391**	**33.7701**	**23.5225**	**0.0417**	**18.2675**	**0.9476**	**19.2151**	**9.9840**	**0.9475**	**10.9315**	**0.0000**	**4,079.833 3**	**4,079.833 3**	**1.1967**	**0.0000**	**4,096.872 7**

	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	**4.54**	**-19.72**	**-12.46**	**0.00**	**0.00**	**19.92**	**2.14**	**0.00**	**13.59**	**2.36**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2. Response to Comments

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	lb/day										lb/day					
Area	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Energy	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Mobile	2.1868	10.0574	25.9329	0.1000	8.8005	0.0731	8.8736	2.3546	0.0679	2.4225		10,195.3866	10,195.3866	0.4884		10,207.5987
Total	**3.0506**	**10.0788**	**25.9710**	**0.1001**	**8.8005**	**0.0748**	**8.8753**	**2.3546**	**0.0696**	**2.4242**		**10,220.8531**	**10,220.8531**	**0.4890**	**4.7000e-004**	**10,233.2171**

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	lb/day										lb/day					
Area	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Energy	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Mobile	2.1868	10.0574	25.9329	0.1000	8.8005	0.0731	8.8736	2.3546	0.0679	2.4225		10,195.3866	10,195.3866	0.4884		10,207.5987
Total	**3.0506**	**10.0788**	**25.9710**	**0.1001**	**8.8005**	**0.0748**	**8.8753**	**2.3546**	**0.0696**	**2.4242**		**10,220.8531**	**10,220.8531**	**0.4890**	**4.7000e-004**	**10,233.2171**

	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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/3/2022	10/5/2022	5	3	
2	Grading	Grading	10/6/2022	10/13/2022	5	6	
3	Building Construction	Building Construction	10/14/2022	8/17/2023	5	220	
4	Paving	Paving	8/18/2023	8/31/2023	5	10	
5	Architectural Coating	Architectural Coating	9/1/2023	9/14/2023	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 3

Acres of Paving: 5.8

Residential Indoor: 0; Residential Outdoor: 0: Non-Residential Indoor: 53.294: Non-Residential Outdoor: 17.765: Striped Parking Area: 8.906 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 2 - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	74.00	30.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Site Preparation - 2022

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.061 9	3,686.061 9	1.1922		3,715.865 5
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**18.0663**	**1.6126**	**19.6788**	**9.9307**	**1.4836**	**11.4143**		**3,686.061 9**	**3,686.061 9**	**1.1922**		**3,715.865 5**

2. Response to Comments

3.2 Site Preparation - 2022

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	lb/day										lb/day					
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
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
Worker	0.0781	0.0487	0.5625	1.8000e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		179.7366	179.7366	4.5100e-003		179.8494
Total	**0.0781**	**0.0487**	**0.5625**	**1.8000e-003**	**0.2012**	**1.4400e-003**	**0.2026**	**0.0534**	**1.3200e-003**	**0.0547**		**179.7366**	**179.7366**	**4.5100e-003**		**179.8494**

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0380		0.9462	0.9462		0.9462	0.9462	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**1.2097**	**33.7214**	**22.9600**	**0.0380**	**18.0663**	**0.9462**	**19.0124**	**9.9307**	**0.9462**	**10.8769**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

3.2 Site Preparation - 2022

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	lb/day										lb/day					
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
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
Worker	0.0781	0.0487	0.5625	1.8000e-003	0.2012	1.4400e-003	0.2026	0.0534	1.3200e-003	0.0547		179.7366	179.7366	4.5100e-003		179.8494
Total	**0.0781**	**0.0487**	**0.5625**	**1.8000e-003**	**0.2012**	**1.4400e-003**	**0.2026**	**0.0534**	**1.3200e-003**	**0.0547**		**179.7366**	**179.7366**	**4.5100e-003**		**179.8494**

3.3 Grading - 2022

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**6.5523**	**0.9409**	**7.4932**	**3.3675**	**0.8656**	**4.2331**		**2,872.046 4**	**2,872.046 4**	**0.9289**		**2,895.268 4**

2. Response to Comments

3.3 Grading - 2022

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	lb/day										lb/day					
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
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
Worker	0.0651	0.0406	0.4687	1.5000e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		149.7805	149.7805	3.7600e-003		149.8745
Total	**0.0651**	**0.0406**	**0.4687**	**1.5000e-003**	**0.1677**	**1.2000e-003**	**0.1689**	**0.0445**	**1.1000e-003**	**0.0456**		**149.7805**	**149.7805**	**3.7600e-003**		**149.8745**

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0297		0.7725	0.7725		0.7725	0.7725	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.0093**	**26.2791**	**18.9806**	**0.0297**	**6.5523**	**0.7725**	**7.3248**	**3.3675**	**0.7725**	**4.1400**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

3.3 Grading - 2022

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	lb/day										lb/day					
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
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
Worker	0.0651	0.0406	0.4687	1.5000e-003	0.1677	1.2000e-003	0.1689	0.0445	1.1000e-003	0.0456		149.7805	149.7805	3.7600e-003		149.8745
Total	**0.0651**	**0.0406**	**0.4687**	**1.5000e-003**	**0.1677**	**1.2000e-003**	**0.1689**	**0.0445**	**1.1000e-003**	**0.0456**		**149.7805**	**149.7805**	**3.7600e-003**		**149.8745**

3.4 Building Construction - 2022

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	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

2. Response to Comments

3.4 Building Construction - 2022

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	lb/day										lb/day					
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
Vendor	0.0824	2.7052	0.7185	7.3600e-003	0.1920	5.1600e-003	0.1972	0.0553	4.9300e-003	0.0602		786.5827	786.5827	0.0511		787.8588
Worker	0.3210	0.2003	2.3123	7.4100e-003	0.8272	5.9100e-003	0.8331	0.2194	5.4500e-003	0.2248		738.9170	738.9170	0.0186		739.3807
Total	**0.4034**	**2.9054**	**3.0308**	**0.0148**	**1.0192**	**0.0111**	**1.0302**	**0.2746**	**0.0104**	**0.2850**		**1,525.499 7**	**1,525.499 7**	**0.0696**		**1,527.240 5**

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.4 Building Construction - 2022

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	lb/day										lb/day					
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
Vendor	0.0824	2.7052	0.7185	7.3600e-003	0.1920	5.1600e-003	0.1972	0.0553	4.9300e-003	0.0602		786.5827	786.5827	0.0511		787.8588
Worker	0.3210	0.2003	2.3123	7.4100e-003	0.8272	5.9100e-003	0.8331	0.2194	5.4500e-003	0.2248		738.9170	738.9170	0.0186		739.3807
Total	**0.4034**	**2.9054**	**3.0308**	**0.0148**	**1.0192**	**0.0111**	**1.0302**	**0.2746**	**0.0104**	**0.2850**		**1,525.499 7**	**1,525.499 7**	**0.0696**		**1,527.240 5**

3.4 Building Construction - 2023

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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

2. Response to Comments

3.4 Building Construction - 2023

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	lb/day										lb/day					
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
Vendor	0.0815	2.0401	0.6353	7.1400e-003	0.1920	2.4200e-003	0.1944	0.0553	2.3100e-003	0.0576		763.0850	763.0850	0.0442		764.1907
Worker	0.3027	0.1811	2.1312	7.1300e-003	0.8272	5.7600e-003	0.8329	0.2194	5.3000e-003	0.2247		711.3594	711.3594	0.0167		711.7771
Total	**0.3842**	**2.2213**	**2.7665**	**0.0143**	**1.0192**	**8.1800e-003**	**1.0273**	**0.2746**	**7.6100e-003**	**0.2823**		**1,474.444 3**	**1,474.444 3**	**0.0609**		**1,475.967 8**

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

3.4 Building Construction - 2023

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	lb/day										lb/day					
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
Vendor	0.0815	2.0401	0.6353	7.1400e-003	0.1920	2.4200e-003	0.1944	0.0553	2.3100e-003	0.0576		763.0850	763.0850	0.0442		764.1907
Worker	0.3027	0.1811	2.1312	7.1300e-003	0.8272	5.7600e-003	0.8329	0.2194	5.3000e-003	0.2247		711.3594	711.3594	0.0167		711.7771
Total	0.3842	2.2213	2.7665	0.0143	1.0192	8.1800e-003	1.0273	0.2746	7.6100e-003	0.2823		1,474.444 3	1,474.444 3	0.0609		1,475.967 8

3.5 Paving - 2023

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	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	1.5196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.5523	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

2. Response to Comments

3.5 Paving - 2023

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	lb/day										lb/day					
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
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
Worker	0.0614	0.0367	0.4320	1.4500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		144.1945	144.1945	3.3900e-003		144.2792
Total	**0.0614**	**0.0367**	**0.4320**	**1.4500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**144.1945**	**144.1945**	**3.3900e-003**		**144.2792**

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	lb/day										lb/day					
Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	1.5196					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.4507**	**20.1146**	**17.2957**	**0.0228**		**0.6670**	**0.6670**		**0.6670**	**0.6670**	**0.0000**	**2,207.584 1**	**2,207.584 1**	**0.7140**		**2,225.433 6**

3.5 Paving - 2023

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	lb/day										lb/day					
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
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
Worker	0.0614	0.0367	0.4320	1.4500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		144.1945	144.1945	3.3900e-003		144.2792
Total	**0.0614**	**0.0367**	**0.4320**	**1.4500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**144.1945**	**144.1945**	**3.3900e-003**		**144.2792**

3.6 Architectural Coating - 2023

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	lb/day										lb/day					
Archit. Coating	37.0638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**37.2554**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

2. Response to Comments

3.6 Architectural Coating - 2023

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	lb/day										lb/day					
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
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
Worker	0.0614	0.0367	0.4320	1.4500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		144.1945	144.1945	3.3900e-003		144.2792
Total	**0.0614**	**0.0367**	**0.4320**	**1.4500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**144.1945**	**144.1945**	**3.3900e-003**		**144.2792**

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	lb/day										lb/day					
Archit. Coating	37.0638					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**37.1777**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.6 Architectural Coating - 2023

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	lb/day										lb/day					
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
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
Worker	0.0614	0.0367	0.4320	1.4500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		144.1945	144.1945	3.3900e-003		144.2792
Total	**0.0614**	**0.0367**	**0.4320**	**1.4500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**144.1945**	**144.1945**	**3.3900e-003**		**144.2792**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

2. Response to Comments

	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	lb/day										lb/day					
Mitigated	2.1888	10.0574	25.9328	0.1000	8.8005	0.0731	8.8736	2.3546	0.0679	2.4225		10,195.3866	10,195.3866	0.4884		10,207.5967
Unmitigated	2.1888	10.0574	25.9328	0.1000	8.8005	0.0731	8.8736	2.3546	0.0679	2.4225		10,195.3866	10,195.3866	0.4884		10,207.5967

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,631.18	1,631.18	1631.18	4,138,770	4,138,770
Total	1,631.18	1,631.18	1,631.18	4,138,770	4,138,770

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
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	65	35	0

4.4 Fleet Mix

Wildomar Trail Mixed-Use Development - Phase 2 - South Coast AQMD Air District, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Asphalt Surfaces	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868
Parking Lot	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868
Regional Shopping Center	0.550151	0.042593	0.202457	0.116946	0.015037	0.005825	0.021699	0.034933	0.002123	0.001780	0.004876	0.000710	0.000868

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	lb/day										lb/day					
NaturalGas Mitigated	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5738
NaturalGas Unmitigated	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739

2. Response to Comments

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	lb/day											lb/day				
Other Asphalt Surfaces	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
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
Regional Shopping Center	216.094	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**2.3300e-003**	**0.0212**	**0.0178**	**1.3000e-004**		**1.6100e-003**	**1.6100e-003**		**1.6100e-003**	**1.6100e-003**		**25.4229**	**25.4229**	**4.9000e-004**	**4.7000e-004**	**25.5739**

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	lb/day											lb/day				
Other Asphalt Surfaces	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
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
Regional Shopping Center	0.216094	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**2.3300e-003**	**0.0212**	**0.0178**	**1.3000e-004**		**1.6100e-003**	**1.6100e-003**		**1.6100e-003**	**1.6100e-003**		**25.4229**	**25.4229**	**4.9000e-004**	**4.7000e-004**	**25.5739**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	lb/day										lb/day					
Mitigated	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Unmitigated	0.8595	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465

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	lb/day										lb/day					
Architectural Coating	0.1015					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7561					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9900e-003	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Total	**0.8595**	**1.9000e-004**	**0.0204**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0437**	**0.0437**	**1.1000e-004**		**0.0465**

2. Response to Comments

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	lb/day										lb/day					
Architectural Coating	0.1015					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7561					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8900e-003	1.9000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0437	0.0437	1.1000e-004		0.0465
Total	**0.8595**	**1.9000e-004**	**0.0204**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0437**	**0.0437**	**1.1000e-004**		**0.0465**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 3
South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	72.00	1000sqft	1.65	72,000.00	0
Parking Lot	360.00	Space	4.61	144,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Wildomar Trail Mixed-Use Development: Phase 3 - South Coast AQMD Air District, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model.

Energy Use -

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

2. Response to Comments

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	20.00	8.00
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	10.00	5.00
tblLandUse	LotAcreage	3.24	4.61
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	ST_TR	8.96	33.40
tblVehicleTrips	SU_TR	1.55	33.04
tblVehicleTrips	WD_TR	38.13	33.04

2.0 Emissions Summary

CalEEMod Version: CalEEMod.2016.3.2 Page 4 of 31 Date: 6/18/2021 11:57 AM

Wildomar Trail Mixed-Use Development Phase 3 - South Coast AQMD Air District, Annual

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					
2023	0.0646	0.5831	0.6133	1.3600e-003	0.1022	0.0247	0.1269	0.0466	0.0231	0.0697	0.0000	120.7183	120.7183	0.0221	0.0000	121.2700
2024	0.5345	1.5255	1.8629	4.1200e-003	0.1048	0.0602	0.1650	0.0283	0.0566	0.0848	0.0000	366.1220	366.1220	0.0602	0.0000	367.6269
Maximum	**0.5345**	**1.5255**	**1.8629**	**4.1200e-003**	**0.1048**	**0.0602**	**0.1650**	**0.0466**	**0.0566**	**0.0848**	**0.0000**	**366.1220**	**366.1220**	**0.0602**	**0.0000**	**367.6269**

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					
2023	0.0454	0.8704	0.6844	1.3600e-003	0.1022	0.0292	0.1314	0.0466	0.0292	0.0758	0.0000	120.7182	120.7182	0.0221	0.0000	121.2699
2024	0.4986	2.5309	2.0391	4.1200e-003	0.1048	0.0881	0.1929	0.0283	0.0881	0.1163	0.0000	366.1217	366.1217	0.0602	0.0000	367.6266
Maximum	**0.4986**	**2.5309**	**2.0391**	**4.1200e-003**	**0.1048**	**0.0881**	**0.1929**	**0.0466**	**0.0881**	**0.1163**	**0.0000**	**366.1217**	**366.1217**	**0.0602**	**0.0000**	**367.6266**

	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	9.20	-61.30	-9.99	0.00	0.00	-38.17	-11.11	0.00	-47.16	-24.30	0.00	0.00	0.00	0.00	0.00	0.00

2. Response to Comments

Wildomar Trail Mixed-Use Development Phase 3 - South Coast AQMD Air District Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-2-2023	1-1-2024	0.6462	0.9202
2	1-2-2024	4-1-2024	0.5809	0.8868
3	4-2-2024	7-1-2024	0.5798	0.8957
4	7-2-2024	9-30-2024	0.5187	0.8422
		Highest	0.6462	0.9202

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	0.3054	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114
Energy	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	191.5864	191.5864	9.9300e-003	2.2500e-003	192.4843
Mobile	0.5426	2.6787	6.6870	0.0269	2.3481	0.0194	2.3675	0.6292	0.0190	0.6472	0.0000	2,487.0017	2,487.0017	0.1133	0.0000	2,489.834 0
Waste						0.0000	0.0000		0.0000	0.0000	157.8458	0.0000	157.8458	9.3284	0.0000	391.0562
Water						0.0000	0.0000		0.0000	0.0000	2.8863	33.1254	35.9917	0.2962	7.3200e-003	45.5788
Total	**0.8493**	**2.6910**	**6.7027**	**0.0269**	**2.3481**	**0.0203**	**2.3685**	**0.6292**	**0.0190**	**0.6481**	**160.7120**	**2,711.704 1**	**2,872.416 2**	**9.7479**	**9.5700e-003**	**3,118.964 8**

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	0.3054	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114
Energy	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	191.5664	191.5664	9.9300e-003	2.2500e-003	192.4843
Mobile	0.5426	2.6787	6.6870	0.0269	2.3481	0.0194	2.3675	0.6292	0.0180	0.6472	0.0000	2,487.0017	2,487.0017	0.1133	0.0000	2,489.8340
Waste						0.0000	0.0000		0.0000	0.0000	157.8458	0.0000	157.8458	9.3284	0.0000	391.0562
Water						0.0000	0.0000		0.0000	0.0000	2.9563	33.1254	36.0817	0.2962	7.3200e-003	45.5798
Total	**0.8493**	**2.6910**	**6.7027**	**0.0269**	**2.3481**	**0.0293**	**2.3685**	**0.6292**	**0.0190**	**0.6481**	**160.7120**	**2,711.7041**	**2,872.4162**	**9.7479**	**9.5700e-003**	**3,118.9648**

	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

3.0 Construction Detail

Construction Phase

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 3 - South Coast AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/2/2023	10/6/2023	5	5	
2	Grading	Grading	10/7/2023	10/18/2023	5	8	
3	Building Construction	Building Construction	10/19/2023	9/4/2024	5	230	
4	Paving	Paving	9/5/2024	9/30/2024	5	18	
5	Architectural Coating	Architectural Coating	10/1/2024	10/24/2024	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 4.61

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 108,000; Non-Residential Outdoor: 36,000; Striped Parking Area: 8,640 (Architectural Coating – sqft)

OffRoad Equipment

Wildomar Trail Mixed-Use Development: Phase 3 - South Coast AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	84.00	35.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

2. Response to Comments

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2023

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					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0688	0.0456	1.0000e-004		3.1700e-003	3.1700e-003		2.9100e-003	2.9100e-003	0.0000	8.3627	8.3627	2.7000e-003	0.0000	8.4303
Total	**6.6500e-003**	**0.0688**	**0.0456**	**1.0000e-004**	**0.0452**	**3.1700e-003**	**0.0483**	**0.0248**	**2.9100e-003**	**0.0277**	**0.0000**	**8.3627**	**8.3627**	**2.7000e-003**	**0.0000**	**8.4303**

3.2 Site Preparation - 2023

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	1.7000e-004	1.1000e-004	1.3400e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3992	0.3992	1.0000e-005	0.0000	0.3994
Total	**1.7000e-004**	**1.1000e-004**	**1.3400e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3992**	**0.3992**	**1.0000e-005**	**0.0000**	**0.3994**

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					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0249	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0200e-003	0.0843	0.0574	1.0000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	8.3627	8.3627	2.7000e-003	0.0000	8.4303
Total	**3.0200e-003**	**0.0843**	**0.0574**	**1.0000e-004**	**0.0452**	**2.3700e-003**	**0.0475**	**0.0248**	**2.3700e-003**	**0.0272**	**0.0000**	**8.3627**	**8.3627**	**2.7000e-003**	**0.0000**	**8.4303**

2. Response to Comments

3.2 Site Preparation - 2023

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	1.7000e-004	1.1000e-004	1.3400e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3992	0.3992	1.0000e-005	0.0000	0.3994
Total	**1.7000e-004**	**1.1000e-004**	**1.3400e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3992**	**0.3992**	**1.0000e-005**	**0.0000**	**0.3994**

3.3 Grading - 2023

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					
Fugitive Dust					0.0282	0.0000	0.0282	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8400e-003	0.0717	0.0590	1.2000e-004		3.1000e-003	3.1000e-003		2.8500e-003	2.8500e-003	0.0000	10.4243	10.4243	3.3700e-003	0.0000	10.5085
Total	**6.8400e-003**	**0.0717**	**0.0590**	**1.2000e-004**	**0.0282**	**3.1000e-003**	**0.0293**	**0.0135**	**2.8500e-003**	**0.0163**	**0.0000**	**10.4243**	**10.4243**	**3.3700e-003**	**0.0000**	**10.5085**

3.3 Grading - 2023

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	2.2000e-004	1.5000e-004	1.7800e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5322	0.5322	1.0000e-005	0.0000	0.5325
Total	**2.2000e-004**	**1.5000e-004**	**1.7800e-003**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**6.6000e-004**	**1.7000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5322**	**0.5322**	**1.0000e-005**	**0.0000**	**0.5325**

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					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0400e-003	0.1051	0.0760	1.2000e-004		3.0900e-003	3.0900e-003		3.0900e-003	3.0900e-003	0.0000	10.4242	10.4242	3.3700e-003	0.0000	10.5085
Total	**4.0400e-003**	**0.1051**	**0.0760**	**1.2000e-004**	**0.0262**	**3.0900e-003**	**0.0293**	**0.0135**	**3.0900e-003**	**0.0166**	**0.0000**	**10.4242**	**10.4242**	**3.3700e-003**	**0.0000**	**10.5085**

2. Response to Comments

3.3 Grading - 2023

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	2.2000e-004	1.5000e-004	1.7800e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5322	0.5322	1.0000e-005	0.0000	0.5325
Total	**2.2000e-004**	**1.5000e-004**	**1.7800e-003**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**6.6000e-004**	**1.7000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5322**	**0.5322**	**1.0000e-005**	**0.0000**	**0.5325**

3.4 Building Construction - 2023

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	0.0409	0.3740	0.4223	7.0000e-004		0.0182	0.0182		0.0171	0.0171	0.0000	60.2692	60.2692	0.0143	0.0000	60.6277
Total	**0.0409**	**0.3740**	**0.4223**	**7.0000e-004**		**0.0182**	**0.0182**		**0.0171**	**0.0171**	**0.0000**	**60.2692**	**60.2692**	**0.0143**	**0.0000**	**60.6277**

3.4 Building Construction - 2023

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	1.8100e-003	0.0628	0.0185	2.2000e-004	5.7400e-003	7.0000e-005	5.8100e-003	1.6600e-003	7.0000e-005	1.7200e-003	0.0000	21.3579	21.3579	1.1800e-003	0.0000	21.3873
Worker	8.0500e-002	5.5000e-003	0.0648	2.1000e-004	0.0240	1.7000e-004	0.0241	6.3600e-003	1.6000e-004	6.5200e-003	0.0000	19.3728	19.3728	4.6000e-004	0.0000	19.3842
Total	**9.8600e-003**	**0.0683**	**0.0833**	**4.3000e-004**	**0.0297**	**2.4000e-004**	**0.0299**	**8.0200e-003**	**2.3000e-004**	**8.2400e-003**	**0.0000**	**40.7308**	**40.7308**	**1.6400e-003**	**0.0000**	**40.7715**

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	0.0281	0.6124	0.4647	7.0000e-004		0.0235	0.0235		0.0235	0.0235	0.0000	60.2692	60.2692	0.0143	0.0000	60.6276
Total	**0.0281**	**0.6124**	**0.4647**	**7.0000e-004**		**0.0235**	**0.0235**		**0.0235**	**0.0235**	**0.0000**	**60.2692**	**60.2692**	**0.0143**	**0.0000**	**60.6276**

2. Response to Comments

3.4 Building Construction - 2023

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	1.8100e-003	0.0629	0.0185	2.2000e-004	5.7400e-003	7.0000e-005	5.8100e-003	1.6600e-003	7.0000e-005	1.7200e-003	0.0000	21.3579	21.3579	1.1800e-003	0.0000	21.3873
Worker	8.0500e-002	5.5000e-003	0.0648	2.1000e-004	0.0240	1.7000e-004	0.0241	6.3600e-003	1.6000e-004	6.5200e-003	0.0000	19.3728	19.3728	4.6000e-004	0.0000	19.3842
Total	9.8600e-003	0.0683	0.0833	4.3000e-004	0.0297	2.4000e-004	0.0299	8.0200e-003	2.3000e-004	8.2400e-003	0.0000	40.7308	40.7308	1.6400e-003	0.0000	40.7715

3.4 Building Construction - 2024

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	0.1310	1.1965	1.4389	2.4000e-003		0.0546	0.0546		0.0513	0.0513	0.0000	206.3457	206.3457	0.0488	0.0000	207.5656
Total	0.1310	1.1965	1.4389	2.4000e-003		0.0546	0.0546		0.0513	0.0513	0.0000	206.3457	206.3457	0.0488	0.0000	207.5656

3.4 Building Construction - 2024

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	6.0700e-003	0.2145	0.0613	7.5000e-004	0.0196	2.4000e-004	0.0199	5.6700e-003	2.3000e-004	5.9000e-003	0.0000	72.8515	72.8515	3.8600e-003	0.0000	72.9505
Worker	0.0281	0.0172	0.2069	7.1000e-004	0.0820	5.7000e-004	0.0826	0.0218	5.3000e-004	0.0223	0.0000	64.1324	64.1324	1.4300e-003	0.0000	64.1681
Total	**0.0322**	**0.2317**	**0.2682**	**1.4600e-003**	**0.1017**	**8.1000e-004**	**0.1025**	**0.0275**	**7.6000e-004**	**0.0282**	**0.0000**	**136.9839**	**136.9839**	**5.3900e-003**	**0.0000**	**137.1186**

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	0.0962	2.0963	1.5908	2.4000e-003		0.0804	0.0804		0.0804	0.0804	0.0000	206.3455	206.3455	0.0488	0.0000	207.5653
Total	**0.0962**	**2.0963**	**1.5908**	**2.4000e-003**		**0.0804**	**0.0804**		**0.0804**	**0.0804**	**0.0000**	**206.3455**	**206.3455**	**0.0488**	**0.0000**	**207.5653**

2. Response to Comments

3.4 Building Construction - 2024

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	6.0700e-003	0.2145	0.0613	7.5000e-004	0.0196	2.4000e-004	0.0199	5.6700e-003	2.3000e-004	5.9000e-003	0.0000	72.8515	72.8515	3.8600e-003	0.0000	72.9505
Worker	0.0281	0.0172	0.2069	7.1000e-004	0.0820	5.7000e-004	0.0826	0.0218	5.3000e-004	0.0223	0.0000	64.1324	64.1324	1.4300e-003	0.0000	64.1681
Total	0.0322	0.2317	0.2682	1.4600e-003	0.1017	1.1000e-003	0.1025	0.0275	7.6000e-004	0.0282	0.0000	136.9839	136.9839	5.3900e-003	0.0000	137.1186

3.5 Paving - 2024

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	8.9900e-003	0.0857	0.1316	2.1000e-004		4.2200e-003	4.2200e-003		3.8800e-003	3.9800e-003	0.0000	18.0239	18.0239	5.8300e-003	0.0000	18.1696
Paving	6.0400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0149	0.0857	0.1316	2.1000e-004		4.2200e-003	4.2200e-003		3.8800e-003	3.8800e-003	0.0000	18.0239	18.0239	5.8300e-003	0.0000	18.1696

3.5 Paving - 2024

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	4.7000e-004	3.1000e-004	3.7400e-003	1.0000e-005	1.4800e-003	1.0000e-005	1.4900e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.1581	1.1581	3.0000e-005	0.0000	1.1587
Total	**4.7000e-004**	**3.1000e-004**	**3.7400e-003**	**1.0000e-005**	**1.4800e-003**	**1.0000e-005**	**1.4900e-003**	**3.9000e-004**	**1.0000e-005**	**4.0000e-004**	**0.0000**	**1.1581**	**1.1581**	**3.0000e-005**	**0.0000**	**1.1587**

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	8.3800e-003	0.1810	0.1557	2.1000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	18.0239	18.0239	5.8300e-003	0.0000	18.1698
Paving	6.0400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0144**	**0.1810**	**0.1557**	**2.1000e-004**		**6.0000e-003**	**6.0000e-003**		**6.0000e-003**	**6.0000e-003**	**0.0000**	**18.0239**	**18.0239**	**5.8300e-003**	**0.0000**	**18.1698**

2. Response to Comments

3.5 Paving - 2024

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	4.7000e-004	3.1000e-004	3.7400e-003	1.0000e-005	1.4800e-003	1.0000e-005	1.4900e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.1581	1.1581	3.0000e-005	0.0000	1.1587
Total	**4.7000e-004**	**3.1000e-004**	**3.7400e-003**	**1.0000e-005**	**1.4800e-003**	**1.0000e-005**	**1.4900e-003**	**3.9000e-004**	**1.0000e-005**	**4.0000e-004**	**0.0000**	**1.1581**	**1.1581**	**3.0000e-005**	**0.0000**	**1.1587**

3.6 Architectural Coating - 2024

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					
Archit. Coating	0.3537					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0110	0.0163	3.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3012
Total	**0.3554**	**0.0110**	**0.0163**	**3.0000e-005**		**5.5000e-004**	**5.5000e-004**		**5.5000e-004**	**5.5000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.3000e-004**	**0.0000**	**2.3012**

3.6 Architectural Coating - 2024

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	5.3000e-004	3.5000e-004	4.2300e-003	1.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.3125	1.3125	3.0000e-005	0.0000	1.3132
Total	**5.3000e-004**	**3.5000e-004**	**4.2300e-003**	**1.0000e-005**	**1.6800e-003**	**1.0000e-005**	**1.6900e-003**	**4.5000e-004**	**1.0000e-005**	**4.6000e-004**	**0.0000**	**1.3125**	**1.3125**	**3.0000e-005**	**0.0000**	**1.3132**

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					
Archit. Coating	0.3537					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0300e-003	0.0212	0.0165	3.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3012
Total	**0.3548**	**0.0212**	**0.0165**	**3.0000e-005**		**8.6000e-004**	**8.6000e-004**		**8.6000e-004**	**8.6000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.3000e-004**	**0.0000**	**2.3012**

2. Response to Comments

3.6 Architectural Coating - 2024

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	5.3000e-004	3.5000e-004	4.2300e-003	1.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.3125	1.3125	3.0000e-005	0.0000	1.3132
Total	**5.3000e-004**	**3.5000e-004**	**4.2300e-003**	**1.0000e-005**	**1.6800e-003**	**1.0000e-005**	**1.6900e-003**	**4.5000e-004**	**1.0000e-005**	**4.6000e-004**	**0.0000**	**1.3125**	**1.3125**	**3.0000e-005**	**0.0000**	**1.3132**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	0.5426	2.6787	6.6870	0.0269	2.3481	0.0194	2.3675	0.6292	0.0180	0.6472	0.0000	2,487.001 7	2,487.001 7	0.1133	0.0000	2,489.834 0
Unmitigated	0.5426	2.6787	6.6870	0.0269	2.3481	0.0194	2.3675	0.6292	0.0180	0.6472	0.0000	2,487.001 7	2,487.001 7	0.1133	0.0000	2,489.834 0

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Medical Office Building	2,378.88	2,404.80	2378.88	6,180,083	6,180,083
Parking Lot	0.00	0.00	0.00		
Total	2,378.88	2,404.80	2,378.88	6,180,083	6,180,083

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
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Medical Office Building	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004691	0.000712	0.000845
Parking Lot	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004691	0.000712	0.000845

2. Response to Comments

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	178.2339	178.2339	9.6800e-003	2.0000e-003	179.0727
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	178.2339	178.2339	9.6800e-003	2.0000e-003	179.0727
NaturalGas Mitigated	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3324	13.3324	2.6000e-004	2.4000e-004	13.4116
NaturalGas Unmitigated	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3324	13.3324	2.6000e-004	2.4000e-004	13.4116

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					
Medical Office Building	249640	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3324	13.3324	2.6000e-004	2.4000e-004	13.4116
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		**1.3500e-003**	**0.0123**	**0.0103**	**7.0000e-005**		**9.3000e-004**	**9.3000e-004**		**9.3000e-004**	**9.3000e-004**	**0.0000**	**13.3324**	**13.3324**	**2.6000e-004**	**2.4000e-004**	**13.4116**

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					
Medical Office Building	249640	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3324	13.3324	2.6000e-004	2.4000e-004	13.4116
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		**1.3500e-003**	**0.0123**	**0.0103**	**7.0000e-005**		**9.3000e-004**	**9.3000e-004**		**9.3000e-004**	**9.3000e-004**	**0.0000**	**13.3324**	**13.3324**	**2.6000e-004**	**2.4000e-004**	**13.4116**

2. Response to Comments

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Medical Office Building	685440	166.0261	9.0200e-003	1.8700e-003	166.8075
Parking Lot	50400	12.2078	6.6000e-004	1.4000e-004	12.2653
Total		**178.2339**	**9.6800e-003**	**2.0100e-003**	**179.0727**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Medical Office Building	685440	166.0261	9.0200e-003	1.8700e-003	166.8075
Parking Lot	50400	12.2078	6.6000e-004	1.4000e-004	12.2653
Total		**178.2339**	**9.6800e-003**	**2.0100e-003**	**179.0727**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	0.3054	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114
Unmitigated	0.3054	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114

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	0.0354					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2695					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.1000e-004	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114
Total	**0.3054**	**5.0000e-005**	**5.5000e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0107**	**0.0107**	**3.0000e-005**	**0.0000**	**0.0114**

2. Response to Comments

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	0.0354					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2985					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.1000e-004	5.0000e-005	5.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0107	0.0107	3.0000e-005	0.0000	0.0114
Total	**0.3054**	**5.0000e-005**	**5.5000e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0107**	**0.0107**	**3.0000e-005**	**0.0000**	**0.0114**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	35.9917	0.2962	7.3200e-003	45.5788
Unmitigated	35.9917	0.2962	7.3200e-003	45.5788

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Medical Office Building	9.0346 / 1.72088	35.9917	0.2962	7.3200e-003	45.5788
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**35.9917**	**0.2962**	**7.3200e-003**	**45.5788**

2. Response to Comments

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Medical Office Building	9.0348 / 1.72088	35.9917	0.2962	7.3200e-003	45.5788
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**35.9917**	**0.2962**	**7.3200e-003**	**45.5788**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	157.8458	9.3284	0.0000	391.0562
Unmitigated	157.8458	9.3284	0.0000	391.0562

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Medical Office Building	777.6	157.8458	9.3284	0.0000	391.0562
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**157.8458**	**9.3284**	**0.0000**	**391.0562**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Medical Office Building	777.6	157.8458	9.3284	0.0000	391.0562
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**157.8458**	**9.3284**	**0.0000**	**391.0562**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

2. Response to Comments

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development: Phase 3
South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	72.00	1000sqft	1.65	72,000.00	0
Parking Lot	360.00	Space	4.61	144,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 3 - South Coast AQMD Air District, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model.

Energy Use -

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	20.00	8.00
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	10.00	5.00
tblLandUse	LotAcreage	3.24	4.61
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	ST_TR	8.96	33.40
tblVehicleTrips	SU_TR	1.55	33.04
tblVehicleTrips	WD_TR	38.13	33.04

2.0 Emissions Summary

2. Response to Comments

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2023	2.7265	27.5645	19.6208	0.0442	18.2675	1.2674	19.5349	9.9840	1.1660	11.1501	0.0000	4,335.208 3	4,335.208 3	1.1969	0.0000	4,352.124 7
2024	39.5455	16.0046	19.3462	0.0439	1.1629	0.8234	1.7954	0.3135	0.5854	0.8989	0.0000	4,304.048 4	4,304.048 4	0.7173	0.0000	4,320.816 1
Maximum	**39.5455**	**27.5645**	**19.6208**	**0.0442**	**18.2675**	**1.2674**	**19.5349**	**9.9840**	**1.1660**	**11.1501**	**0.0000**	**4,335.208 3**	**4,335.208 3**	**1.1969**	**0.0000**	**4,352.124 7**

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	lb/day										lb/day					
2023	1.4617	33.7617	23.5391	0.0442	18.2675	0.9476	19.2150	9.9840	0.9475	10.9315	0.0000	4,335.208 3	4,335.208 3	1.1969	0.0000	4,352.124 6
2024	39.4786	26.1153	21.0531	0.0439	1.1629	0.9127	2.0756	0.3135	0.9120	1.2255	0.0000	4,304.048 4	4,304.048 4	0.7173	0.0000	4,320.816 1
Maximum	**39.4786**	**33.7617**	**23.5391**	**0.0442**	**18.2675**	**0.9476**	**19.2150**	**9.9840**	**0.9475**	**10.9315**	**0.0000**	**4,335.208 3**	**4,335.208 3**	**1.1969**	**0.0000**	**4,352.124 6**

	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	3.15	-37.43	-14.44	0.00	0.00	1.57	0.14	0.00	-6.17	-0.90	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	lb/day										lb/day					
Area	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Energy	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Mobile	3.2632	14.4298	38.8194	0.1650	13.2626	0.1074	13.3700	3.5482	0.0998	3.6480		15,813.5677	15,813.5677	0.6952		15,830.9488
Total	**4.9451**	**14.4973**	**38.9198**	**0.1654**	**13.2626**	**0.1126**	**13.3752**	**3.5482**	**0.1050**	**3.6532**		**15,894.1909**	**15,894.1909**	**0.6970**	**1.4800e-003**	**15,912.0566**

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	lb/day										lb/day					
Area	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Energy	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Mobile	3.2632	14.4298	38.8194	0.1650	13.2626	0.1074	13.3700	3.5482	0.0998	3.6480		15,813.5677	15,813.5677	0.6952		15,830.9488
Total	**4.9451**	**14.4973**	**38.9198**	**0.1654**	**13.2626**	**0.1126**	**13.3752**	**3.5482**	**0.1050**	**3.6532**		**15,894.1909**	**15,894.1909**	**0.6970**	**1.4800e-003**	**15,912.0566**

2. Response to Comments

	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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/2/2023	10/6/2023	5	5	
2	Grading	Grading	10/7/2023	10/18/2023	5	9	
3	Building Construction	Building Construction	10/19/2023	9/4/2024	5	230	
4	Paving	Paving	9/5/2024	9/30/2024	5	18	
5	Architectural Coating	Architectural Coating	10/1/2024	10/24/2024	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 4.61

Residential Indoor: 0; Residential Outdoor: 0: Non-Residential Indoor: 108.000: Non-Residential Outdoor: 36,000; Striped Parking Area: 8,640 (Architectural Coating – sqft)

OffRoad Equipment

Wildomar Trail Mixed-Use Development: Phase 3 - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	84.00	35.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

2. Response to Comments

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Site Preparation - 2023

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.308 1	3,687.308 1	1.1926		3,717.121 9
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**18.0663**	**1.2660**	**19.3323**	**9.9307**	**1.1647**	**11.0954**		**3,687.308 1**	**3,687.308 1**	**1.1926**		**3,717.121 9**

3.2 Site Preparation - 2023

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	lb/day										lb/day					
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
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
Worker	0.0670	0.0403	0.5791	1.8600e-003	0.2012	1.4000e-003	0.2026	0.0534	1.2900e-003	0.0547		185.0274	185.0274	4.3700e-003		185.1367
Total	**0.0670**	**0.0403**	**0.5791**	**1.8600e-003**	**0.2012**	**1.4000e-003**	**0.2026**	**0.0534**	**1.2900e-003**	**0.0547**		**185.0274**	**185.0274**	**4.3700e-003**		**185.1367**

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0381		0.9462	0.9462		0.9462	0.9462	0.0000	3,687.308 1	3,687.308 1	1.1926		3,717.121 9
Total	**1.2097**	**33.7214**	**22.9600**	**0.0381**	**18.0663**	**0.9462**	**19.0124**	**9.9307**	**0.9462**	**10.8769**	**0.0000**	**3,687.308 1**	**3,687.308 1**	**1.1926**		**3,717.121 9**

2. Response to Comments

3.2 Site Preparation - 2023

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	lb/day										lb/day					
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
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
Worker	0.0670	0.0403	0.5791	1.8600e-003	0.2012	1.4000e-003	0.2026	0.0534	1.2900e-003	0.0547		185.0274	185.0274	4.3700e-003		185.1367
Total	**0.0670**	**0.0403**	**0.5791**	**1.8600e-003**	**0.2012**	**1.4000e-003**	**0.2026**	**0.0534**	**1.2900e-003**	**0.0547**		**185.0274**	**185.0274**	**4.3700e-003**		**185.1367**

3.3 Grading - 2023

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.7109**	**17.9359**	**14.7507**	**0.0297**	**6.5523**	**0.7749**	**7.3273**	**3.3675**	**0.7129**	**4.0804**		**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

3.3 Grading - 2023

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	lb/day										lb/day					
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
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
Worker	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806
Total	**0.0558**	**0.0336**	**0.4825**	**1.5500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**154.1895**	**154.1895**	**3.6400e-003**		**154.2806**

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0297		0.7725	0.7725		0.7725	0.7725	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.0093**	**26.2791**	**18.9806**	**0.0297**	**6.5523**	**0.7725**	**7.3248**	**3.3675**	**0.7725**	**4.1400**	**0.0000**	**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

2. Response to Comments

3.3 Grading - 2023

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	lb/day										lb/day					
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
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
Worker	0.0558	0.0336	0.4825	1.5500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		154.1895	154.1895	3.6400e-003		154.2806
Total	**0.0558**	**0.0336**	**0.4825**	**1.5500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**154.1895**	**154.1895**	**3.6400e-003**		**154.2806**

3.4 Building Construction - 2023

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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

3.4 Building Construction - 2023

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	lb/day										lb/day					
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
Vendor	0.0881	2.3955	0.6745	5.5700e-003	0.2240	2.8900e-003	0.2267	0.0645	2.5700e-003	0.0671		816.5370	816.5370	0.0484		817.7475
Worker	0.3127	0.1880	2.7023	8.6600e-003	0.9389	6.5400e-003	0.9455	0.2490	6.0200e-003	0.2550		863.4613	863.4613	0.0204		863.9711
Total	**0.3809**	**2.5835**	**3.3768**	**0.0172**	**1.1629**	**9.2300e-003**	**1.1722**	**0.3135**	**8.5900e-003**	**0.3221**		**1,779.998 4**	**1,779.998 4**	**0.0688**		**1,781.718 6**

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.0809**	**23.5544**	**17.8738**	**0.0269**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

2. Response to Comments

3.4 Building Construction - 2023

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	lb/day										lb/day					
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
Vendor	0.0881	2.3955	0.6745	5.5700e-003	0.2240	2.8900e-003	0.2267	0.0645	2.5700e-003	0.0671		816.5370	816.5370	0.0484		817.7475
Worker	0.3127	0.1880	2.7023	8.6600e-003	0.9389	6.5400e-003	0.9455	0.2490	6.0200e-003	0.2550		863.4613	863.4613	0.0204		863.9711
Total	0.3809	2.5835	3.3768	0.0172	1.1629	9.2300e-003	1.1722	0.3135	8.5900e-003	0.3221		1,779.998 4	1,779.998 4	0.0688		1,781.718 6

3.4 Building Construction - 2024

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	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7

3.4 Building Construction - 2024

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	lb/day										lb/day					
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
Vendor	0.0867	2.3899	0.6551	5.5300e-003	0.2240	2.5700e-003	0.2267	0.0645	2.5500e-003	0.0670		513.2140	513.2140	0.0477		514.4057
Worker	0.2960	0.1713	2.5242	8.3800e-003	0.9389	6.4600e-003	0.9454	0.2490	5.9400e-003	0.2550		835.1355	835.1355	0.0187		835.6029
Total	**0.3827**	**2.5609**	**3.1793**	**0.0169**	**1.1629**	**9.1200e-003**	**1.1720**	**0.3135**	**8.4900e-003**	**0.3220**		**1,748.349 5**	**1,748.349 5**	**0.0664**		**1,750.008 5**

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	**1.0809**	**23.5544**	**17.8738**	**0.0270**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,555.698 9**	**2,555.698 9**	**0.6044**		**2,570.807 7**

2. Response to Comments

3.4 Building Construction - 2024

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	lb/day										lb/day					
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
Vendor	0.0867	2.3899	0.6551	5.5300e-003	0.2240	2.5700e-003	0.2267	0.0645	2.5500e-003	0.0670		813.2140	813.2140	0.0477		814.4057
Worker	0.2980	0.1713	2.5242	8.3800e-003	0.9389	6.4600e-003	0.9454	0.2490	5.9400e-003	0.2550		935.1355	935.1355	0.0187		935.6029
Total	0.3627	2.5609	3.1793	0.0169	1.1629	9.1200e-003	1.1720	0.3135	8.4900e-003	0.3220		1,748.349 5	1,748.349 5	0.0664		1,750.069 5

3.5 Paving - 2024

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	lb/day										lb/day					
Off-Road	0.9892	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.5710					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.5592	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3

3.5 Paving - 2024

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	lb/day										lb/day					
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
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
Worker	0.0529	0.0306	0.4508	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		149.1313	149.1313	3.3400e-003		149.2148
Total	**0.0529**	**0.0306**	**0.4508**	**1.5000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**149.1313**	**149.1313**	**3.3400e-003**		**149.2148**

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	lb/day										lb/day					
Off-Road	0.9311	20.1149	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.5710					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5021**	**20.1149**	**17.2957**	**0.0228**		**0.6670**	**0.6670**		**0.6670**	**0.6670**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

2. Response to Comments

3.5 Paving - 2024

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	lb/day										lb/day					
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
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
Worker	0.0529	0.0306	0.4508	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		149.1313	149.1313	3.3400e-003		149.2148
Total	**0.0529**	**0.0306**	**0.4508**	**1.5000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**149.1313**	**149.1313**	**3.3400e-003**		**149.2148**

3.6 Architectural Coating - 2024

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	lb/day										lb/day					
Archit. Coating	39.3048					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1809	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**39.4856**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

3.6 Architectural Coating - 2024

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	lb/day										lb/day					
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
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
Worker	0.0599	0.0347	0.5109	1.7000e-003	0.1900	1.3100e-003	0.1913	0.0504	1.2000e-003	0.0516		169.0155	169.0155	3.7800e-003		169.1101
Total	**0.0599**	**0.0347**	**0.5109**	**1.7000e-003**	**0.1900**	**1.3100e-003**	**0.1913**	**0.0504**	**1.2000e-003**	**0.0516**		**169.0155**	**169.0155**	**3.7800e-003**		**169.1101**

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	lb/day										lb/day					
Archit. Coating	39.3048					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**39.4187**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

2. Response to Comments

3.6 Architectural Coating - 2024

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	lb/day										lb/day					
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
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
Worker	0.0599	0.0347	0.5109	1.7000e-003	0.1900	1.3100e-003	0.1913	0.0504	1.2000e-003	0.0516		169.0155	169.0155	3.7800e-003		169.1101
Total	0.0599	0.0347	0.5109	1.7000e-003	0.1900	1.3100e-003	0.1913	0.0504	1.2000e-003	0.0516		169.0155	169.0155	3.7800e-003		169.1101

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	lb/day										lb/day					
Mitigated	3.2632	14.4298	36.8194	0.1550	13.2626	0.1074	13.3700	3.5482	0.0998	3.6480		15,813.5677	15,813.5677	0.6952		15,830.9488
Unmitigated	3.2632	14.4298	36.8194	0.1550	13.2626	0.1074	13.3700	3.5482	0.0998	3.6480		15,813.5677	15,813.5677	0.6952		15,830.9488

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Medical Office Building	2,378.88	2,404.80	2378.88	6,180,083	6,180,083
Parking Lot	0.00	0.00	0.00		
Total	2,378.88	2,404.80	2,378.88	6,180,083	6,180,083

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
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Medical Office Building	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004691	0.000712	0.000845
Parking Lot	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004691	0.000712	0.000845

2. Response to Comments

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	lb/day										lb/day					
NaturalGas Mitigated	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
NaturalGas Unmitigated	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072

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	lb/day											lb/day				
Medical Office Building	684.493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
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
Total		**7.3800e-003**	**0.0671**	**0.0564**	**4.0000e-004**		**5.1000e-003**	**5.1000e-003**		**5.1000e-003**	**5.1000e-003**		**80.5286**	**80.5286**	**1.5400e-003**	**1.4800e-003**	**81.0072**

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	lb/day											lb/day				
Medical Office Building	0.684493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
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
Total		**7.3800e-003**	**0.0671**	**0.0564**	**4.0000e-004**		**5.1000e-003**	**5.1000e-003**		**5.1000e-003**	**5.1000e-003**		**80.5286**	**80.5286**	**1.5400e-003**	**1.4800e-003**	**81.0072**

6.0 Area Detail

6.1 Mitigation Measures Area

2. Response to Comments

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	lb/day											lb/day				
Medical Office Building	684.493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
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
Total		**7.3800e-003**	**0.0671**	**0.0564**	**4.0000e-004**		**5.1000e-003**	**5.1000e-003**		**5.1000e-003**	**5.1000e-003**		**80.5286**	**80.5286**	**1.5400e-003**	**1.4800e-003**	**81.0072**

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	lb/day											lb/day				
Medical Office Building	0.684493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
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
Total		**7.3800e-003**	**0.0671**	**0.0564**	**4.0000e-004**		**5.1000e-003**	**5.1000e-003**		**5.1000e-003**	**5.1000e-003**		**80.5286**	**80.5286**	**1.5400e-003**	**1.4800e-003**	**81.0072**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	lb/day										lb/day					
Mitigated	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Unmitigated	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007

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	lb/day										lb/day					
Architectural Coating	0.1938					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0700e-003	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Total	**1.6745**	**4.0000e-004**	**0.0440**	**0.0000**		**1.6000e-004**	**1.6000e-004**		**1.6000e-004**	**1.6000e-004**		**0.0945**	**0.0945**	**2.5000e-004**		**0.1007**

2. Response to Comments

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	lb/day										lb/day					
Architectural Coating	0.1938					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0700e-003	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Total	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 3
South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	72.00	1000sqft	1.65	72,000.00	0
Parking Lot	360.00	Space	4.61	144,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Wildomar Trail Mixed-Use Development: Phase 3 - South Coast AQMD Air District, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model.

Energy Use -

Construction Off-road Equipment Mitigation - Consistent with the DEIR's model.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

2. Response to Comments

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
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tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	20.00	8.00
tblConstructionPhase	NumDays	20.00	18.00
tblConstructionPhase	NumDays	10.00	5.00
tblLandUse	LotAcreage	3.24	4.61
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	ST_TR	8.96	33.40
tblVehicleTrips	SU_TR	1.55	33.04
tblVehicleTrips	WD_TR	38.13	33.04

2.0 Emissions Summary

CalEEMod Version: CalEEMod.2016.3.2 Page 4 of 26 Date: 6/18/2021 12:34 PM

Wildomar Trail Mixed-Use Development: Phase 3 - South Coast AQMD Air District, Winter

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2023	2.7331	27.5682	19.4043	0.0434	18.2675	1.2674	19.5349	9.9840	1.1660	11.1501	0.0000	4,252.964 7	4,252.964 7	1.1966	0.0000	4,269.925 1
2024	39.5516	16.0060	19.1423	0.0431	1.1629	0.6225	1.7855	0.3135	0.5855	0.8990	0.0000	4,223.819 7	4,223.819 7	0.7171	0.0000	4,240.631 3
Maximum	**39.5516**	**27.5682**	**19.4043**	**0.0434**	**18.2675**	**1.2674**	**19.5349**	**9.9840**	**1.1660**	**11.1501**	**0.0000**	**4,252.964 7**	**4,252.964 7**	**1.1966**	**0.0000**	**4,269.925 1**

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	lb/day										lb/day					
2023	1.4965	33.7654	23.4784	0.0434	18.2675	0.9476	19.2150	9.9840	0.9475	10.9315	0.0000	4,252.964 7	4,252.964 7	1.1966	0.0000	4,269.925 1
2024	39.4847	26.1167	20.8492	0.0431	1.1629	0.9128	2.0757	0.3135	0.9122	1.2257	0.0000	4,223.819 7	4,223.819 7	0.7171	0.0000	4,240.631 3
Maximum	**39.4847**	**33.7654**	**23.4784**	**0.0434**	**18.2675**	**0.9476**	**19.2150**	**9.9840**	**0.9475**	**10.9315**	**0.0000**	**4,252.964 7**	**4,252.964 7**	**1.1966**	**0.0000**	**4,269.925 1**

	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	3.08	-37.43	-15.00	0.00	0.00	1.57	0.14	0.00	-6.17	-0.90	0.00	0.00	0.00	0.00	0.00	0.00

2. Response to Comments

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	lb/day										lb/day					
Area	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Energy	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Mobile	3.0813	14.6192	36.5522	0.1467	13.2626	0.1079	13.3705	3.5482	0.1003	3.6485		14,972.2483	14,972.2483	0.6985		14,989.7117
Total	**4.7632**	**14.6867**	**36.6526**	**0.1471**	**13.2626**	**0.1132**	**13.3758**	**3.5482**	**0.1056**	**3.6538**		**15,052.8714**	**15,052.8714**	**0.7003**	**1.4800e-003**	**15,070.8195**

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	lb/day										lb/day					
Area	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Energy	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Mobile	3.0813	14.6192	36.5522	0.1467	13.2626	0.1079	13.3705	3.5482	0.1003	3.6485		14,972.2483	14,972.2483	0.6985		14,989.7117
Total	**4.7632**	**14.6867**	**36.6526**	**0.1471**	**13.2626**	**0.1132**	**13.3758**	**3.5482**	**0.1056**	**3.6538**		**15,052.8714**	**15,052.8714**	**0.7003**	**1.4800e-003**	**15,070.8195**

	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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/2/2023	10/6/2023	5	5	
2	Grading	Grading	10/7/2023	10/18/2023	5	9	
3	Building Construction	Building Construction	10/19/2023	9/4/2024	5	230	
4	Paving	Paving	9/5/2024	9/30/2024	5	18	
5	Architectural Coating	Architectural Coating	10/1/2024	10/24/2024	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 4.61

Residential Indoor: 0; Residential Outdoor: 0: Non-Residential Indoor: 108.000: Non-Residential Outdoor: 36,000; Striped Parking Area: 8,640 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 3 - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	84.00	35.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2023

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.308 1	3,687.308 1	1.1926		3,717.121 9
Total	**2.6595**	**27.5242**	**18.2443**	**0.0381**	**18.0663**	**1.2660**	**19.3323**	**9.9307**	**1.1647**	**11.0954**		**3,687.308 1**	**3,687.308 1**	**1.1926**		**3,717.121 9**

2. Response to Comments

3.2 Site Preparation - 2023

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	lb/day										lb/day					
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
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
Worker	0.0736	0.0441	0.5184	1.7400e-003	0.2012	1.4000e-003	0.2026	0.0534	1.2900e-003	0.0547		173.0334	173.0334	4.0600e-003		173.1350
Total	**0.0736**	**0.0441**	**0.5184**	**1.7400e-003**	**0.2012**	**1.4000e-003**	**0.2026**	**0.0534**	**1.2900e-003**	**0.0547**		**173.0334**	**173.0334**	**4.0600e-003**		**173.1350**

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0381		0.9462	0.9462		0.9462	0.9462	0.0000	3,687.308 1	3,687.308 1	1.1926		3,717.121 9
Total	**1.2097**	**33.7214**	**22.9600**	**0.0381**	**18.0663**	**0.9462**	**19.0124**	**9.9307**	**0.9462**	**10.8769**	**0.0000**	**3,687.308 1**	**3,687.308 1**	**1.1926**		**3,717.121 9**

3.2 Site Preparation - 2023

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	lb/day										lb/day					
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
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
Worker	0.0736	0.0441	0.5184	1.7400e-003	0.2012	1.4000e-003	0.2026	0.0534	1.2900e-003	0.0547		173.0334	173.0334	4.0600e-003		173.1350
Total	**0.0736**	**0.0441**	**0.5184**	**1.7400e-003**	**0.2012**	**1.4000e-003**	**0.2026**	**0.0534**	**1.2900e-003**	**0.0547**		**173.0334**	**173.0334**	**4.0600e-003**		**173.1350**

3.3 Grading - 2023

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.7109**	**17.9359**	**14.7507**	**0.0297**	**6.5523**	**0.7749**	**7.3273**	**3.3675**	**0.7129**	**4.0804**		**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

2. Response to Comments

3.3 Grading - 2023

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	lb/day										lb/day					
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
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
Worker	0.0614	0.0367	0.4320	1.4500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		144.1945	144.1945	3.3900e-003		144.2792
Total	**0.0614**	**0.0367**	**0.4320**	**1.4500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**144.1945**	**144.1945**	**3.3900e-003**		**144.2792**

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0297		0.7725	0.7725		0.7725	0.7725	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
Total	**1.0093**	**26.2791**	**18.9806**	**0.0297**	**6.5523**	**0.7725**	**7.3248**	**3.3675**	**0.7725**	**4.1400**	**0.0000**	**2,872.6910**	**2,872.6910**	**0.9291**		**2,895.9182**

3.3 Grading - 2023

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	lb/day										lb/day					
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
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
Worker	0.0614	0.0367	0.4320	1.4500e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		144.1945	144.1945	3.3900e-003		144.2792
Total	**0.0614**	**0.0367**	**0.4320**	**1.4500e-003**	**0.1677**	**1.1700e-003**	**0.1688**	**0.0445**	**1.0800e-003**	**0.0455**		**144.1945**	**144.1945**	**3.3900e-003**		**144.2792**

3.4 Building Construction - 2023

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	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.209 9**	**2,555.209 9**	**0.6079**		**2,570.406 1**

2. Response to Comments

3.4 Building Construction - 2023

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	lb/day										lb/day					
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
Vendor	0.0718	2.3802	0.7412	9.3200e-003	0.2240	2.8200e-003	0.2268	0.0645	2.7000e-003	0.0672		890.2658	890.2658	0.0516		891.5568
Worker	0.3436	0.2056	2.4192	8.1000e-003	0.9389	6.5400e-003	0.9455	0.2490	6.0200e-003	0.2550		807.4890	807.4890	0.0190		807.9632
Total	0.4154	2.5858	3.1603	0.0164	1.1629	9.3600e-003	1.1723	0.3135	8.7200e-003	0.3222		1,697.754 8	1,697.754 8	0.0706		1,699.519 0

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.0809	23.5544	17.8738	0.0269		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

3.4 Building Construction - 2023

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	lb/day										lb/day					
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
Vendor	0.0718	2.3802	0.7412	9.3200e-003	0.2240	2.8200e-003	0.2268	0.0645	2.7000e-003	0.0672		890.2658	890.2658	0.0516		891.5568
Worker	0.3436	0.2056	2.4192	8.1000e-003	0.9389	6.5400e-003	0.9455	0.2490	6.0200e-003	0.2550		807.4890	807.4890	0.0190		807.9632
Total	0.4154	2.5858	3.1603	0.0164	1.1629	9.3600e-003	1.1723	0.3135	8.7200e-003	0.3222		1,697.754 8	1,697.754 8	0.0706		1,699.519 0

3.4 Building Construction - 2024

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	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7

2. Response to Comments

3.4 Building Construction - 2024

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	lb/day										lb/day					
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
Vendor	0.0702	2.3750	0.7199	9.2900e-003	0.2240	2.7800e-003	0.2268	0.0645	2.6600e-003	0.0672		887.2379	887.2379	0.0508		888.5066
Worker	0.3262	0.1873	2.2555	7.8300e-003	0.9389	6.4500e-003	0.9454	0.2490	5.9400e-003	0.2550		780.8929	780.8929	0.0174		781.3171
Total	0.3964	2.5623	2.9754	0.0161	1.1629	9.2300e-003	1.1722	0.3135	8.6000e-003	0.3221		1,668.130 8	1,668.130 8	0.0681		1,669.823 7

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7

3.4 Building Construction - 2024

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	lb/day										lb/day					
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
Vendor	0.0702	2.3750	0.7199	9.2900e-003	0.2240	2.7800e-003	0.2268	0.0645	2.6600e-003	0.0672		887.2379	887.2379	0.0508		888.5096
Worker	0.3262	0.1873	2.2555	7.8300e-003	0.9389	6.4500e-003	0.9454	0.2490	5.9400e-003	0.2550		780.8829	780.8829	0.0174		781.3171
Total	0.3964	2.5623	2.9754	0.0161	1.1629	9.2300e-003	1.1722	0.3135	8.6000e-003	0.3221		1,668.120 8	1,668.120 8	0.0681		1,669.823 7

3.5 Paving - 2024

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	lb/day										lb/day					
Off-Road	0.9892	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.5710					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.5592	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3

2. Response to Comments

3.5 Paving - 2024

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	lb/day										lb/day					
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
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
Worker	0.0582	0.0335	0.4028	1.4000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		139.4434	139.4434	3.1000e-003		139.5209
Total	**0.0582**	**0.0335**	**0.4028**	**1.4000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**139.4434**	**139.4434**	**3.1000e-003**		**139.5209**

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	lb/day										lb/day					
Off-Road	0.9311	20.1149	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.5710					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.5021**	**20.1149**	**17.2957**	**0.0228**		**0.6670**	**0.6670**		**0.6670**	**0.6670**	**0.0000**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.5 Paving - 2024

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	lb/day										lb/day					
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
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
Worker	0.0582	0.0335	0.4028	1.4000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		139.4434	139.4434	3.1000e-003		139.5209
Total	**0.0582**	**0.0335**	**0.4028**	**1.4000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**139.4434**	**139.4434**	**3.1000e-003**		**139.5209**

3.6 Architectural Coating - 2024

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	lb/day										lb/day					
Archit. Coating	39.3048					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1809	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**39.4856**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

2. Response to Comments

3.6 Architectural Coating - 2024

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	lb/day										lb/day					
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
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
Worker	0.0660	0.0379	0.4565	1.5800e-003	0.1900	1.3100e-003	0.1913	0.0504	1.2000e-003	0.0516		158.0358	158.0358	3.5100e-003		158.1237
Total	**0.0660**	**0.0379**	**0.4565**	**1.5800e-003**	**0.1900**	**1.3100e-003**	**0.1913**	**0.0504**	**1.2000e-003**	**0.0516**		**158.0358**	**158.0358**	**3.5100e-003**		**158.1237**

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	lb/day										lb/day					
Archit. Coating	39.3048					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4491	281.4491	0.0159		281.8443
Total	**39.4187**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4491**	**281.4491**	**0.0159**		**281.8443**

3.6 Architectural Coating - 2024

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	lb/day										lb/day					
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
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
Worker	0.0680	0.0379	0.4565	1.5800e-003	0.1900	1.3100e-003	0.1913	0.0504	1.2000e-003	0.0516		158.0358	158.0358	3.5100e-003		158.1237
Total	**0.0680**	**0.0379**	**0.4565**	**1.5800e-003**	**0.1900**	**1.3100e-003**	**0.1913**	**0.0504**	**1.2000e-003**	**0.0516**		**158.0358**	**158.0358**	**3.5100e-003**		**158.1237**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

2. Response to Comments

	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	lb/day										lb/day					
Mitigated	3.0813	14.6192	36.5522	0.1467	13.2626	0.1078	13.3705	3.5482	0.1003	3.6485		14,972.2483	14,972.2483	0.6985		14,989.7117
Unmitigated	3.0813	14.6192	36.5522	0.1467	13.2626	0.1078	13.3705	3.5482	0.1003	3.6485		14,972.2483	14,972.2483	0.6985		14,989.7117

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Medical Office Building	2,378.88	2,404.80	2378.88	6,180,083	6,180,083
Parking Lot	0.00	0.00	0.00		
Total	2,378.88	2,404.80	2,378.88	6,180,083	6,180,083

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
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Medical Office Building	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004691	0.000712	0.000845
Parking Lot	0.550809	0.042355	0.203399	0.115606	0.014562	0.005806	0.021810	0.035336	0.002134	0.001736	0.004691	0.000712	0.000845

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	lb/day										lb/day					
NaturalGas Mitigated	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
NaturalGas Unmitigated	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072

2. Response to Comments

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	lb/day											lb/day				
Medical Office Building	684.493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
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
Total		**7.3800e-003**	**0.0671**	**0.0564**	**4.0000e-004**		**5.1000e-003**	**5.1000e-003**		**5.1000e-003**	**5.1000e-003**		**80.5286**	**80.5286**	**1.5400e-003**	**1.4800e-003**	**81.0072**

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	lb/day											lb/day				
Medical Office Building	0.684493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
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
Total		**7.3800e-003**	**0.0671**	**0.0564**	**4.0000e-004**		**5.1000e-003**	**5.1000e-003**		**5.1000e-003**	**5.1000e-003**		**80.5286**	**80.5286**	**1.5400e-003**	**1.4800e-003**	**81.0072**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	lb/day										lb/day					
Mitigated	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Unmitigated	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007

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	lb/day										lb/day					
Architectural Coating	0.1938					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0700e-003	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Total	**1.6745**	**4.0000e-004**	**0.0440**	**0.0000**		**1.6000e-004**	**1.6000e-004**		**1.6000e-004**	**1.6000e-004**		**0.0945**	**0.0945**	**2.5000e-004**		**0.1007**

2. Response to Comments

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	lb/day										lb/day					
Architectural Coating	0.1938					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.0700e-003	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007
Total	1.6745	4.0000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0945	0.0945	2.5000e-004		0.1007

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 4
South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.33	Acre	1.33	57,934.80	0
Parking Lot	22.00	Space	2.46	8,800.00	0
Apartments Mid Rise	152.00	Dwelling Unit	4.00	152,000.00	435

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Wildomar Trail Mixed-Use Development Phase 4 - South Coast AQMD Air District, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Trips and VMT - See SWAPE comment regarding vendor and worker trips.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model.

Woodstoves - See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment regarding Tier 4 mitigation.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2

2. Response to Comments

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	28.00
tblConstructionPhase	NumDays	20.00	8.00
tblConstructionPhase	NumDays	20.00	16.00
tblConstructionPhase	NumDays	10.00	5.00
tblFireplaces	NumberGas	129.20	136.80
tblFireplaces	NumberWood	7.60	0.00
tblLandUse	LotAcreage	0.20	2.46
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	WD_TR	6.65	2.77
tblWoodstoves	NumberCatalytic	7.60	0.00
tblWoodstoves	NumberNoncatalytic	7.60	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					
2024	0.0497	0.4174	0.4766	1.0600e-003	0.1027	0.0173	0.1199	0.0467	0.0161	0.0628	0.0000	93.9441	93.9441	0.0171	0.0000	94.3704
2025	0.6839	1.5106	2.1216	4.7500e-003	0.1579	0.0569	0.2248	0.0450	0.0535	0.0985	0.0000	421.1969	421.1969	0.0646	0.0000	422.8113
Maximum	**0.6839**	**1.5106**	**2.1216**	**4.7500e-003**	**0.1579**	**0.0569**	**0.2248**	**0.0467**	**0.0535**	**0.0985**	**0.0000**	**421.1969**	**421.1969**	**0.0646**	**0.0000**	**422.8113**

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					
2024	0.0364	0.6528	0.5358	1.0600e-003	0.1027	0.0220	0.1246	0.0467	0.0218	0.0686	0.0000	93.9440	93.9440	0.0171	0.0000	94.3704
2025	0.6554	2.7065	2.3200	4.7500e-003	0.1579	0.0982	0.2642	0.0450	0.0961	0.1411	0.0000	421.1966	421.1966	0.0646	0.0000	422.8110
Maximum	**0.6554**	**2.7065**	**2.3200**	**4.7500e-003**	**0.1579**	**0.0982**	**0.2642**	**0.0467**	**0.0961**	**0.1411**	**0.0000**	**421.1966**	**421.1966**	**0.0646**	**0.0000**	**422.8110**

	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	5.89	-74.24	-9.91	0.00	0.00	-59.37	-12.77	0.00	-69.71	-30.08	0.00	0.00	0.00	0.00	0.00	0.00

2. Response to Comments

Wildomar Trail Mixed-Use Development Phase 4 - South Coast AQMD Air District Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-1-2024	12-31-2024	0.4569	0.6739
2	1-1-2025	3-31-2025	0.5301	0.8772
3	4-1-2025	6-30-2025	0.5339	0.8849
4	7-1-2025	9-30-2025	0.5375	0.8926
		Highest	0.5375	0.8926

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	0.6524	0.0464	1.5784	2.6000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4119	35.4119	3.0800e-003	0.0000e-004	35.6684
Energy	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	288.9155	288.9155	0.0115	4.1000e-003	290.4236
Mobile	0.1373	0.7022	1.8696	8.0100e-003	0.7357	5.7400e-003	0.7415	0.1971	5.3300e-003	0.2025	0.0000	741.9329	741.9329	0.0320	0.0000	742.7324
Waste						0.0000	0.0000		0.0000	0.0000	14.1931	0.0000	14.1931	0.8389	0.0000	35.1629
Water						0.0000	0.0000		0.0000	0.0000	3.1419	48.0360	51.1779	0.3253	8.1600e-003	61.7422
Total	0.8019	0.8522	3.4921	8.9300e-003	0.7357	0.0251	0.7608	0.1971	0.0247	0.2218	17.3350	1,114.296 3	1,131.631 3	1.2106	0.0120	1,165.729 4

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	0.6524	0.0464	1.5784	2.6000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4119	35.4119	3.0800e-003	0.0000e-004	35.6694
Energy	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	288.9155	288.9155	0.0115	4.1000e-003	290.4235
Mobile	0.1575	0.7022	1.8696	8.0100e-003	0.7357	5.7400e-003	0.7415	0.1971	5.3300e-003	0.2025	0.0000	741.9329	741.9329	0.0320	0.0000	742.7324
Waste						0.0000	0.0000		0.0000	0.0000	14.1931	0.0000	14.1931	0.8388	0.0000	35.1629
Water						0.0000	0.0000		0.0000	0.0000	3.1419	48.0360	51.1779	0.3253	8.1600e-003	61.7422
Total	0.8219	0.8522	3.4921	8.9300e-003	0.7357	0.0251	0.7608	0.1971	0.0247	0.2218	17.3350	1,114.296 3	1,131.631 3	1.2106	0.0129	1,165.729 4

	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

3.0 Construction Detail

Construction Phase

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2024	10/7/2024	5	5	
2	Grading	Grading	10/15/2024	10/24/2024	5	8	
3	Building Construction	Building Construction	11/1/2024	9/29/2025	5	230	
4	Paving	Paving	9/30/2025	10/23/2025	5	18	
5	Architectural Coating	Architectural Coating	10/28/2025	12/4/2025	5	28	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 3.79

Residential Indoor: 307,800; Residential Outdoor: 102,600; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,004 (Architectural Coating – sqft)

OffRoad Equipment

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	137.00	27.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	27.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

2. Response to Comments

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Site Preparation - 2024

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					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0679	0.0458	1.0000e-004		3.0700e-003	3.0700e-003		2.8300e-003	2.8300e-003	0.0000	8.3643	8.3643	2.7100e-003	0.0000	8.4319
Total	**6.6500e-003**	**0.0679**	**0.0458**	**1.0000e-004**	**0.0452**	**3.0700e-003**	**0.0482**	**0.0248**	**2.8300e-003**	**0.0277**	**0.0000**	**8.3643**	**8.3643**	**2.7100e-003**	**0.0000**	**8.4319**

3.2 Site Preparation - 2024

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	1.6000e-004	1.0000e-004	1.2500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3860	0.3860	1.0000e-005	0.0000	0.3862
Total	**1.6000e-004**	**1.0000e-004**	**1.2500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3860**	**0.3860**	**1.0000e-005**	**0.0000**	**0.3862**

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					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0249	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0200e-003	0.0843	0.0574	1.0000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	8.3643	8.3643	2.7100e-003	0.0000	8.4319
Total	**3.0200e-003**	**0.0843**	**0.0574**	**1.0000e-004**	**0.0452**	**2.3700e-003**	**0.0475**	**0.0248**	**2.3700e-003**	**0.0272**	**0.0000**	**8.3643**	**8.3643**	**2.7100e-003**	**0.0000**	**8.4319**

2. Response to Comments

3.2 Site Preparation - 2024

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	1.6000e-004	1.0000e-004	1.2500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3860	0.3860	1.0000e-005	0.0000	0.3862
Total	**1.6000e-004**	**1.0000e-004**	**1.2500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3860**	**0.3860**	**1.0000e-005**	**0.0000**	**0.3862**

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					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0249	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0200e-003	0.0843	0.0574	1.0000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	8.3643	8.3643	2.7100e-003	0.0000	8.4319
Total	**3.0200e-003**	**0.0843**	**0.0574**	**1.0000e-004**	**0.0452**	**2.3700e-003**	**0.0475**	**0.0248**	**2.3700e-003**	**0.0272**	**0.0000**	**8.3643**	**8.3643**	**2.7100e-003**	**0.0000**	**8.4319**

3.2 Site Preparation - 2024

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	1.6000e-004	1.0000e-004	1.2500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3860	0.3860	1.0000e-005	0.0000	0.3862
Total	**1.6000e-004**	**1.0000e-004**	**1.2500e-003**	**0.0000**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3860**	**0.3860**	**1.0000e-005**	**0.0000**	**0.3862**

3.3 Grading - 2024

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					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0681	0.0590	1.2000e-004		2.9000e-003	2.9000e-003		2.6700e-003	2.6700e-003	0.0000	10.4256	10.4256	3.3700e-003	0.0000	10.5099
Total	**6.6500e-003**	**0.0681**	**0.0590**	**1.2000e-004**	**0.0262**	**2.9000e-003**	**0.0291**	**0.0135**	**2.6700e-003**	**0.0161**	**0.0000**	**10.4256**	**10.4256**	**3.3700e-003**	**0.0000**	**10.5099**

2. Response to Comments

3.3 Grading - 2024

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	2.1000e-004	1.4000e-004	1.6800e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5147	0.5147	1.0000e-005	0.0000	0.5150
Total	**2.1000e-004**	**1.4000e-004**	**1.6800e-003**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**6.6000e-004**	**1.7000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5147**	**0.5147**	**1.0000e-005**	**0.0000**	**0.5150**

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					
Fugitive Dust					0.0282	0.0000	0.0282	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0400e-003	0.1051	0.0760	1.2000e-004		3.0900e-003	3.0900e-003		3.0900e-003	3.0900e-003	0.0000	10.4256	10.4256	3.3700e-003	0.0000	10.5099
Total	**4.0400e-003**	**0.1051**	**0.0760**	**1.2000e-004**	**0.0282**	**3.0900e-003**	**0.0293**	**0.0135**	**3.0900e-003**	**0.0166**	**0.0000**	**10.4256**	**10.4256**	**3.3700e-003**	**0.0000**	**10.5099**

3.3 Grading - 2024

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	2.1000e-004	1.4000e-004	1.6800e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5147	0.5147	1.0000e-005	0.0000	0.5150
Total	**2.1000e-004**	**1.4000e-004**	**1.6800e-003**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**6.6000e-004**	**1.7000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5147**	**0.5147**	**1.0000e-005**	**0.0000**	**0.5150**

3.4 Building Construction - 2024

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	0.0265	0.2420	0.2910	4.9000e-004		0.0110	0.0110		0.0104	0.0104	0.0000	41.7328	41.7328	9.9700e-003	0.0000	41.9796
Total	**0.0265**	**0.2420**	**0.2910**	**4.9000e-004**		**0.0110**	**0.0110**		**0.0104**	**0.0104**	**0.0000**	**41.7328**	**41.7328**	**9.9700e-003**	**0.0000**	**41.9796**

2. Response to Comments

3.4 Building Construction - 2024

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	9.5000e-004	0.0335	9.5700e-003	1.2000e-004	3.0600e-003	4.0000e-005	3.1000e-003	8.8000e-004	4.0000e-005	9.2000e-004	0.0000	11.3662	11.3662	6.2000e-004	0.0000	11.3817
Worker	8.6100e-003	5.5600e-003	0.0882	2.3000e-004	0.0271	1.9000e-004	0.0272	7.1900e-003	1.7000e-004	7.3600e-003	0.0000	21.1544	21.1544	4.7000e-004	0.0000	21.1662
Total	9.5600e-003	0.0391	0.0778	3.5000e-004	0.0301	2.3000e-004	0.0303	8.0700e-003	2.1000e-004	8.2800e-003	0.0000	32.5207	32.5207	1.0900e-003	0.0000	32.5479

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	0.0195	0.4240	0.3217	4.9000e-004		0.0163	0.0163		0.0163	0.0163	0.0000	41.7328	41.7328	9.9700e-003	0.0000	41.9795
Total	0.0195	0.4240	0.3217	4.9000e-004		0.0163	0.0163		0.0163	0.0163	0.0000	41.7328	41.7328	9.9700e-003	0.0000	41.9795

3.4 Building Construction - 2024

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	9.5000e-004	0.0335	9.5700e-003	1.2000e-004	3.0600e-003	4.0000e-005	3.1000e-003	8.8000e-004	4.0000e-005	9.2000e-004	0.0000	11.3682	11.3682	6.2000e-004	0.0000	11.3817
Worker	8.6100e-003	5.5600e-003	0.0882	2.3000e-004	0.0271	1.9000e-004	0.0272	7.1900e-003	1.7000e-004	7.3600e-003	0.0000	21.1544	21.1544	4.7000e-004	0.0000	21.1662
Total	9.5600e-003	0.0391	0.0778	3.5000e-004	0.0301	2.3000e-004	0.0303	8.0700e-003	2.1000e-004	8.2800e-003	0.0000	32.5207	32.5207	1.0900e-003	0.0000	32.5479

3.4 Building Construction - 2025

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	0.1326	1.2096	1.5602	2.6200e-003		0.0512	0.0512		0.0481	0.0481	0.0000	224.9619	224.9619	0.0529	0.0000	226.2839
Total	0.1326	1.2096	1.5602	2.6200e-003		0.0512	0.0512		0.0481	0.0481	0.0000	224.9619	224.9619	0.0529	0.0000	226.2839

2. Response to Comments

3.4 Building Construction - 2025

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	4.9700e-003	0.1788	0.0502	5.3000e-004	0.0165	2.0000e-004	0.0167	4.7600e-003	1.9000e-004	4.9500e-003	0.0000	50.9075	50.9075	3.2700e-003	0.0000	50.9894
Worker	0.0441	0.0279	0.3415	1.2100e-003	0.1458	1.0000e-003	0.1468	0.0387	9.2000e-004	0.0396	0.0000	109.5082	109.5082	2.3100e-003	0.0000	109.5660
Total	**0.0491**	**0.2066**	**0.3917**	**1.8400e-003**	**0.1623**	**1.2000e-003**	**0.1635**	**0.0435**	**1.1100e-003**	**0.0446**	**0.0000**	**170.4157**	**170.4157**	**5.5800e-003**	**0.0000**	**170.5554**

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	0.1048	2.2848	1.7338	2.6200e-003		0.0876	0.0876		0.0876	0.0876	0.0000	224.9616	224.9616	0.0529	0.0000	226.2836
Total	**0.1048**	**2.2848**	**1.7338**	**2.6200e-003**		**0.0876**	**0.0876**		**0.0876**	**0.0876**	**0.0000**	**224.9616**	**224.9616**	**0.0529**	**0.0000**	**226.2836**

3.4 Building Construction - 2025

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	4.9700e-003	0.1788	0.0502	5.3000e-004	0.0165	2.0000e-004	0.0167	4.7600e-003	1.9000e-004	4.9500e-003	0.0000	50.9075	50.9075	3.2700e-003	0.0000	50.9894
Worker	0.0441	0.0279	0.3415	1.2100e-003	0.1458	1.0000e-003	0.1468	0.0387	9.2000e-004	0.0396	0.0000	109.5082	109.5082	2.3100e-003	0.0000	109.5660
Total	**0.0491**	**0.2066**	**0.3917**	**1.8400e-003**	**0.1623**	**1.2000e-003**	**0.1635**	**0.0435**	**1.1100e-003**	**0.0446**	**0.0000**	**170.4157**	**170.4157**	**5.5800e-003**	**0.0000**	**170.5554**

3.5 Paving - 2025

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	8.2400e-003	0.0772	0.1312	2.1000e-004		3.7700e-003	3.7700e-003		3.4700e-003	3.4700e-003	0.0000	18.0173	18.0173	5.8300e-003	0.0000	18.1630
Paving	4.9600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0132**	**0.0772**	**0.1312**	**2.1000e-004**		**3.7700e-003**	**3.7700e-003**		**3.4700e-003**	**3.4700e-003**	**0.0000**	**18.0173**	**18.0173**	**5.8300e-003**	**0.0000**	**18.1630**

2. Response to Comments

3.5 Paving - 2025

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	4.5000e-004	2.8000e-004	3.4700e-003	1.0000e-005	1.4800e-003	1.0000e-005	1.4900e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.1125	1.1125	2.0000e-005	0.0000	1.1131
Total	**4.5000e-004**	**2.8000e-004**	**3.4700e-003**	**1.0000e-005**	**1.4800e-003**	**1.0000e-005**	**1.4900e-003**	**3.9000e-004**	**1.0000e-005**	**4.0000e-004**	**0.0000**	**1.1125**	**1.1125**	**2.0000e-005**	**0.0000**	**1.1131**

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	8.3800e-003	0.1810	0.1557	2.1000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	18.0173	18.0173	5.8300e-003	0.0000	18.1630
Paving	4.9600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0133**	**0.1810**	**0.1557**	**2.1000e-004**		**6.0000e-003**	**6.0000e-003**		**6.0000e-003**	**6.0000e-003**	**0.0000**	**18.0173**	**18.0173**	**5.8300e-003**	**0.0000**	**18.1630**

3.5 Paving - 2025

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	4.5000e-004	2.8000e-004	3.4700e-003	1.0000e-005	1.4800e-003	1.0000e-005	1.4900e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.1125	1.1125	2.0000e-005	0.0000	1.1131
Total	**4.5000e-004**	**2.8000e-004**	**3.4700e-003**	**1.0000e-005**	**1.4800e-003**	**1.0000e-005**	**1.4900e-003**	**3.9000e-004**	**1.0000e-005**	**4.0000e-004**	**0.0000**	**1.1125**	**1.1125**	**2.0000e-005**	**0.0000**	**1.1131**

3.6 Architectural Coating - 2025

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					
Archit. Coating	0.4848					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3900e-003	0.0160	0.0253	4.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004	0.0000	3.5746	3.5746	1.9000e-004	0.0000	3.5794
Total	**0.4872**	**0.0160**	**0.0253**	**4.0000e-005**		**7.2000e-004**	**7.2000e-004**		**7.2000e-004**	**7.2000e-004**	**0.0000**	**3.5746**	**3.5746**	**1.9000e-004**	**0.0000**	**3.5794**

2. Response to Comments

3.6 Architectural Coating - 2025

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	1.2600e-003	7.9000e-004	9.7100e-003	3.0000e-005	4.1500e-003	3.0000e-005	4.1800e-003	1.1000e-003	3.0000e-005	1.1300e-003	0.0000	3.1149	3.1149	7.0000e-005	0.0000	3.1166
Total	1.2600e-003	7.9000e-004	9.7100e-003	3.0000e-005	4.1500e-003	3.0000e-005	4.1800e-003	1.1000e-003	3.0000e-005	1.1300e-003	0.0000	3.1149	3.1149	7.0000e-005	0.0000	3.1166

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					
Archit. Coating	0.4848					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5900e-003	0.0329	0.0257	4.0000e-005		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003	0.0000	3.5746	3.5746	1.9000e-004	0.0000	3.5794
Total	0.4864	0.0329	0.0257	4.0000e-005		1.3300e-003	1.3300e-003		1.3300e-003	1.3300e-003	0.0000	3.5746	3.5746	1.9000e-004	0.0000	3.5794

3.6 Architectural Coating - 2025

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	1.2600e-003	7.9000e-004	9.7100e-003	3.0000e-005	4.1500e-003	3.0000e-005	4.1800e-003	1.1000e-003	3.0000e-005	1.1300e-003	0.0000	3.1149	3.1149	7.0000e-005	0.0000	3.1166
Total	**1.2600e-003**	**7.9000e-004**	**9.7100e-003**	**3.0000e-005**	**4.1500e-003**	**3.0000e-005**	**4.1800e-003**	**1.1000e-003**	**3.0000e-005**	**1.1300e-003**	**0.0000**	**3.1149**	**3.1149**	**7.0000e-005**	**0.0000**	**3.1166**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

2. Response to Comments

	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	0.1373	0.7022	1.8896	5.0100e-003	0.7357	5.7400e-003	0.7415	0.1971	5.3300e-003	0.2025	0.0000	741.9329	741.9329	0.0320	0.0000	742.7324
Unmitigated	0.1373	0.7022	1.8896	5.0100e-003	0.7357	5.7400e-003	0.7415	0.1971	5.3300e-003	0.2025	0.0000	741.9329	741.9329	0.0320	0.0000	742.7324

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	421.04	971.28	890.72	1,936,646	1,936,646
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	421.04	971.28	890.72	1,936,646	1,936,646

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 Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
Other Asphalt Surfaces	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
Parking Lot	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	168.9163	168.9163	9.1700e-003	1.9000e-003	169.7112
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	168.9163	168.9163	9.1700e-003	1.9000e-003	169.7112
NaturalGas Mitigated	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	119.9992	119.9992	2.3000e-003	2.2000e-003	120.7123
NaturalGas Unmitigated	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	119.9992	119.9992	2.3000e-003	2.2000e-003	120.7123

2. Response to Comments

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					
Apartments Mid Rise	2.2487e+006	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	119.9992	119.9992	2.3000e-003	2.2000e-003	120.7123
Other Asphalt Surfaces	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
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		**0.0121**	**0.1036**	**0.0441**	**6.6000e-004**		**8.3800e-003**	**8.3800e-003**		**8.3800e-003**	**8.3800e-003**	**0.0000**	**119.9992**	**119.9992**	**2.3000e-003**	**2.2000e-003**	**120.7123**

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					
Apartments Mid Rise	2.2487e+006	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	119.9992	119.9992	2.3000e-003	2.2000e-003	120.7123
Other Asphalt Surfaces	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
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		**0.0121**	**0.1036**	**0.0441**	**6.6000e-004**		**8.3800e-003**	**8.3800e-003**		**8.3800e-003**	**8.3800e-003**	**0.0000**	**119.9992**	**119.9992**	**2.3000e-003**	**2.2000e-003**	**120.7123**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	694292	168.1702	9.1300e-003	1.8900e-003	169.9616
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	3080	0.7460	4.0000e-005	1.0000e-005	0.7495
Total		**168.9163**	**9.1700e-003**	**1.9000e-003**	**169.7112**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	694292	168.1702	9.1300e-003	1.8900e-003	169.9616
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	3080	0.7460	4.0000e-005	1.0000e-005	0.7495
Total		**168.9163**	**9.1700e-003**	**1.9000e-003**	**169.7112**

6.0 Area Detail

2. Response to Comments

6.1 Mitigation Measures Area

	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	0.6524	0.0464	1.5784	2.6000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4119	35.4119	3.0800e-003	6.0000e-004	35.6684
Unmitigated	0.6524	0.0464	1.5784	2.8000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4119	35.4119	3.0800e-003	6.0000e-004	35.6684

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	0.0485					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5536					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.3200e-003	0.0284	0.0121	1.8000e-004		2.2900e-003	2.2900e-003		2.2900e-003	2.2900e-003	0.0000	32.8608	32.8608	6.3000e-004	6.0000e-004	33.0480
Landscaping	0.0471	0.0180	1.5683	8.0000e-005		9.6900e-003	9.6900e-003		9.6900e-003	9.6900e-003	0.0000	2.5611	2.5611	2.4500e-003	0.0000	2.6224
Total	**0.6524**	**0.0464**	**1.5784**	**2.6000e-004**		**0.0110**	**0.0110**		**0.0110**	**0.0110**	**0.0000**	**35.4119**	**35.4119**	**3.0800e-003**	**6.0000e-004**	**35.6684**

2. Response to Comments

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	0.0485					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5536					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.3200e-003	0.0284	0.0121	1.8000e-004		2.2900e-003	2.2900e-003		2.2900e-003	2.2900e-003	0.0000	32.8608	32.8608	6.3000e-004	6.0000e-004	33.0480
Landscaping	0.0471	0.0180	1.5683	8.0000e-005		9.6900e-003	9.6900e-003		9.6900e-003	9.6900e-003	0.0000	2.5611	2.5611	2.4500e-003	0.0000	2.6224
Total	**0.6524**	**0.0464**	**1.5784**	**2.6000e-004**		**0.0110**	**0.0110**		**0.0110**	**0.0110**	**0.0000**	**35.4119**	**35.4119**	**3.0800e-003**	**6.0000e-004**	**35.6684**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	51.1779	0.3253	8.1600e-003	61.7422
Unmitigated	51.1779	0.3253	8.1600e-003	61.7422

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	9.90341 / 6.24346	51.1779	0.3253	8.1600e-003	61.7422
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**51.1779**	**0.3253**	**8.1600e-003**	**61.7422**

2. Response to Comments

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	9.90341 / 6.24346	51.1779	0.3253	8.1600e-003	61.7422
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**51.1779**	**0.3253**	**8.1600e-003**	**61.7422**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	14.1931	0.8388	0.0000	35.1629
Unmitigated	14.1931	0.8388	0.0000	35.1629

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	69.92	14.1931	0.8388	0.0000	35.1629
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**14.1931**	**0.8388**	**0.0000**	**35.1629**

2. Response to Comments

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	69.92	14.1931	0.8388	0.0000	35.1629
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		14.1931	0.8388	0.0000	35.1629

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 4
South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.33	Acre	1.33	57,934.80	0
Parking Lot	22.00	Space	2.46	8,800.00	0
Apartments Mid Rise	152.00	Dwelling Unit	4.00	152,000.00	435

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Trips and VMT - See SWAPE comment regarding vendor and worker trips.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model.

Woodstoves - See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment regarding Tier 4 mitigation.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2

2. Response to Comments

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	28.00
tblConstructionPhase	NumDays	20.00	8.00
tblConstructionPhase	NumDays	20.00	16.00
tblConstructionPhase	NumDays	10.00	5.00
tblFireplaces	NumberGas	129.20	136.80
tblFireplaces	NumberWood	7.60	0.00
tblLandUse	LotAcreage	0.20	2.46
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	WD_TR	6.65	2.77
tblWoodstoves	NumberCatalytic	7.60	0.00
tblWoodstoves	NumberNoncatalytic	7.60	0.00

2.0 Emissions Summary

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Wildomar Trail Mixed-Use Development, Phase 4 - South Coast AQMD Air District, Summer

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2024	2.7243	27.2127	20.7891	0.0472	18.2675	1.2307	19.4982	9.9840	1.1323	11.1163	0.0000	4,622.244 5	4,622.244 5	1.1968	0.0000	4,639.034 7
2025	34.8919	14.5525	20.4033	0.0486	1.7041	0.5389	2.2441	0.4556	0.5077	0.9636	0.0000	4,565.395 8	4,565.395 8	0.7168	0.0000	4,582.018 7
Maximum	**34.8919**	**27.2127**	**20.7891**	**0.0472**	**18.2675**	**1.2307**	**19.4982**	**9.9840**	**1.1323**	**11.1163**	**0.0000**	**4,622.244 5**	**4,622.244 5**	**1.1968**	**0.0000**	**4,639.034 7**

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	lb/day										lb/day					
2024	1.6150	33.7581	23.5009	0.0472	18.2675	0.9476	19.2150	9.9840	0.9474	10.9315	0.0000	4,622.244 5	4,622.244 5	1.1968	0.0000	4,639.034 7
2025	34.8350	25.6372	22.1924	0.0486	1.7041	0.9159	2.6200	0.4559	0.9160	1.3709	0.0000	4,565.395 8	4,565.395 8	0.7168	0.0000	4,582.018 7
Maximum	**34.8350**	**33.7581**	**23.5009**	**0.0472**	**18.2675**	**0.9476**	**19.2150**	**9.9840**	**0.9474**	**10.9315**	**0.0000**	**4,622.244 5**	**4,622.244 5**	**1.1968**	**0.0000**	**4,639.034 7**

	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	3.10	-42.21	-10.03	0.00	0.00	-5.24	-0.43	0.00	-13.56	-1.84	0.00	0.00	0.00	0.00	0.00	0.00

2. Response to Comments

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	lb/day										lb/day					
Area	3.9408	2.4136	13.4963	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.5262	2,919.5262	0.0772	0.0531	2,937.2922
Energy	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098
Mobile	1.3938	6.3959	18.5908	0.0795	7.0560	0.0540	7.1101	1.8876	0.0502	1.9377		8,006.9830	8,006.9830	0.3342		8,015.3376
Total	**5.4010**	**9.3773**	**32.3287**	**0.0972**	**7.0560**	**0.3529**	**7.4090**	**1.8876**	**0.3491**	**2.2366**	**0.0000**	**11,651.3118**	**11,651.3118**	**0.4252**	**0.0664**	**11,681.7296**

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	lb/day										lb/day					
Area	3.9408	2.4136	13.4963	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.5262	2,919.5262	0.0772	0.0531	2,937.2922
Energy	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098
Mobile	1.3938	6.3959	18.5908	0.0795	7.0560	0.0540	7.1101	1.8876	0.0502	1.9377		8,006.9830	8,006.9830	0.3342		8,015.3376
Total	**5.4010**	**9.3773**	**32.3287**	**0.0972**	**7.0560**	**0.3529**	**7.4090**	**1.8876**	**0.3491**	**2.2366**	**0.0000**	**11,651.3118**	**11,651.3118**	**0.4252**	**0.0664**	**11,681.7296**

	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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2024	10/7/2024	5	5	
2	Grading	Grading	10/15/2024	10/24/2024	5	8	
3	Building Construction	Building Construction	11/12/2024	9/29/2025	5	230	
4	Paving	Paving	9/30/2025	10/23/2025	5	18	
5	Architectural Coating	Architectural Coating	10/28/2025	12/4/2025	5	28	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 3.79

Residential Indoor: 307,800; Residential Outdoor: 102,600; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,004 (Architectural Coating – sqft)

OffRoad Equipment

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	137.00	27.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	27.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area

3.2 Site Preparation - 2024

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.010 0	3,688.010 0	1.1928		3,717.829 4
Total	**2.6609**	**27.1760**	**18.3356**	**0.0381**	**18.0663**	**1.2294**	**19.2958**	**9.9307**	**1.1310**	**11.0617**		**3,688.010 0**	**3,688.010 0**	**1.1928**		**3,717.829 4**

2. Response to Comments

3.2 Site Preparation - 2024

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	lb/day										lb/day					
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
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
Worker	0.0634	0.0367	0.5409	1.7900e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		178.9576	178.9576	4.0100e-003		179.0577
Total	**0.0634**	**0.0367**	**0.5409**	**1.7900e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**178.9576**	**178.9576**	**4.0100e-003**		**179.0577**

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0381		0.9462	0.9462		0.9462	0.9462	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294
Total	**1.2097**	**33.7214**	**22.9600**	**0.0381**	**18.0663**	**0.9462**	**19.0124**	**9.9307**	**0.9462**	**10.8769**	**0.0000**	**3,688.0100**	**3,688.0100**	**1.1928**		**3,717.8294**

3.2 Site Preparation - 2024

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	lb/day										lb/day					
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
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
Worker	0.0634	0.0367	0.5409	1.7900e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		178.9576	178.9576	4.0100e-003		179.0577
Total	0.0634	0.0367	0.5409	1.7900e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		178.9576	178.9576	4.0100e-003		179.0577

3.3 Grading - 2024

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.5617	17.0310	14.7594	0.0297		0.7244	0.7244		0.6665	0.6665		2,873.0541	2,873.0541	0.9292		2,896.2842
Total	1.5617	17.0310	14.7594	0.0297	6.5523	0.7244	7.2768	3.3675	0.6665	4.0340		2,873.0541	2,873.0541	0.9292		2,896.2842

2. Response to Comments

3.3 Grading - 2024

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	lb/day										lb/day					
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
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
Worker	0.0529	0.0306	0.4508	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		149.1313	149.1313	3.3400e-003		149.2148
Total	**0.0529**	**0.0306**	**0.4508**	**1.5000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**149.1313**	**149.1313**	**3.3400e-003**		**149.2148**

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0297		0.7725	0.7725		0.7725	0.7725	0.0000	2,873.0541	2,873.0541	0.9292		2,896.2842
Total	**1.0093**	**26.2791**	**18.9806**	**0.0297**	**6.5523**	**0.7725**	**7.3248**	**3.3675**	**0.7725**	**4.1400**	**0.0000**	**2,873.0541**	**2,873.0541**	**0.9292**		**2,896.2842**

3.3 Grading - 2024

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	lb/day										lb/day					
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
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
Worker	0.0529	0.0306	0.4508	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		149.1313	149.1313	3.3400e-003		149.2148
Total	**0.0529**	**0.0306**	**0.4508**	**1.5000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**149.1313**	**149.1313**	**3.3400e-003**		**149.2148**

3.4 Building Construction - 2024

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	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.698 9**	**2,555.698 9**	**0.6044**		**2,570.807 7**

2. Response to Comments

3.4 Building Construction - 2024

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	lb/day										lb/day					
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
Vendor	0.0515	1.8434	0.5054	6.5800e-003	0.1728	2.0600e-003	0.1749	0.0488	1.9700e-003	0.0517		704.4794	704.4794	0.0368		705.3987
Worker	0.4827	0.2784	4.1169	0.0137	1.5313	0.0105	1.5418	0.4061	9.6900e-003	0.4158		1,362.066 2	1,362.066 2	0.0305		1,362.828 4
Total	0.5342	2.1218	4.6223	0.0202	1.7041	0.0126	1.7167	0.4549	0.0117	0.4675		2,066.545 6	2,066.545 6	0.0673		2,068.227 0

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7

3.4 Building Construction - 2024

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	lb/day										lb/day					
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
Vendor	0.0515	1.8434	0.5054	6.5800e-003	0.1728	2.0600e-003	0.1749	0.0488	1.9700e-003	0.0517		704.4794	704.4794	0.0368		705.3987
Worker	0.4827	0.2784	4.1169	0.0137	1.5313	0.0105	1.5418	0.4061	9.6900e-003	0.4158		1,362.066 2	1,362.066 2	0.0305		1,362.828 4
Total	0.5342	2.1218	4.6223	0.0202	1.7041	0.0126	1.7167	0.4549	0.0117	0.4675		2,066.545 6	2,066.545 6	0.0673		2,068.227 0

3.4 Building Construction - 2025

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	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

2. Response to Comments

3.4 Building Construction - 2025

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	lb/day										lb/day					
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
Vendor	0.0502	1.8273	0.4920	6.5400e-003	0.1728	2.0300e-003	0.1748	0.0498	1.9400e-003	0.0517		700.4748	700.4749	0.0362		701.3796
Worker	0.4585	0.2555	3.8266	0.0131	1.5313	0.0103	1.5417	0.4061	9.5000e-003	0.4156		1,308.446 4	1,308.446 4	0.0278		1,309.141 1
Total	0.5086	2.0828	4.3186	0.0197	1.7041	0.0124	1.7165	0.4559	0.0114	0.4673		2,008.921 3	2,008.921 3	0.0640		2,010.520 7

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.499 1
Total	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.499 1

3.4 Building Construction - 2025

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	lb/day										lb/day					
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
Vendor	0.0502	1.8273	0.4920	6.5400e-003	0.1728	2.0300e-003	0.1748	0.0498	1.9400e-003	0.0517		700.4748	700.4749	0.0362		701.3796
Worker	0.4585	0.2555	3.8266	0.0131	1.5313	0.0103	1.5417	0.4061	9.5000e-003	0.4156		1,308.446 4	1,308.446 4	0.0278		1,309.141 1
Total	0.5086	2.0828	4.3186	0.0197	1.7041	0.0124	1.7165	0.4559	0.0114	0.4673		2,008.921 3	2,008.921 3	0.0640		2,010.520 7

3.5 Paving - 2025

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	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.5517					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4668	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8

2. Response to Comments

3.5 Paving - 2025

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	lb/day										lb/day					
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
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
Worker	0.0502	0.0280	0.4190	1.4400e-003	0.1677	1.1300e-003	0.1688	0.0445	1.0400e-003	0.0455		143.2606	143.2606	3.0400e-003		143.3366
Total	**0.0502**	**0.0280**	**0.4190**	**1.4400e-003**	**0.1677**	**1.1300e-003**	**0.1688**	**0.0445**	**1.0400e-003**	**0.0455**		**143.2606**	**143.2606**	**3.0400e-003**		**143.3366**

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	lb/day										lb/day					
Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5879
Paving	0.5517					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4827**	**20.1146**	**17.2957**	**0.0228**		**0.6670**	**0.6670**		**0.6670**	**0.6670**	**0.0000**	**2,206.7452**	**2,206.7452**	**0.7137**		**2,224.5879**

3.5 Paving - 2025

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	lb/day										lb/day					
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
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
Worker	0.0502	0.0280	0.4190	1.4400e-003	0.1677	1.1300e-003	0.1688	0.0445	1.0400e-003	0.0455		143.2606	143.2606	3.0400e-003		143.3366
Total	**0.0502**	**0.0280**	**0.4190**	**1.4400e-003**	**0.1677**	**1.1300e-003**	**0.1688**	**0.0445**	**1.0400e-003**	**0.0455**		**143.2606**	**143.2606**	**3.0400e-003**		**143.3366**

3.6 Architectural Coating - 2025

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	lb/day										lb/day					
Archit. Coating	34.6307					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**34.8016**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

2. Response to Comments

3.6 Architectural Coating - 2025

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	lb/day										lb/day					
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
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
Worker	0.0804	0.0504	0.7542	2.5900e-003	0.3018	2.0300e-003	0.3038	0.0800	1.8700e-003	0.0819		257.8690	257.8690	5.4800e-003		258.0059
Total	**0.0804**	**0.0504**	**0.7542**	**2.5900e-003**	**0.3018**	**2.0300e-003**	**0.3038**	**0.0800**	**1.8700e-003**	**0.0819**		**257.8690**	**257.8690**	**5.4800e-003**		**258.0059**

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	lb/day										lb/day					
Archit. Coating	34.6307					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4491	281.4491	0.0154		281.8319
Total	**34.7446**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4491**	**281.4491**	**0.0154**		**281.8319**

3.6 Architectural Coating - 2025

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	lb/day										lb/day					
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
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
Worker	0.0804	0.0504	0.7542	2.5900e-003	0.3018	2.0300e-003	0.3038	0.0800	1.8700e-003	0.0819		257.8690	257.8690	5.4800e-003		258.0059
Total	0.0804	0.0504	0.7542	2.5900e-003	0.3018	2.0300e-003	0.3038	0.0800	1.8700e-003	0.0819		257.8690	257.8690	5.4800e-003		258.0059

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

2. Response to Comments

	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	lb/day										lb/day					
Mitigated	1.3938	6.3959	18.5908	0.0785	7.0560	0.0540	7.1101	1.8876	0.0502	1.9377		8,006.983 0	8,006.983 0	0.3342		8,015.337 6
Unmitigated	1.3938	6.3959	18.5908	0.0785	7.0560	0.0540	7.1101	1.8876	0.0502	1.9377		8,006.983 0	8,006.983 0	0.3342		8,015.337 6

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	421.04	971.28	890.72	1,936,646	1,936,646
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	421.04	971.28	890.72	1,936,646	1,936,646

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 Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
Other Asphalt Surfaces	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
Parking Lot	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	lb/day										lb/day					
NaturalGas Mitigated	0.0664	0.5878	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098
NaturalGas Unmitigated	0.0664	0.5878	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098

2. Response to Comments

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	lb/day											lb/day				
Apartments Mid Rise	6160.82	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Other Asphalt Surfaces	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
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
Total		**0.0664**	**0.5678**	**0.2416**	**3.6200e-003**		**0.0459**	**0.0459**		**0.0459**	**0.0459**		**724.8026**	**724.8026**	**0.0139**	**0.0133**	**729.1099**

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	lb/day											lb/day				
Apartments Mid Rise	6.16082	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Other Asphalt Surfaces	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
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
Total		**0.0664**	**0.5678**	**0.2416**	**3.6200e-003**		**0.0459**	**0.0459**		**0.0459**	**0.0459**		**724.8026**	**724.8026**	**0.0139**	**0.0133**	**729.1099**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	lb/day										lb/day					
Mitigated	3.9408	2.4136	13.4963	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.5262	2,919.5262	0.0772	0.0531	2,937.2822
Unmitigated	3.9408	2.4136	13.4963	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.5262	2,919.5262	0.0772	0.0531	2,937.2822

2. Response to Comments

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	lb/day										lb/day					
Architectural Coating	0.2857					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2656	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.9412	2,896.9412	0.0555	0.0531	2,914.1583
Landscaping	0.3764	0.1443	12.5507	6.6000e-004		0.0695	0.0695		0.0695	0.0695		22.5851	22.5851	0.0216		23.1290
Total	**3.9408**	**2.4136**	**13.4963**	**0.0151**		**0.2530**	**0.2530**		**0.2530**	**0.2530**	**0.0000**	**2,919.526 2**	**2,919.526 2**	**0.0772**	**0.0531**	**2,937.282 2**

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	lb/day										lb/day					
Architectural Coating	0.2857					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2656	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.941 2	2,896.941 2	0.0555	0.0531	2,914.168 3
Landscaping	0.3764	0.1443	12.5507	6.6000e-004		0.0695	0.0695		0.0695	0.0695		22.5851	22.5851	0.0216		23.1280
Total	**3.9408**	**2.4136**	**13.4963**	**0.0151**		**0.2530**	**0.2530**		**0.2530**	**0.2530**	**0.0000**	**2,919.526 2**	**2,919.526 2**	**0.0772**	**0.0531**	**2,937.282 2**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

2. Response to Comments

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development: Phase 4
South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.33	Acre	1.33	57,934.80	0
Parking Lot	22.00	Space	2.46	8,800.00	0
Apartments Mid Rise	152.00	Dwelling Unit	4.00	152,000.00	435

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model.

Off-road Equipment - See SWAPE comment regarding construction equipment unit amounts and usage hours.

Trips and VMT - See SWAPE comment regarding vendor and worker trips.

Grading -

Architectural Coating - See SWAPE comment regarding architectural and area coating areas.

Vehicle Trips - Consistent with the DEIR's model.

Woodstoves - See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment regarding Tier 4 mitigation.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	20.00	28.00
tblConstructionPhase	NumDays	20.00	8.00
tblConstructionPhase	NumDays	20.00	16.00
tblConstructionPhase	NumDays	10.00	5.00
tblFireplaces	NumberGas	129.20	136.80
tblFireplaces	NumberWood	7.60	0.00
tblLandUse	LotAcreage	0.20	2.46
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblVehicleTrips	WD_TR	6.65	2.77
tblWoodstoves	NumberCatalytic	7.60	0.00
tblWoodstoves	NumberNoncatalytic	7.60	0.00

2.0 Emissions Summary

2. Response to Comments

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2024	2.7308	27.2161	20.4008	0.0461	18.2675	1.2307	19.4982	9.9840	1.1323	11.1163	0.0000	4,513.722 4	4,513.722 4	1.1965	0.0000	4,530.518 0
2025	34.9015	14.5651	20.0410	0.0456	1.7041	0.5400	2.2441	0.4559	0.5078	0.9636	0.0000	4,460.555 0	4,460.555 0	0.7165	0.0000	4,477.185 9
Maximum	**34.9015**	**27.2161**	**20.4008**	**0.0461**	**18.2675**	**1.2307**	**19.4982**	**9.9840**	**1.1323**	**11.1163**	**0.0000**	**4,513.722 4**	**4,513.722 4**	**1.1965**	**0.0000**	**4,530.518 0**

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	lb/day										lb/day					
2024	1.8670	33.7615	23.4434	0.0461	18.2675	0.9476	19.2150	9.9840	0.9474	10.9315	0.0000	4,513.722 4	4,513.722 4	1.1965	0.0000	4,530.518 0
2025	34.8445	25.6498	21.8301	0.0456	1.7041	0.9160	2.6201	0.4559	0.9151	1.3709	0.0000	4,460.555 0	4,460.555 0	0.7165	0.0000	4,477.185 9
Maximum	**34.8445**	**33.7615**	**23.4434**	**0.0461**	**18.2675**	**0.9476**	**19.2150**	**9.9840**	**0.9474**	**10.9315**	**0.0000**	**4,513.722 4**	**4,513.722 4**	**1.1965**	**0.0000**	**4,530.518 0**

	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	2.98	-42.20	-11.05	0.00	0.00	-5.24	-0.43	0.00	-13.56	-1.84	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	lb/day										lb/day					
Area	3.9408	2.4136	13.4983	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.526 2	2,919.526 2	0.0772	0.0531	2,937.292 2
Energy	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098
Mobile	1.3194	6.5051	17.3040	0.0743	7.0560	0.0543	7.1103	1.8876	0.0504	1.9379		7,580.936 4	7,580.936 4	0.3340		7,599.286 1
Total	**5.3266**	**9.4864**	**31.0419**	**0.0931**	**7.0560**	**0.3532**	**7.4092**	**1.8876**	**0.3493**	**2.2368**	**0.0000**	**11,235.26 53**	**11,235.26 53**	**0.4250**	**0.0664**	**11,265.67 81**

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	lb/day										lb/day					
Area	3.9408	2.4136	13.4983	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.526 2	2,919.526 2	0.0772	0.0531	2,937.292 2
Energy	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098
Mobile	1.3194	6.5051	17.3040	0.0743	7.0560	0.0543	7.1103	1.8876	0.0504	1.9379		7,580.936 4	7,580.936 4	0.3340		7,599.286 1
Total	**5.3266**	**9.4864**	**31.0419**	**0.0931**	**7.0560**	**0.3532**	**7.4092**	**1.8876**	**0.3493**	**2.2368**	**0.0000**	**11,235.26 53**	**11,235.26 53**	**0.4250**	**0.0664**	**11,265.67 81**

2. Response to Comments

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Winter

	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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/1/2024	10/7/2024	5	5	
2	Grading	Grading	10/15/2024	10/24/2024	5	8	
3	Building Construction	Building Construction	11/12/2024	9/29/2025	5	230	
4	Paving	Paving	9/30/2025	10/23/2025	5	18	
5	Architectural Coating	Architectural Coating	10/28/2025	12/4/2025	5	28	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 3.79

Residential Indoor: 307,800; Residential Outdoor: 102,600; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 4,004 (Architectural Coating – sqft)

OffRoad Equipment

Wildomar Trail Mixed-Use Development: Phase 4 - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	137.00	27.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	27.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

2. Response to Comments

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Site Preparation - 2024

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.010 0	3,688.010 0	1.1928		3,717.829 4
Total	**2.6609**	**27.1760**	**18.3356**	**0.0381**	**18.0663**	**1.2294**	**19.2958**	**9.9307**	**1.1310**	**11.0617**		**3,688.010 0**	**3,688.010 0**	**1.1928**		**3,717.829 4**

3.2 Site Preparation - 2024

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	lb/day										lb/day					
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
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
Worker	0.0699	0.0401	0.4833	1.6800e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		167.3321	167.3321	3.7200e-003		167.4251
Total	**0.0699**	**0.0401**	**0.4833**	**1.6800e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**167.3321**	**167.3321**	**3.7200e-003**		**167.4251**

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	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	1.2097	33.7214	22.9600	0.0381		0.9462	0.9462		0.9462	0.9462	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294
Total	**1.2097**	**33.7214**	**22.9600**	**0.0381**	**18.0663**	**0.9462**	**19.0124**	**9.9307**	**0.9462**	**10.8769**	**0.0000**	**3,688.0100**	**3,688.0100**	**1.1928**		**3,717.8294**

2. Response to Comments

3.2 Site Preparation - 2024

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	lb/day										lb/day					
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
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
Worker	0.0699	0.0401	0.4833	1.6800e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		167.3321	167.3321	3.7200e-003		167.4251
Total	0.0699	0.0401	0.4833	1.6800e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		167.3321	167.3321	3.7200e-003		167.4251

3.3 Grading - 2024

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.5617	17.0310	14.7594	0.0297		0.7244	0.7244		0.6665	0.6665		2,873.0541	2,873.0541	0.9292		2,896.2842
Total	1.5617	17.0310	14.7594	0.0297	6.5523	0.7244	7.2768	3.3675	0.6665	4.0340		2,873.0541	2,873.0541	0.9292		2,896.2842

3.3 Grading - 2024

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	lb/day										lb/day					
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
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
Worker	0.0582	0.0335	0.4028	1.4000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		139.4434	139.4434	3.1000e-003		139.5209
Total	**0.0582**	**0.0335**	**0.4028**	**1.4000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**139.4434**	**139.4434**	**3.1000e-003**		**139.5209**

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	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	1.0093	26.2791	18.9806	0.0297		0.7725	0.7725		0.7725	0.7725	0.0000	2,873.0541	2,873.0541	0.9292		2,896.2842
Total	**1.0093**	**26.2791**	**18.9806**	**0.0297**	**6.5523**	**0.7725**	**7.3248**	**3.3675**	**0.7725**	**4.1400**	**0.0000**	**2,873.0541**	**2,873.0541**	**0.9292**		**2,896.2842**

2. Response to Comments

3.3 Grading - 2024

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	lb/day										lb/day					
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
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
Worker	0.0582	0.0335	0.4028	1.4000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		139.4434	139.4434	3.1000e-003		139.5209
Total	**0.0582**	**0.0335**	**0.4028**	**1.4000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**139.4434**	**139.4434**	**3.1000e-003**		**139.5209**

3.4 Building Construction - 2024

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	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	**1.4716**	**13.4438**	**16.1668**	**0.0270**		**0.6133**	**0.6133**		**0.5769**	**0.5769**		**2,555.698 9**	**2,555.698 9**	**0.6044**		**2,570.807 7**

3.4 Building Construction - 2024

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	lb/day										lb/day					
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
Vendor	0.0542	1.8321	0.5554	6.4000e-003	0.1728	2.1500e-003	0.1750	0.0498	2.0500e-003	0.0518		684.4406	684.4406	0.0392		685.4184
Worker	0.5320	0.3055	3.6786	0.0128	1.5313	0.0105	1.5418	0.4061	9.6900e-003	0.4158		1,273.582 9	1,273.582 9	0.0283		1,274.291 0
Total	**0.5861**	**2.1376**	**4.2340**	**0.0192**	**1.7041**	**0.0127**	**1.7168**	**0.4559**	**0.0117**	**0.4676**		**1,958.023 5**	**1,958.023 5**	**0.0675**		**1,959.710 4**

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	**1.0809**	**23.5544**	**17.8738**	**0.0270**		**0.9036**	**0.9036**		**0.9036**	**0.9036**	**0.0000**	**2,555.698 9**	**2,555.698 9**	**0.6044**		**2,570.807 7**

2. Response to Comments

3.4 Building Construction - 2024

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	lb/day										lb/day					
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
Vendor	0.0542	1.8321	0.5554	6.4000e-003	0.1728	2.1500e-003	0.1750	0.0498	2.0500e-003	0.0518		684.4406	684.4406	0.0392		685.4184
Worker	0.5320	0.3055	3.6786	0.0128	1.5313	0.0105	1.5418	0.4061	9.6900e-003	0.4158		1,273.582 9	1,273.582 9	0.0283		1,274.291 0
Total	0.5861	2.1376	4.2340	0.0192	1.7041	0.0127	1.7168	0.4559	0.0117	0.4676		1,958.023 5	1,958.023 5	0.0675		1,959.710 4

3.4 Building Construction - 2025

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	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.499 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571,498 1

3.4 Building Construction - 2025

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	lb/day										lb/day					
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
Vendor	0.0528	1.8161	0.5409	6.3600e-003	0.1728	2.1100e-003	0.1749	0.0498	2.0100e-003	0.0518		680.6658	680.6658	0.0385		681.6290
Worker	0.5067	0.2793	3.4155	0.0123	1.5313	0.0103	1.5417	0.4061	9.5000e-003	0.4156		1,223.414 8	1,223.414 8	0.0258		1,224.059 8
Total	0.5595	2.0954	3.9563	0.0186	1.7041	0.0124	1.7166	0.4559	0.0115	0.4674		1,904.080 6	1,904.080 6	0.0643		1,905.687 8

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	lb/day										lb/day					
Off-Road	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.499 1
Total	1.0809	23.5544	17.8738	0.0270		0.9036	0.9036		0.9036	0.9036	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571,498 1

2. Response to Comments

3.4 Building Construction - 2025

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	lb/day										lb/day					
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
Vendor	0.0528	1.8161	0.5409	6.3600e-003	0.1728	2.1100e-003	0.1749	0.0498	2.0100e-003	0.0518		680.6658	680.6658	0.0385		681.6290
Worker	0.5067	0.2793	3.4155	0.0123	1.5313	0.0103	1.5417	0.4061	9.5000e-003	0.4156		1,223.414 8	1,223.414 8	0.0258		1,224.059 8
Total	0.5595	2.0954	3.9563	0.0186	1.7041	0.0124	1.7166	0.4559	0.0115	0.4674		1,904.080 6	1,904.080 6	0.0643		1,905.687 8

3.5 Paving - 2025

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	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.5517					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4668	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8

3.5 Paving - 2025

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	lb/day										lb/day					
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
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
Worker	0.0555	0.0306	0.3740	1.3400e-003	0.1677	1.1300e-003	0.1688	0.0445	1.0400e-003	0.0455		133.9505	133.9505	2.8300e-003		134.0212
Total	0.0555	0.0306	0.3740	1.3400e-003	0.1677	1.1300e-003	0.1688	0.0445	1.0400e-003	0.0455		133.9505	133.9505	2.8300e-003		134.0212

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	lb/day										lb/day					
Off-Road	0.9311	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5879
Paving	0.5517					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4827	20.1146	17.2957	0.0228		0.6670	0.6670		0.6670	0.6670	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

2. Response to Comments

3.5 Paving - 2025

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	lb/day										lb/day					
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
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
Worker	0.0555	0.0306	0.3740	1.3400e-003	0.1677	1.1300e-003	0.1688	0.0445	1.0400e-003	0.0455		133.9505	133.9505	2.8300e-003		134.0212
Total	**0.0555**	**0.0306**	**0.3740**	**1.3400e-003**	**0.1677**	**1.1300e-003**	**0.1688**	**0.0445**	**1.0400e-003**	**0.0455**		**133.9505**	**133.9505**	**2.8300e-003**		**134.0212**

3.6 Architectural Coating - 2025

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	lb/day										lb/day					
Archit. Coating	34.6307					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	**34.8016**	**1.1455**	**1.8091**	**2.9700e-003**		**0.0515**	**0.0515**		**0.0515**	**0.0515**		**281.4481**	**281.4481**	**0.0154**		**281.8319**

3.6 Architectural Coating - 2025

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	lb/day										lb/day					
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
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
Worker	0.0999	0.0550	0.6731	2.4200e-003	0.3018	2.0300e-003	0.3038	0.0800	1.8700e-003	0.0819		241.1109	241.1109	5.0900e-003		241.2381
Total	**0.0999**	**0.0550**	**0.6731**	**2.4200e-003**	**0.3018**	**2.0300e-003**	**0.3038**	**0.0800**	**1.8700e-003**	**0.0819**		**241.1109**	**241.1109**	**5.0900e-003**		**241.2381**

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	lb/day										lb/day					
Archit. Coating	34.6307					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951	0.0000	281.4481	281.4481	0.0154		281.8319
Total	**34.7446**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0951**	**0.0951**		**0.0951**	**0.0951**	**0.0000**	**281.4481**	**281.4481**	**0.0154**		**281.8319**

2. Response to Comments

3.6 Architectural Coating - 2025

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	lb/day										lb/day					
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
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
Worker	0.0999	0.0550	0.6731	2.4200e-003	0.3018	2.0300e-003	0.3038	0.0800	1.8700e-003	0.0819		241.1109	241.1109	5.0900e-003		241.2381
Total	0.0999	0.0550	0.6731	2.4200e-003	0.3018	2.0300e-003	0.3038	0.0800	1.8700e-003	0.0819		241.1109	241.1109	5.0900e-003		241.2381

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	lb/day										lb/day					
Mitigated	1.3194	6.5051	17.3040	0.0743	7.0560	0.0543	7.1103	1.8876	0.0504	1.9379		7,590.9364	7,590.9364	0.3340		7,599.2861
Unmitigated	1.3194	6.5051	17.3040	0.0743	7.0560	0.0543	7.1103	1.8876	0.0504	1.9379		7,590.9364	7,590.9364	0.3340		7,599.2861

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	421.04	971.28	890.72	1,936,646	1,936,646
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	421.04	971.28	890.72	1,936,646	1,936,646

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 Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

2. Response to Comments

Wildomar Trail Mixed-Use Development - Phase 4 - South Coast AQMD Air District, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
Other Asphalt Surfaces	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
Parking Lot	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	lb/day										lb/day					
NaturalGas Mitigated	0.0664	0.5878	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098
NaturalGas Unmitigated	0.0664	0.5878	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1098

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	lb/day											lb/day				
Apartments Mid Rise	6160.82	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Other Asphalt Surfaces	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
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
Total		**0.0664**	**0.5678**	**0.2416**	**3.6200e-003**		**0.0459**	**0.0459**		**0.0459**	**0.0459**		**724.8026**	**724.8026**	**0.0139**	**0.0133**	**729.1099**

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	lb/day											lb/day				
Apartments Mid Rise	6.16082	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Other Asphalt Surfaces	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
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
Total		**0.0664**	**0.5678**	**0.2416**	**3.6200e-003**		**0.0459**	**0.0459**		**0.0459**	**0.0459**		**724.8026**	**724.8026**	**0.0139**	**0.0133**	**729.1099**

6.0 Area Detail

2. Response to Comments

6.1 Mitigation Measures Area

	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	lb/day										lb/day					
Mitigated	3.9408	2.4136	13.4963	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.5262	2,919.5262	0.0772	0.0531	2,937.2822
Unmitigated	3.9408	2.4136	13.4963	0.0152		0.2530	0.2530		0.2530	0.2530	0.0000	2,919.5262	2,919.5262	0.0772	0.0531	2,937.2822

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	lb/day										lb/day					
Architectural Coating	0.2857					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2656	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.9412	2,896.9412	0.0555	0.0531	2,914.1583
Landscaping	0.3764	0.1443	12.5507	6.6000e-004		0.0695	0.0695		0.0695	0.0695		22.5851	22.5851	0.0216		23.1290
Total	**3.9408**	**2.4136**	**13.4963**	**0.0151**		**0.2530**	**0.2530**		**0.2530**	**0.2530**	**0.0000**	**2,919.526 2**	**2,919.526 2**	**0.0772**	**0.0531**	**2,937.282 2**

2. Response to Comments

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	lb/day										lb/day					
Architectural Coating	0.2857					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2656	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.941 2	2,896.941 2	0.0565	0.0531	2,914.168 3
Landscaping	0.3764	0.1443	12.5507	6.6000e-004		0.0695	0.0695		0.0695	0.0695		22.5851	22.5851	0.0216		23.1280
Total	**3.9408**	**2.4136**	**13.4963**	**0.0151**		**0.2530**	**0.2530**		**0.2530**	**0.2530**	**0.0000**	**2,919.526 2**	**2,919.526 2**	**0.0772**	**0.0531**	**2,937.282 2**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2. Response to Comments

Wildomar Trail Mixed-Use Development Full Buildout
South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	72.00	1000sqft	1.65	72,000.00	0
Other Non-Asphalt Surfaces	5.00	Acre	5.00	217,800.00	0
Parking Lot	360.00	Space	8.22	144,000.00	0
Parking Lot	257.00	Space	5.86	102,800.00	0
Apartments Mid Rise	152.00	Dwelling Unit	4.00	152,000.00	435
Automobile Care Center	2.08	1000sqft	0.05	2,080.00	0
Convenience Market (24 Hour)	4.00	1000sqft	0.09	4,000.00	0
Gasoline/Service Station	22.00	Pump	0.07	3,105.85	0
Regional Shopping Center	35.53	1000sqft	0.82	35,529.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model. Operation only.

Off-road Equipment - Consistent with the DEIR's model. Operation only.

Vehicle Trips - Trip rates consistent with the DEIR's model. See SWAPE comment regarding trip purpose percentages.

Woodstoves - See SWAPE comment regarding gas fireplaces.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	12/9/2025	11/11/2025
tblFireplaces	NumberGas	129.20	136.60
tblFireplaces	NumberWood	7.60	0.00
tblLandUse	LandUseSquareFeet	35,530.00	35,529.00
tblLandUse	LotAcreage	3.24	8.22
tblLandUse	LotAcreage	2.31	5.86
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblTripsAndVMT	WorkerTripNumber	0.00	18.00
tblVehicleTrips	PB_TP	61.00	0.00
tblVehicleTrips	PB_TP	59.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	24.00	85.00
tblVehicleTrips	PR_TP	14.00	73.00
tblVehicleTrips	PR_TP	54.00	85.00
tblVehicleTrips	ST_TR	6.39	2.77

2. Response to Comments

tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	863.10	0.00
tblVehicleTrips	ST_TR	168.56	101.41
tblVehicleTrips	ST_TR	8.96	33.04
tblVehicleTrips	ST_TR	49.97	45.91
tblVehicleTrips	SU_TR	5.86	2.77
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	758.45	0.00
tblVehicleTrips	SU_TR	168.56	101.41
tblVehicleTrips	SU_TR	1.55	33.04
tblVehicleTrips	SU_TR	25.24	45.91
tblVehicleTrips	WD_TR	6.65	2.77
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	737.99	0.00
tblVehicleTrips	WD_TR	168.56	101.41
tblVehicleTrips	WD_TR	36.13	33.04
tblVehicleTrips	WD_TR	42.70	45.91
tblWoodstoves	NumberCatalytic	7.60	0.00
tblWoodstoves	NumberNoncatalytic	7.60	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					
2025	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
Maximum	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					
2025	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
Maximum	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. Response to Comments

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

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	1.1604	0.0485	1.5878	2.6000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4301	35.4301	3.1300e-003	6.0000e-004	35.6878
Energy	0.0149	0.1284	0.0649	9.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	635.8022	635.8022	0.0294	9.1900e-003	638.9760
Mobile	1.3664	7.0824	16.4986	0.0703	6.4998	0.0505	6.5503	1.7413	0.0488	1.7882	0.0000	6,523.6927	6,523.6927	0.2864	0.0000	6,530.8529
Waste						0.0000	0.0000		0.0000	0.0000	186.0737	0.0000	186.0737	10.9968	0.0000	460.8997
Water						0.0000	0.0000		0.0000	0.0000	7.0919	97.5893	104.6812	0.7337	0.0183	129.4559
Total	**2.5417**	**7.2573**	**18.1513**	**0.0714**	**6.4998**	**0.0718**	**6.5716**	**1.7413**	**0.0682**	**1.8095**	**193.1656**	**7,292.4943**	**7,485.6599**	**12.0492**	**0.0271**	**7,794.9623**

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	1.1604	0.0465	1.5878	2.6000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4301	35.4301	3.1300e-003	6.0000e-004	35.6878
Energy	0.0149	0.1284	0.0649	8.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	635.8022	635.8022	0.0294	8.1900e-003	638.8760
Mobile	1.3864	7.0824	16.4986	0.0703	6.4998	0.0505	6.5503	1.7413	0.0469	1.7882	0.0000	6,523.6927	6,523.6927	0.2864	0.0000	6,530.8529
Waste						0.0000	0.0000		0.0000	0.0000	186.0737	0.0000	186.0737	10.9966	0.0000	460.9997
Water						0.0000	0.0000		0.0000	0.0000	7.0919	97.5693	104.6612	0.7357	0.0183	129.4559
Total	2.5417	7.2573	18.1513	0.0714	6.4998	0.0718	6.5716	1.7413	0.0682	1.8095	193.1656	7,292.4943	7,485.6599	12.0492	0.0271	7,794.9623

	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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	11/12/2025	11/11/2025	5	0	

Acres of Grading (Site Preparation Phase): 0

2. Response to Comments

Acres of Grading (Grading Phase): 0

Acres of Paving: 19.08

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	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
Site Preparation	0	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2025

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					
Fugitive Dust	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
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	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**

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**

2. Response to Comments

3.2 Site Preparation - 2025

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					
Fugitive Dust	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
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	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 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

	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	1.3664	7.0824	16.4986	0.0703	6.4996	0.0505	6.5503	1.7413	0.0469	1.7882	0.0000	6,523.6927	6,523.6927	0.2864	0.0000	6,530.8529
Unmitigated	1.3684	7.0824	16.4986	0.0703	6.4998	0.0505	6.5503	1.7413	0.0469	1.7882	0.0000	6,523.6927	6,523.6927	0.2864	0.0000	6,530.9529

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	421.04	421.04	421.04	1,438,758	1,438,758
Automobile Care Center	0.00	0.00	0.00		
Convenience Market (24 Hour)	0.00	0.00	0.00		
Gasoline/Service Station	2,231.02	2,231.02	2231.02	5,361,835	5,361,835
Medical Office Building	2,378.88	2,378.88	2378.88	6,170,478	6,170,478
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,631.18	1,631.18	1631.18	4,138,770	4,138,770
Total	6,662.12	6,662.12	6,662.12	17,109,840	17,109,840

4.3 Trip Type Information

2. Response to Comments

Wildomar Trail Mixed-Use Development Full Buildout - South Coast AQMD Air District, Annual

	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 Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	66	11	3
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	85	15	0
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	73	27	0
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
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	65	35	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Automobile Care Center	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Convenience Market (24 Hour)	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Gasoline/Service Station	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Medical Office Building	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Other Non-Asphalt Surfaces	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Parking Lot	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Regional Shopping Center	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	488.7965	488.7965	0.0266	5.4900e-003	491.0968
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	488.7965	488.7965	0.0266	5.4900e-003	491.0968
NaturalGas Mitigated	0.0149	0.1284	0.0849	9.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	147.0057	147.0057	2.8200e-003	2.7000e-003	147.8793
NaturalGas Unmitigated	0.0149	0.1284	0.0849	9.1000e-004		0.0103	0.0103		0.0103	0.0103	0.0000	147.0057	147.0057	2.8200e-003	2.7000e-003	147.8793

2. Response to Comments

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					
Apartments Mid Rise	2.2487e+006	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	119.9992	119.9992	2.3000e-003	2.2000e-003	120.7123
Automobile Care Center	67579.2	3.6000e-004	3.3100e-003	2.7800e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.6063	3.6063	7.0000e-005	7.0000e-005	3.6277
Convenience Market (24 Hour)	8880	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4739	0.4739	1.0000e-005	1.0000e-005	0.4767
Gasoline/Service Station	100909	5.4000e-004	4.9500e-003	4.1600e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.3849	5.3849	1.0000e-004	1.0000e-004	5.4169
Medical Office Building	249840	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3324	13.3324	2.6000e-004	2.4000e-004	13.4116
Other Non-Asphalt Surfaces	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
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
Regional Shopping Center	78874.4	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2090	4.2090	8.0000e-005	8.0000e-005	4.2341
Total		**0.0149**	**0.1284**	**0.0649**	**9.0000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**147.0057**	**147.0057**	**2.9200e-003**	**2.7000e-003**	**147.9793**

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					
Apartments Mid Rise	2.2487e+006	0.0121	0.1036	0.0441	6.6000e-004		8.3800e-003	8.3800e-003		8.3800e-003	8.3800e-003	0.0000	119.9992	119.9992	2.3000e-003	2.2000e-003	120.7123
Automobile Care Center	67579.2	3.6000e-004	3.3100e-003	2.7800e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	3.6063	3.6063	7.0000e-005	7.0000e-005	3.6277
Convenience Market (24 Hour)	8880	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4739	0.4739	1.0000e-005	1.0000e-005	0.4767
Gasoline/Service Station	100909	5.4000e-004	4.9500e-003	4.1600e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.3849	5.3849	1.0000e-004	1.0000e-004	5.4169
Medical Office Building	249840	1.3500e-003	0.0123	0.0103	7.0000e-005		9.3000e-004	9.3000e-004		9.3000e-004	9.3000e-004	0.0000	13.3324	13.3324	2.6000e-004	2.4000e-004	13.4116
Other Non-Asphalt Surfaces	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
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
Regional Shopping Center	78874.4	4.3000e-004	3.8700e-003	3.2500e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2090	4.2090	8.0000e-005	8.0000e-005	4.2341
Total		**0.0149**	**0.1284**	**0.0649**	**9.0000e-004**		**0.0103**	**0.0103**		**0.0103**	**0.0103**	**0.0000**	**147.0057**	**147.0057**	**2.9200e-003**	**2.7000e-003**	**147.9793**

2. Response to Comments

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	694292	168.1702	9.1300e-003	1.8900e-003	169.9616
Automobile Care Center	21112	5.1137	2.8000e-004	6.0000e-005	5.1378
Convenience Market (24 Hour)	50520	12.2369	6.8000e-004	1.4000e-004	12.2945
Gasoline/Service Station	31524.4	7.6358	4.1000e-004	9.0000e-005	7.6717
Medical Office Building	685440	166.0261	9.0200e-003	1.8700e-003	166.8075
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	35980	8.7150	4.7000e-004	1.0000e-004	8.7580
Parking Lot	50400	12.2078	6.6000e-004	1.4000e-004	12.2653
Regional Shopping Center	448731	108.6908	5.9000e-003	1.2200e-003	109.2024
Total		**488.7965**	**0.0265**	**5.5100e-003**	**491.0969**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	694292	168.1702	9.1300e-003	1.8900e-003	169.9616
Automobile Care Center	21112	5.1137	2.8000e-004	6.0000e-005	5.1378
Convenience Market (24 Hour)	50520	12.2369	6.8000e-004	1.4000e-004	12.2945
Gasoline/Service Station	31524.4	7.6358	4.1000e-004	9.0000e-005	7.6717
Medical Office Building	685440	166.0261	9.0200e-003	1.8700e-003	166.8075
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	35980	8.7150	4.7000e-004	1.0000e-004	8.7580
Parking Lot	50400	12.2078	6.8000e-004	1.4000e-004	12.2653
Regional Shopping Center	448731	108.6908	5.9000e-003	1.2200e-003	109.2024
Total		**488.7965**	**0.0265**	**5.5100e-003**	**491.0969**

6.0 Area Detail

6.1 Mitigation Measures Area

2. Response to Comments

	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	1.1604	0.0465	1.5878	2.6000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4301	35.4301	3.1300e-003	6.0000e-004	35.6878
Unmitigated	1.1604	0.0465	1.5878	2.6000e-004		0.0110	0.0110		0.0110	0.0110	0.0000	35.4301	35.4301	3.1300e-003	6.0000e-004	35.6878

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	0.1081					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0010					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.3200e-003	0.0284	0.0121	1.8000e-004		2.2900e-003	2.2900e-003		2.2900e-003	2.2900e-003	0.0000	32.8508	32.8508	6.3000e-004	6.0000e-004	33.0460
Landscaping	0.0479	0.0181	1.5757	8.0000e-005		8.7200e-003	8.7200e-003		8.7200e-003	8.7200e-003	0.0000	2.5793	2.5793	2.5000e-003	0.0000	2.6419
Total	**1.1604**	**0.0465**	**1.5878**	**2.6000e-004**		**0.0110**	**0.0110**		**0.0110**	**0.0110**	**0.0000**	**35.4301**	**35.4301**	**3.1300e-003**	**6.0000e-004**	**35.6878**

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	0.1081					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0010					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.3200e-003	0.0284	0.0121	1.8000e-004		2.2900e-003	2.2900e-003		2.2900e-003	2.2900e-003	0.0000	32.8608	32.8608	6.3000e-004	6.0000e-004	33.0460
Landscaping	0.0479	0.0181	1.5757	8.0000e-005		9.7200e-003	9.7200e-003		9.7200e-003	9.7200e-003	0.0000	2.5793	2.5793	2.5000e-003	0.0000	2.6419
Total	**1.1604**	**0.0465**	**1.5878**	**2.6000e-004**		**0.0110**	**0.0110**		**0.0110**	**0.0110**	**0.0000**	**35.4301**	**35.4301**	**3.1300e-003**	**6.0000e-004**	**35.6878**

7.0 Water Detail

7.1 Mitigation Measures Water

2. Response to Comments

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	104.6612	0.7337	0.0183	128.4559
Unmitigated	104.6612	0.7337	0.0183	128.4559

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	9.90341 / 6.24548	51.1779	0.3253	8.1600e-003	61.7422
Automobile Care Center	0.195688 / 0.119938	1.0020	6.4300e-003	1.6000e-004	1.2107
Convenience Market (24 Hour)	0.29628 / 0.181597	1.5172	9.7300e-003	2.4000e-004	1.8332
Gasoline/Service Station	0.292202 / 0.179091	1.4962	9.6000e-003	2.4000e-004	1.8079
Medical Office Building	8.0346 / 1.72088	35.9917	0.2962	7.3200e-003	45.5798
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	2.6318 / 1.61304	13.4762	0.0864	2.1700e-003	16.2830
Total		**104.6612**	**0.7337**	**0.0183**	**128.4559**

2. Response to Comments

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	9.90341 / 6.24548	51.1779	0.3253	8.1600e-003	61.7422
Automobile Care Center	0.195889 / 0.119938	1.0030	6.4300e-003	1.6000e-004	1.2107
Convenience Market (24 Hour)	0.29629 / 0.181597	1.5172	9.7300e-003	2.4000e-004	1.8332
Gasoline/Service Station	0.292202 / 0.179091	1.4962	9.6000e-003	2.4000e-004	1.8079
Medical Office Building	8.0346 / 1.72088	35.9917	0.2962	7.3200e-003	45.5798
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	2.6318 / 1.61304	13.4762	0.0864	2.1700e-003	16.2830
Total		**104.8612**	**0.7337**	**0.0183**	**128.4559**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	186.0737	10.9986	0.0000	460.9897
Unmitigated	186.0737	10.9986	0.0000	460.9897

2. Response to Comments

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	69.92	14.1931	0.8388	0.0000	35.1629
Automobile Care Center	7.95	1.6138	0.0954	0.0000	3.9981
Convenience Market (24 Hour)	12.02	2.4400	0.1442	0.0000	6.0449
Gasoline/Service Station	11.86	2.4075	0.1423	0.0000	5.9644
Medical Office Building	777.6	157.8458	9.3284	0.0000	391.0562
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	37.31	7.5735	0.4476	0.0000	18.7633
Total		**186.0737**	**10.9967**	**0.0000**	**460.9897**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	69.92	14.1931	0.8388	0.0000	35.1529
Automobile Care Center	7.95	1.6138	0.0954	0.0000	3.9981
Convenience Market (24 Hour)	12.02	2.4400	0.1442	0.0000	6.0449
Gasoline/Service Station	11.86	2.4075	0.1423	0.0000	5.9644
Medical Office Building	777.6	157.8458	9.3284	0.0000	391.0562
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	37.31	7.5735	0.4476	0.0000	18.7633
Total		**186.0737**	**10.9967**	**0.0000**	**460.9897**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

2. Response to Comments

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development Full Buildout - South Coast AQMD Air District, Summer

Wildomar Trail Mixed-Use Development Full Buildout
South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	72.00	1000sqft	1.65	72,000.00	0
Other Non-Asphalt Surfaces	5.00	Acre	5.00	217,800.00	0
Parking Lot	360.00	Space	8.22	144,000.00	0
Parking Lot	257.00	Space	5.86	102,800.00	0
Apartments Mid Rise	152.00	Dwelling Unit	4.00	152,000.00	435
Automobile Care Center	2.08	1000sqft	0.05	2,080.00	0
Convenience Market (24 Hour)	4.00	1000sqft	0.09	4,000.00	0
Gasoline/Service Station	22.00	Pump	0.07	3,105.85	0
Regional Shopping Center	35.53	1000sqft	0.82	35,529.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development Full Buildout - South Coast AQMD Air District, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model. Operation only.

Off-road Equipment - Consistent with the DEIR's model. Operation only.

Vehicle Trips - Trip rates consistent with the DEIR's model. See SWAPE comment regarding trip purpose percentages.

Woodstoves - See SWAPE comment regarding gas fireplaces.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	12/9/2025	11/11/2025
tblFireplaces	NumberGas	129.20	136.80
tblFireplaces	NumberWood	7.60	0.00
tblLandUse	LandUseSquareFeet	35,530.00	35,529.00
tblLandUse	LotAcreage	3.24	8.22
tblLandUse	LotAcreage	2.31	5.86
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblTripsAndVMT	WorkerTripNumber	0.00	18.00
tblVehicleTrips	PB_TP	61.00	0.00
tblVehicleTrips	PB_TP	59.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	24.00	85.00
tblVehicleTrips	PR_TP	14.00	73.00
tblVehicleTrips	PR_TP	54.00	85.00
tblVehicleTrips	ST_TR	6.39	2.77

tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	863.10	0.00
tblVehicleTrips	ST_TR	168.56	101.41
tblVehicleTrips	ST_TR	8.96	33.04
tblVehicleTrips	ST_TR	49.97	45.91
tblVehicleTrips	SU_TR	5.86	2.77
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	758.45	0.00
tblVehicleTrips	SU_TR	168.56	101.41
tblVehicleTrips	SU_TR	1.55	33.04
tblVehicleTrips	SU_TR	25.24	45.91
tblVehicleTrips	WD_TR	6.65	2.77
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	737.99	0.00
tblVehicleTrips	WD_TR	168.56	101.41
tblVehicleTrips	WD_TR	36.13	33.04
tblVehicleTrips	WD_TR	42.70	45.91
tblWoodstoves	NumberCatalytic	7.60	0.00
tblWoodstoves	NumberNoncatalytic	7.60	0.00

2.0 Emissions Summary

2. Response to Comments

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2025	0.0000	0.0000	0.0000	0.0000	0.0000	1.3600e-003	0.0000	0.0000	1.2500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.3600e-003**	**0.0000**	**0.0000**	**1.2500e-003**	**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	lb/day										lb/day					
2025	0.0000	0.0000	0.0000	0.0000	0.0000	1.3600e-003	0.0000	0.0000	1.2500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.3600e-003**	**0.0000**	**0.0000**	**1.2500e-003**	**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	lb/day										lb/day					
Area	6.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534
Energy	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000
Mobile	8.1538	37.9246	94.8664	0.4019	36.3730	0.2772	36.6501	9.7296	0.2573	9.9869		41,072.9399	41,072.9399	1.7382		41,116.3941
Total	**14.9615**	**41.0425**	**108.7933**	**0.4215**	**36.3730**	**0.5867**	**36.9596**	**9.7296**	**0.5668**	**10.2964**	**0.0000**	**44,880.5504**	**44,880.5504**	**1.8328**	**0.0694**	**44,947.0474**

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	lb/day										lb/day					
Area	6.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534
Energy	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000
Mobile	8.1538	37.9246	94.8664	0.4019	36.3730	0.2772	36.6501	9.7296	0.2573	9.9869		41,072.9399	41,072.9399	1.7382		41,116.3941
Total	**14.9615**	**41.0425**	**108.7933**	**0.4215**	**36.3730**	**0.5867**	**36.9596**	**9.7296**	**0.5668**	**10.2964**	**0.0000**	**44,880.5504**	**44,880.5504**	**1.8328**	**0.0694**	**44,947.0474**

2. Response to Comments

Wildomar Trail Mixed-Use Development Full Buildout - South Coast AQMD Air District, Summer

	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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	11/12/2025	11/11/2025	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 19.08

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	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
Site Preparation	0	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2025

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	lb/day										lb/day					
Fugitive Dust	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
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	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

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	lb/day										lb/day					
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

2. Response to Comments

3.2 Site Preparation - 2025

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	lb/day										lb/day					
Fugitive Dust	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
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	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 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	lb/day										lb/day					
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

	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	lb/day										lb/day					
Mitigated	8.1538	37.9246	94.8664	0.4019	36.3730	0.2772	36.6501	9.7296	0.2573	9.9869		41,072.93 99	41,072.93 99	1.7382		41,116.39 41
Unmitigated	8.1538	37.9246	94.8664	0.4019	36.3730	0.2772	36.6501	9.7296	0.2573	9.9869		41,072.93 99	41,072.93 99	1.7382		41,116.39 41

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	421.04	421.04	421.04	1,438,758	1,438,758
Automobile Care Center	0.00	0.00	0.00		
Convenience Market (24 Hour)	0.00	0.00	0.00		
Gasoline/Service Station	2,231.02	2,231.02	2231.02	5,361,835	5,361,835
Medical Office Building	2,378.88	2,378.88	2378.88	6,170,478	6,170,478
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,631.18	1,631.18	1631.18	4,138,770	4,138,770
Total	6,662.12	6,662.12	6,662.12	17,109,840	17,109,840

4.3 Trip Type Information

2. Response to Comments

Wildomar Trail Mixed-Use Development Full Buildout - South Coast AQMD Air District, Summer

	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 Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	85	15	0
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	73	27	0
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
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	65	35	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Automobile Care Center	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Convenience Market (24 Hour)	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Gasoline/Service Station	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Medical Office Building	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Other Non-Asphalt Surfaces	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Parking Lot	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Regional Shopping Center	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	lb/day										lb/day					
NaturalGas Mitigated	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000
NaturalGas Unmitigated	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000

2. Response to Comments

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	lb/day											lb/day				
Apartments Mid Rise	6160.82	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Automobile Care Center	185.148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	24.3288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	276.483	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Medical Office Building	684.493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Other Non-Asphalt Surfaces	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
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
Regional Shopping Center	216.094	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**0.0814**	**0.7037**	**0.3558**	**4.4300e-003**		**0.0562**	**0.0562**		**0.0562**	**0.0562**		**887.9236**	**887.9236**	**0.0170**	**0.0163**	**893.2600**

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	lb/day											lb/day				
Apartments Mid Rise	6.16082	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Automobile Care Center	0.185148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	0.0243288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	0.276483	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Medical Office Building	0.694493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Other Non-Asphalt Surfaces	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
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
Regional Shopping Center	0.216084	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**0.0814**	**0.7037**	**0.3558**	**4.4300e-003**		**0.0562**	**0.0562**		**0.0562**	**0.0562**		**887.9236**	**887.9236**	**0.0170**	**0.0163**	**893.2600**

6.0 Area Detail

6.1 Mitigation Measures Area

2. Response to Comments

	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	lb/day										lb/day					
Mitigated	8.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534
Unmitigated	8.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534

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	lb/day										lb/day					
Architectural Coating	0.5924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.4851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2956	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.9412	2,896.9412	0.0555	0.0531	2,914.1503
Landscaping	0.3833	0.1450	12.6055	6.7000e-004		0.0698	0.0698		0.0698	0.0698		22.7458	22.7458	0.0221		23.2971
Total	8.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534

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	lb/day										lb/day					
Architectural Coating	0.5924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.4851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2656	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.941 2	2,896.941 2	0.0565	0.0531	2,914.169 3
Landscaping	0.3833	0.1450	12.6055	6.7000e-004		0.0698	0.0698		0.0698	0.0698		22.7458	22.7458	0.0221		23.2971
Total	**6.7263**	**2.4143**	**13.5711**	**0.0152**		**0.2533**	**0.2533**		**0.2533**	**0.2533**	**0.0000**	**2,919.686 9**	**2,919.686 9**	**0.0776**	**0.0531**	**2,937.463 4**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

2. Response to Comments

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Wildomar Trail Mixed-Use Development Full Buildout
South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	72.00	1000sqft	1.65	72,000.00	0
Other Non-Asphalt Surfaces	5.00	Acre	5.00	217,800.00	0
Parking Lot	360.00	Space	8.22	144,000.00	0
Parking Lot	257.00	Space	5.86	102,800.00	0
Apartments Mid Rise	152.00	Dwelling Unit	4.00	152,000.00	435
Automobile Care Center	2.08	1000sqft	0.05	2,080.00	0
Convenience Market (24 Hour)	4.00	1000sqft	0.09	4,000.00	0
Gasoline/Service Station	22.00	Pump	0.07	3,105.85	0
Regional Shopping Center	35.53	1000sqft	0.82	35,529.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	10			**Operational Year**	2026
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	534	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

2. Response to Comments

Wildomar Trail Mixed-Use Development Full Buildout - South Coast AQMD Air District, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - Consistent with the DEIR's model.

Construction Phase - Consistent with the DEIR's model. Operation only.

Off-road Equipment - Consistent with the DEIR's model. Operation only.

Vehicle Trips - Trip rates consistent with the DEIR's model. See SWAPE comment regarding trip purpose percentages.

Woodstoves - See SWAPE comment regarding gas fireplaces.

Water Mitigation - See SWAPE comment regarding water-related operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	12/9/2025	11/11/2025
tblFireplaces	NumberGas	129.20	136.60
tblFireplaces	NumberWood	7.60	0.00
tblLandUse	LandUseSquareFeet	35,530.00	35,529.00
tblLandUse	LotAcreage	3.24	8.22
tblLandUse	LotAcreage	2.31	5.86
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	534
tblTripsAndVMT	WorkerTripNumber	0.00	18.00
tblVehicleTrips	PB_TP	61.00	0.00
tblVehicleTrips	PB_TP	59.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PR_TP	24.00	85.00
tblVehicleTrips	PR_TP	14.00	73.00
tblVehicleTrips	PR_TP	54.00	85.00
tblVehicleTrips	ST_TR	6.39	2.77

tblVehicleTrips	ST_TR	23.72	0.00
tblVehicleTrips	ST_TR	863.10	0.00
tblVehicleTrips	ST_TR	168.56	101.41
tblVehicleTrips	ST_TR	8.96	33.04
tblVehicleTrips	ST_TR	49.97	45.91
tblVehicleTrips	SU_TR	5.86	2.77
tblVehicleTrips	SU_TR	11.88	0.00
tblVehicleTrips	SU_TR	758.45	0.00
tblVehicleTrips	SU_TR	168.56	101.41
tblVehicleTrips	SU_TR	1.55	33.04
tblVehicleTrips	SU_TR	25.24	45.91
tblVehicleTrips	WD_TR	6.65	2.77
tblVehicleTrips	WD_TR	23.72	0.00
tblVehicleTrips	WD_TR	737.99	0.00
tblVehicleTrips	WD_TR	168.56	101.41
tblVehicleTrips	WD_TR	36.13	33.04
tblVehicleTrips	WD_TR	42.70	45.91
tblWoodstoves	NumberCatalytic	7.60	0.00
tblWoodstoves	NumberNoncatalytic	7.60	0.00

2.0 Emissions Summary

2. Response to Comments

2.1 Overall Construction (Maximum Daily Emission)

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	lb/day										lb/day					
2025	0.0000	0.0000	0.0000	0.0000	0.0000	1.3600e-003	0.0000	0.0000	1.2500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.3600e-003**	**0.0000**	**0.0000**	**1.2500e-003**	**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	lb/day										lb/day					
2025	0.0000	0.0000	0.0000	0.0000	0.0000	1.3600e-003	0.0000	0.0000	1.2500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.3600e-003**	**0.0000**	**0.0000**	**1.2500e-003**	**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	lb/day										lb/day					
Area	6.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534
Energy	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000
Mobile	7.6897	38.3087	89.4019	0.3804	36.3730	0.2795	36.6514	9.7296	0.2595	9.9881		38,910.1073	38,910.1073	1.7516		38,953.8981
Total	**14.4974**	**41.4267**	**103.3287**	**0.4000**	**36.3730**	**0.5890**	**36.9609**	**9.7296**	**0.5680**	**10.2976**	**0.0000**	**42,717.7178**	**42,717.7178**	**1.8462**	**0.0694**	**42,784.5515**

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	lb/day										lb/day					
Area	6.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534
Energy	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000
Mobile	7.6897	38.3087	89.4019	0.3804	36.3730	0.2795	36.6514	9.7296	0.2595	9.9881		38,910.1073	38,910.1073	1.7516		38,953.8981
Total	**14.4974**	**41.4267**	**103.3287**	**0.4000**	**36.3730**	**0.5890**	**36.9609**	**9.7296**	**0.5680**	**10.2976**	**0.0000**	**42,717.7178**	**42,717.7178**	**1.8462**	**0.0694**	**42,784.5515**

2. Response to Comments

	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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	11/12/2025	11/11/2025	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 19.08

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	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
Site Preparation	0	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2025

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	lb/day										lb/day					
Fugitive Dust	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
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	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**

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	lb/day										lb/day					
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**

2. Response to Comments

3.2 Site Preparation - 2025

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	lb/day										lb/day					
Fugitive Dust	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
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	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 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	lb/day										lb/day					
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

	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	lb/day										lb/day					
Mitigated	7.6897	38.3087	89.4018	0.3804	36.3730	0.2785	36.6514	9.7296	0.2585	9.9881		38,910.1073	38,910.1073	1.7516		38,953.8991
Unmitigated	7.6897	38.3087	89.4018	0.3804	36.3730	0.2785	36.6514	9.7296	0.2585	9.9881		38,910.1073	38,910.1073	1.7516		38,953.8991

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	421.04	421.04	421.04	1,438,758	1,438,758
Automobile Care Center	0.00	0.00	0.00		
Convenience Market (24 Hour)	0.00	0.00	0.00		
Gasoline/Service Station	2,231.02	2,231.02	2231.02	5,361,835	5,361,835
Medical Office Building	2,378.88	2,378.88	2378.88	6,170,478	6,170,478
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,631.18	1,631.18	1631.18	4,138,770	4,138,770
Total	6,662.12	6,662.12	6,662.12	17,109,840	17,109,840

4.3 Trip Type Information

2. Response to Comments

Wildomar Trail Mixed-Use Development Full Buildout - South Coast AQMD Air District, Winter

	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 Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	66	11	3
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market (24 Hour)	16.60	8.40	6.90	0.90	80.10	19.00	85	15	0
Gasoline/Service Station	16.60	8.40	6.90	2.00	79.00	19.00	73	27	0
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
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	65	35	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Automobile Care Center	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Convenience Market (24 Hour)	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Gasoline/Service Station	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Medical Office Building	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Other Non-Asphalt Surfaces	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Parking Lot	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809
Regional Shopping Center	0.551582	0.041972	0.204917	0.113538	0.013798	0.005777	0.022002	0.036198	0.002156	0.001623	0.004914	0.000716	0.000809

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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	lb/day										lb/day					
NaturalGas Mitigated	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000
NaturalGas Unmitigated	0.0814	0.7037	0.3558	4.4400e-003		0.0562	0.0562		0.0562	0.0562		887.9236	887.9236	0.0170	0.0163	893.2000

2. Response to Comments

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	lb/day											lb/day				
Apartments Mid Rise	6160.82	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Automobile Care Center	185.148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	24.3288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	276.483	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Medical Office Building	684.493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4800e-003	81.0072
Other Non-Asphalt Surfaces	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
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
Regional Shopping Center	216.094	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**0.0814**	**0.7037**	**0.3558**	**4.4300e-003**		**0.0562**	**0.0562**		**0.0562**	**0.0562**		**887.9236**	**887.9236**	**0.0170**	**0.0163**	**893.2600**

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	lb/day											lb/day				
Apartments Mid Rise	6.16082	0.0664	0.5678	0.2416	3.6200e-003		0.0459	0.0459		0.0459	0.0459		724.8026	724.8026	0.0139	0.0133	729.1099
Automobile Care Center	0.185148	2.0000e-003	0.0182	0.0153	1.1000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003		21.7822	21.7822	4.2000e-004	4.0000e-004	21.9116
Convenience Market (24 Hour)	0.0243288	2.6000e-004	2.3900e-003	2.0000e-003	1.0000e-005		1.9000e-004	1.9000e-004		1.8000e-004	1.8000e-004		2.8622	2.8622	5.0000e-005	5.0000e-005	2.8792
Gasoline/Service Station	0.276483	2.9800e-003	0.0271	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003		32.5251	32.5251	6.2000e-004	6.0000e-004	32.7184
Medical Office Building	0.694493	7.3800e-003	0.0671	0.0564	4.0000e-004		5.1000e-003	5.1000e-003		5.1000e-003	5.1000e-003		80.5286	80.5286	1.5400e-003	1.4900e-003	81.0072
Other Non-Asphalt Surfaces	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
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
Regional Shopping Center	0.216084	2.3300e-003	0.0212	0.0178	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003		25.4229	25.4229	4.9000e-004	4.7000e-004	25.5739
Total		**0.0814**	**0.7037**	**0.3558**	**4.4300e-003**		**0.0562**	**0.0562**		**0.0562**	**0.0562**		**887.9236**	**887.9236**	**0.0170**	**0.0163**	**893.2600**

6.0 Area Detail

6.1 Mitigation Measures Area

2. Response to Comments

	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	lb/day										lb/day					
Mitigated	8.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534
Unmitigated	8.7263	2.4143	13.5711	0.0152		0.2533	0.2533		0.2533	0.2533	0.0000	2,919.6869	2,919.6869	0.0776	0.0531	2,937.4534

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	lb/day										lb/day					
Architectural Coating	0.5924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.4851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2956	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.9412	2,896.9412	0.0565	0.0531	2,914.1503
Landscaping	0.3833	0.1450	12.6055	6.7000e-004		0.0698	0.0698		0.0698	0.0698		22.7458	22.7458	0.0221		23.2971
Total	**8.7263**	**2.4143**	**13.5711**	**0.0152**		**0.2533**	**0.2533**		**0.2533**	**0.2533**	**0.0000**	**2,919.6869**	**2,919.6869**	**0.0776**	**0.0531**	**2,937.4534**

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	lb/day										lb/day					
Architectural Coating	0.5924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.4851					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2656	2.2693	0.9657	0.0145		0.1835	0.1835		0.1835	0.1835	0.0000	2,896.9412	2,896.9412	0.0555	0.0531	2,914.1683
Landscaping	0.3833	0.1450	12.6055	6.7000e-004		0.0698	0.0698		0.0698	0.0698		22.7458	22.7458	0.0221		23.2971
Total	**6.7263**	**2.4143**	**13.5711**	**0.0152**		**0.2533**	**0.2533**		**0.2533**	**0.2533**	**0.0000**	**2,919.6869**	**2,919.6869**	**0.0776**	**0.0531**	**2,937.4534**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

2. Response to Comments

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment C

```
Start date and time  06/16/21 13:15:44

                          AERSCREEN 16216


wildomar trail town center


           wildomar trail town center



        -----------------  DATA ENTRY VALIDATION  -----------------
                        METRIC              ENGLISH
 ** AREADATA **  ---------------     ----------------

 Emission Rate:    0.123E-02 g/s         0.979E-02 lb/hr
 Area Height:           3.00 meters           9.84 feet
 Area Source Length:  450.00 meters        1476.38 feet
 Area Source Width:   232.00 meters         761.15 feet
 Vertical Dimension:    1.50 meters           4.92 feet
 Model Mode:           URBAN
 Population:           36445
 Dist to Ambient Air:          1.0 meters             3. feet



 ** BUILDING DATA **
```

2. Response to Comments

```
No Building Downwash Parameters


** TERRAIN DATA **

No Terrain Elevations
Source Base Elevation:   0.0 meters        0.0  feet

Probe distance:   5000. meters       16404. feet

No flagpole receptors

No discrete receptors used


** FUMIGATION DATA **

No fumigation requested


** METEOROLOGY DATA **

Min/Max Temperature:  250.0 / 310.0 K   -9.7 /  98.3 Deg F

Minimum Wind Speed:     0.5 m/s
```

```
 Anemometer Height:   10.000 meters

 Dominant Surface Profile: Urban
 Dominant Climate Type:    Average Moisture

 Surface friction velocity (u*): not adjusted

DEBUG OPTION ON



 AERSCREEN output file:
 2021.06.16_WildomarTrailTownCenter_Construction.out


 *** AERSCREEN Run is Ready to Begin



 No terrain used, AERMAP will not be run
**************************************************

SURFACE CHARACTERISTICS & MAKEMET
Obtaining surface characteristics...
```

2. Response to Comments

```
Using AERMET seasonal surface characteristics for Urban with Average Moisture
Season             Albedo     Bo       zo
Winter              0.35     1.50     1.000
Spring              0.14     1.00     1.000
Summer              0.16     2.00     1.000
Autumn              0.18     2.00     1.000

Creating met files aerscreen_01_01.sfc & aerscreen_01_01.pfl

Creating met files aerscreen_02_01.sfc & aerscreen_02_01.pfl

Creating met files aerscreen_03_01.sfc & aerscreen_03_01.pfl

Creating met files aerscreen_04_01.sfc & aerscreen_04_01.pfl

Buildings and/or terrain present or rectangular area source, skipping probe

FLOWSECTOR   started 06/16/21 13:17:15
 ****************************************

  Running AERMOD
 Processing Winter

Processing surface roughness sector  1
```

```
**************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
```

2. Response to Comments

```
**************************************************

Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  15

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************

Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  20

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************

Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  25

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

**************************************************
```

```
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  30

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
 ********************************************

  Running AERMOD
 Processing Spring

Processing surface roughness sector  1

*****************************************************
Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

*****************************************************
Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   5
```

2. Response to Comments

```
   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  10

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  15

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  20
```

```
   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  25

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  30

   ********   WARNING MESSAGES   ********
              ***  NONE  ***
 ****************************************

  Running AERMOD
 Processing Summer

Processing surface roughness sector  1
```

2. Response to Comments

```
**************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
```

```
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  15

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

*****************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  20

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

*****************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  25

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

*****************************************************
Processing wind flow sector   7
```

```
 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  30

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

 ********************************************

  Running AERMOD

 Processing Autumn

Processing surface roughness sector  1

*****************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   0

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

*****************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   5
```

```
   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  10

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  15

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  20

   ********   WARNING MESSAGES   ********
```

2. Response to Comments

```
             ***  NONE  ***

**************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  25

    ********   WARNING MESSAGES   ********
             ***  NONE  ***

**************************************************
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  30

    ********   WARNING MESSAGES   ********
             ***  NONE  ***

FLOWSECTOR   ended 06/16/21 13:17:39

REFINE       started 06/16/21 13:17:39

 AERMOD Finishes Successfully for REFINE stage 3 Winter sector   0

    ********   WARNING MESSAGES   ********
```

```
                ***  NONE  ***

REFINE       ended 06/16/21 13:17:41

 ********************************************
 AERSCREEN Finished Successfully
 With no errors or warnings
 Check log file for details
 ********************************************

 Ending date and time  06/16/21 13:17:43
```

2. Response to Comments

Concentration	Distance	Elevation	Diag	Season/Month	Zo sector	Date	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	HT	REF TA	HT
0.46250E+00	0.99	0.00	10.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.48191E+00	25.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.50173E+00	50.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.52015E+00	75.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.53733E+00	100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.55338E+00	125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.56845E+00	150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.58260E+00	175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.59590E+00	200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.60859E+00	225.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
* 0.60909E+00	226.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.60354E+00	250.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.46728E+00	275.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.39163E+00	300.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.34759E+00	325.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.31709E+00	350.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.29124E+00	375.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.27088E+00	400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.25457E+00	425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.23991E+00	450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.22674E+00	475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.21469E+00	500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.20371E+00	525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.19372E+00	550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.18443E+00	575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50	10.0	310.0	2.0
0.17588E+00	600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0							

file:///C/Users/swinn/Downloads/2021.06.16_WildomarTrailTownCenter_Construction_max_conc_distance.txt[6/21/2021 2:30:39 PM]

1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16806E+00	625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16073E+00	650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.15394E+00	675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.14758E+00	700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.14171E+00	725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.13623E+00	750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.13103E+00	775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.12620E+00	800.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.12165E+00	825.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.11736E+00	850.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.11335E+00	875.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.10961E+00	900.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.10599E+00	925.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.10256E+00	950.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.99348E-01	975.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.96324E-01	1000.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.93453E-01	1025.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.90694E-01	1050.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.88087E-01	1075.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.85608E-01	1100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.83240E-01	1125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.80994E-01	1150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.78832E-01	1175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.76754E-01	1200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.74777E-01	1225.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.72894E-01	1250.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.71098E-01	1275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	

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2. Response to Comments

1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.69384E-01	1300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.67746E-01	1325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.66178E-01	1350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.64627E-01	1375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.63141E-01	1400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.61718E-01	1425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.60352E-01	1450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.59042E-01	1475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.57783E-01	1500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.56573E-01	1525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.55409E-01	1550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.54288E-01	1575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.53209E-01	1600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.52154E-01	1625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.51132E-01	1650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.50147E-01	1675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.49195E-01	1700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.48270E-01	1725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.47371E-01	1750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.46502E-01	1775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.45662E-01	1800.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.44848E-01	1825.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.44061E-01	1850.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.43298E-01	1875.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.42560E-01	1900.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.41843E-01	1925.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.41148E-01	1950.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	

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1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.40472E-01	1975.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.39807E-01	2000.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.39161E-01	2025.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.38533E-01	2050.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.37924E-01	2075.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.37331E-01	2100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.36755E-01	2125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.36195E-01	2150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.35650E-01	2175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.35120E-01	2200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.34604E-01	2225.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.34101E-01	2250.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.33608E-01	2275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.33126E-01	2300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.32656E-01	2325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.32198E-01	2350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.31751E-01	2375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.31316E-01	2400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.30891E-01	2425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.30476E-01	2450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.30071E-01	2475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.29675E-01	2500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.29288E-01	2525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.28905E-01	2550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.28532E-01	2575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.28167E-01	2600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.27810E-01	2625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	

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1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.27461E-01	2650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.27120E-01	2675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26786E-01	2700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26460E-01	2725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26140E-01	2750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.25828E-01	2775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.25522E-01	2800.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.25222E-01	2825.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24929E-01	2850.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24641E-01	2875.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24360E-01	2900.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24084E-01	2925.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23813E-01	2950.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23548E-01	2975.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23288E-01	3000.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23034E-01	3025.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22784E-01	3050.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22539E-01	3075.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22298E-01	3100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22062E-01	3125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21831E-01	3150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21602E-01	3175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21377E-01	3200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21156E-01	3225.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20939E-01	3250.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20725E-01	3275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20516E-01	3300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

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1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.20311E-01	3325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.20109E-01	3350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.19910E-01	3375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.19715E-01	3400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.19522E-01	3425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.19332E-01	3450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.19144E-01	3475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.18960E-01	3500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.18779E-01	3525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.18601E-01	3550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.18426E-01	3575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.18253E-01	3600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.18084E-01	3625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17917E-01	3650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17753E-01	3675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17592E-01	3700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17433E-01	3725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17277E-01	3750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17123E-01	3775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16971E-01	3800.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16823E-01	3825.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16677E-01	3850.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16533E-01	3875.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16390E-01	3900.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16250E-01	3925.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16112E-01	3950.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.15975E-01	3975.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	

file:///C|/Users/swinn/Downloads/2021.06.16_WildomarTrailTownCenter_Construction_max_conc_distance.txt[6/21/2021 2:30:39 PM]

2. Response to Comments

1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15841E-01	4000.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15709E-01	4025.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15579E-01	4050.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15450E-01	4075.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15324E-01	4100.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15199E-01	4125.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.15076E-01	4150.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14954E-01	4175.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14834E-01	4200.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14716E-01	4225.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14600E-01	4250.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14745E-01	4275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14628E-01	4300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14512E-01	4325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14398E-01	4350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14286E-01	4375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14175E-01	4400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.14066E-01	4425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13958E-01	4450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13851E-01	4475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13746E-01	4500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13642E-01	4525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13540E-01	4550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13439E-01	4575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13339E-01	4600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13240E-01	4625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.13143E-01	4650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

file:///C|/Users/swinn/Downloads/2021.06.16_WildomarTrailTownCenter_Construction_max_conc_distance.txt[6/21/2021 2:30:39 PM]

1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.13047E-01 4675.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12952E-01 4700.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12859E-01 4725.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12766E-01 4750.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12675E-01 4775.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12585E-01 4800.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12496E-01 4825.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12408E-01 4850.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12321E-01 4875.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12235E-01 4900.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12150E-01 4925.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.12066E-01 4950.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.11983E-01 4975.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.11901E-01 5000.00 0.00 5.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0

file:///C/Users/swinn/Downloads/2021.06.16_WildomarTrailTownCenter_Construction_max_conc_distance.txt[6/21/2021 2:30:39 PM]

2. Response to Comments

```
Start date and time  06/16/21 13:17:49

                          AERSCREEN 16216


Wildomar Trail town center operation

          Wildomar Trail town center operation


        ----------------  DATA ENTRY VALIDATION  ----------------
                       METRIC              ENGLISH
** AREADATA **  ---------------     ----------------

Emission Rate:    0.166E-02 g/s         0.132E-01 lb/hr
Area Height:           3.00 meters           9.84 feet
Area Source Length:  450.00 meters        1476.38 feet
Area Source Width:   232.00 meters         761.15 feet
Vertical Dimension:    1.50 meters           4.92 feet
Model Mode:           URBAN
Population:           36445
Dist to Ambient Air:          1.0 meters            3. feet


** BUILDING DATA **
```

```
No Building Downwash Parameters


** TERRAIN DATA **

No Terrain Elevations
Source Base Elevation:   0.0 meters        0.0  feet

Probe distance:   5000. meters       16404. feet

No flagpole receptors

No discrete receptors used


** FUMIGATION DATA **

No fumigation requested


** METEOROLOGY DATA **

Min/Max Temperature:  250.0 / 310.0 K   -9.7 /  98.3 Deg F

Minimum Wind Speed:     0.5 m/s
```

2. Response to Comments

```
 Anemometer Height:   10.000 meters

 Dominant Surface Profile: Urban
 Dominant Climate Type:    Average Moisture

 Surface friction velocity (u*): not adjusted

DEBUG OPTION ON



 AERSCREEN output file:
 2021.06.16_WildomarTrailTownCenter_Operational.out


 *** AERSCREEN Run is Ready to Begin



 No terrain used, AERMAP will not be run
**************************************************

SURFACE CHARACTERISTICS & MAKEMET
Obtaining surface characteristics...
```

```
Using AERMET seasonal surface characteristics for Urban with Average Moisture
Season             Albedo     Bo       zo
Winter              0.35     1.50     1.000
Spring              0.14     1.00     1.000
Summer              0.16     2.00     1.000
Autumn              0.18     2.00     1.000

Creating met files aerscreen_01_01.sfc & aerscreen_01_01.pfl

Creating met files aerscreen_02_01.sfc & aerscreen_02_01.pfl

Creating met files aerscreen_03_01.sfc & aerscreen_03_01.pfl

Creating met files aerscreen_04_01.sfc & aerscreen_04_01.pfl

Buildings and/or terrain present or rectangular area source, skipping probe

FLOWSECTOR   started 06/16/21 13:19:20
 ****************************************

  Running AERMOD
 Processing Winter

Processing surface roughness sector  1
```

2. Response to Comments

```
**************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
```

```
**********************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  15

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**********************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  20

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**********************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  25

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**********************************************************
```

```
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  30

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
 ********************************************

  Running AERMOD
 Processing Spring

Processing surface roughness sector  1

**************************************************
Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   5
```

```
   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  10

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  15

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  20
```

2. Response to Comments

```
   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  25

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  30

   ********   WARNING MESSAGES   ********
              ***  NONE  ***
 ****************************************

  Running AERMOD
 Processing Summer

Processing surface roughness sector  1
```

```
**************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************

Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
```

2. Response to Comments

```
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  15

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  20

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  25

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

**************************************************
Processing wind flow sector   7
```

```
 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  30

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
 ***********************************************

  Running AERMOD
 Processing Autumn

Processing surface roughness sector  1

***************************************************
Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

***************************************************
Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   5
```

2. Response to Comments

```
   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  10

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  15

   ********   WARNING MESSAGES   ********
              ***  NONE  ***

**************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  20

   ********   WARNING MESSAGES   ********
```

```
             ***  NONE  ***

**************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  25

    ********   WARNING MESSAGES   ********
             ***  NONE  ***

**************************************************
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  30

    ********   WARNING MESSAGES   ********
             ***  NONE  ***

FLOWSECTOR   ended 06/16/21 13:19:46

REFINE       started 06/16/21 13:19:46

 AERMOD Finishes Successfully for REFINE stage 3 Winter sector   0

    ********   WARNING MESSAGES   ********
```

2. Response to Comments

```
                    ***  NONE  ***

REFINE       ended 06/16/21 13:19:48

 ********************************************
 AERSCREEN Finished Successfully
 With no errors or warnings.
 Check log file for details
 ********************************************

 Ending date and time  06/16/21 13:19:51
```

Concentration	Distance	Elevation	Diag	Season/Month	Zo sector	Date	H0	U*	W*	DT/DZ	ZICNV		
ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	HT	REF TA	HT					
0.62384E+00	0.99	0.00	10.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.65002E+00	25.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.67677E+00	50.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.70161E+00	75.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.72478E+00	100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.74643E+00	125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.76675E+00	150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.78584E+00	175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.80378E+00	200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.82090E+00	225.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
* 0.82157E+00	226.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.81409E+00	250.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.63029E+00	275.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.52825E+00	300.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.46885E+00	325.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.42771E+00	350.00	0.00	25.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.39285E+00	375.00	0.00	20.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.36538E+00	400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.34337E+00	425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.32360E+00	450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.30584E+00	475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.28959E+00	500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.27478E+00	525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26130E+00	550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24878E+00	575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23724E+00	600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

file:///C|/Users/swinn/Downloads/2021.06.16_WildomarTrailTownCenter_Operational_max_conc_distance.txt[6/21/2021 2:30:02 PM]

1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.22669E+00	625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.21680E+00	650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.20765E+00	675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.19906E+00	700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.19114E+00	725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.18376E+00	750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17674E+00	775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.17022E+00	800.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.16409E+00	825.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.15830E+00	850.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.15290E+00	875.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.14785E+00	900.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.14296E+00	925.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.13834E+00	950.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.13401E+00	975.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.12993E+00	1000.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.12606E+00	1025.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.12233E+00	1050.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.11882E+00	1075.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.11547E+00	1100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.11228E+00	1125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.10925E+00	1150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.10633E+00	1175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.10353E+00	1200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.10086E+00	1225.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.98324E-01	1250.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.95901E-01	1275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	

file:///C/Users/swinn/Downloads/2021.06.16_WildomarTrailTownCenter_Operational_max_conc_distance.txt[6/21/2021 2:30:02 PM]

1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.93589E-01	1300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.91380E-01	1325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.89264E-01	1350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.87172E-01	1375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.85169E-01	1400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.83248E-01	1425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.81407E-01	1450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.79639E-01	1475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.77941E-01	1500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.76308E-01	1525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.74738E-01	1550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.73227E-01	1575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.71771E-01	1600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.70348E-01	1625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.68970E-01	1650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.67641E-01	1675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.66358E-01	1700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.65109E-01	1725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.63897E-01	1750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.62725E-01	1775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.61591E-01	1800.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.60494E-01	1825.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.59432E-01	1850.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.58403E-01	1875.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.57407E-01	1900.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.56440E-01	1925.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.55503E-01	1950.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	

file:///C|/Users/swinn/Downloads/2021.06.16_WildomarTrailTownCenter_Operational_max_conc_distance.txt[6/21/2021 2:30:02 PM]

2. Response to Comments

1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.54591E-01	1975.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.53694E-01	2000.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.52822E-01	2025.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.51976E-01	2050.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.51154E-01	2075.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.50355E-01	2100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.49578E-01	2125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.48822E-01	2150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.48087E-01	2175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.47372E-01	2200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.46676E-01	2225.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.45998E-01	2250.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.45332E-01	2275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.44682E-01	2300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.44048E-01	2325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.43430E-01	2350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.42828E-01	2375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.42240E-01	2400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.41667E-01	2425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.41107E-01	2450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.40561E-01	2475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.40028E-01	2500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.39505E-01	2525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.38989E-01	2550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.38485E-01	2575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.37993E-01	2600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.37512E-01	2625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

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1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.37041E-01	2650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.36581E-01	2675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.36131E-01	2700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.35691E-01	2725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.35260E-01	2750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.34838E-01	2775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.34425E-01	2800.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.34021E-01	2825.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.33625E-01	2850.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.33237E-01	2875.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.32858E-01	2900.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.32485E-01	2925.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.32121E-01	2950.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.31763E-01	2975.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.31413E-01	3000.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.31069E-01	3025.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.30732E-01	3050.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.30402E-01	3075.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.30077E-01	3100.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.29759E-01	3125.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.29447E-01	3150.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.29138E-01	3175.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.28834E-01	3200.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.28536E-01	3225.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.28243E-01	3250.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.27956E-01	3275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	
1.000	1.50	0.35	0.50	10.0	310.0	2.0								
0.27673E-01	3300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	

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2. Response to Comments

1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.27396E-01	3325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.27124E-01	3350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26856E-01	3375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26593E-01	3400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26333E-01	3425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.26076E-01	3450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.25823E-01	3475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.25574E-01	3500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.25330E-01	3525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.25090E-01	3550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24854E-01	3575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24621E-01	3600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24393E-01	3625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.24168E-01	3650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23947E-01	3675.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23729E-01	3700.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23515E-01	3725.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23304E-01	3750.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.23096E-01	3775.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22892E-01	3800.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22692E-01	3825.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22495E-01	3850.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22300E-01	3875.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.22108E-01	3900.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21919E-01	3925.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21732E-01	3950.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21549E-01	3975.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

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1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21368E-01	4000.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21189E-01	4025.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.21014E-01	4050.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20841E-01	4075.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20670E-01	4100.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20501E-01	4125.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20335E-01	4150.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20171E-01	4175.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.20010E-01	4200.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19850E-01	4225.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19693E-01	4250.00	0.00	5.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19889E-01	4275.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19731E-01	4300.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19575E-01	4325.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19421E-01	4350.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19270E-01	4375.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.19120E-01	4400.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.18972E-01	4425.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.18827E-01	4450.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.18683E-01	4475.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.18541E-01	4500.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.18401E-01	4525.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.18263E-01	4550.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.18127E-01	4575.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.17992E-01	4600.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.17859E-01	4625.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0
1.000	1.50	0.35	0.50	10.0	310.0	2.0							
0.17728E-01	4650.00	0.00	0.0	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0

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1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.17599E-01 4675.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.17471E-01 4700.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.17345E-01 4725.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.17220E-01 4750.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.17097E-01 4775.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.16975E-01 4800.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.16855E-01 4825.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.16736E-01 4850.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.16619E-01 4875.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.16503E-01 4900.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.16389E-01 4925.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.16275E-01 4950.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.16164E-01 4975.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0
0.16053E-01 5000.00 0.00 0.0 Winter 0-360 10011001 -1.30 0.043 -9.000 0.020 -999. 21. 6.0
1.000 1.50 0.35 0.50 10.0 310.0 2.0

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Attachment D

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
Industrial Stormwater Compliance
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, Matt has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2104, 2017;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

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- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989-1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at more than 150 industrial facilities.
- Expert witness on numerous cases including, for example, perfluorooctanoic acid (PFOA) contamination of groundwater, MTBE litigation, air toxins at hazards at a school, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

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- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted

public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9.

Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific

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principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt is currently a part time geology instructor at Golden West College in Huntington Beach, California where he taught from 2010 to 2014 and in 2017.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

5

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

2. Response to Comments

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examinations, 2009-2011.

2. Response to Comments

Attachment E

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, creosote, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at sites and has testified as an expert witness on numerous cases involving exposure to soil, water and air contaminants from industrial, railroad, agricultural, and military sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

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Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

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Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

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Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting. American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International*

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Conferences on Soils Sediment and Water. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Dryeleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association, Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington.

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

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Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E. C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court for the Eastern District of Texas Beaumont Division
Robinson, Jeremy et al *Plaintiffs*, vs. CNA Insurance Company et al.
Case Number 1:17-cv-000508
Rosenfeld Deposition: March 25, 2021

In the Superior Court of the State of California, County of San Bernardino
Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.
Case No. 1720288
Rosenfeld Deposition 2-23-2021

In the Superior Court of the State of California, County of Los Angeles, Spring Street Courthouse
Benny M Rodriguez vs. Union Pacific Railroad, A Corporation, et al.
Case No. 18STCV01162
Rosenfeld Deposition 12-23-2020

In the Circuit Court of Jackson County, Missouri
Karen Cornwell, *Plaintiff,* vs. Marathon Petroleum, LP, *Defendant.*
Case No.: 1716-CV10006
Rosenfeld Deposition. 8-30-2019

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs*, vs. United States Metals Refining Company et. al. *Defendant,*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs*, vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case No.: 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District

Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No.: 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017

In United States District Court For The Southern District of Mississippi
Guy Manuel vs. The BP Exploration et al., Defendants
Case: No 1:19-cv-00315-RHW
Rosenfeld Deposition, 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant*.
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs*, vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court for the Middle District of Alabama, Northern Division
James K. Benefield, et al., *Plaintiffs*, vs. International Paper Company, *Defendant*.
Civil Action Number 2:09-cv-232-WHA-TFM
Rosenfeld Deposition: July 2010, June 2011

In the Circuit Court of Jefferson County Alabama
Jaeanette Moss Anthony, et al., *Plaintiffs*, vs. Drummond Company Inc., et al., *Defendants*
Civil Action No. CV 2008-2076
Rosenfeld Deposition: September 2010

In the United States District Court for Eastern District of Arkansas, Eastern District of Arkansas
Harry Stephens Farms, Inc, and Harry Stephens, individual and as managing partner of Stephens Partnership, *Plaintiffs*, vs. Helena Chemical Company, and Exxon Mobil Corp., successor to Mobil Chemical Co., *Defendants*.
Case Number 2:06-CV-00166 JMM (Consolidated with case number 4:07CV00278 JMM)
Rosenfeld Deposition: July 2010

In the United States District Court, Western District Lafayette Division
Ackle et al., *Plaintiffs*, vs. Citgo Petroleum Corporation, et al., *Defendants*.
Case Number 2:07CV1052
Rosenfeld Deposition: July 2009

In the United States District Court for the Southern District of Ohio
Carolyn Baker, et al., *Plaintiffs*, vs. Chevron Oil Company, et al., *Defendants*.
Case Number 1:05 CV 227
Rosenfeld Deposition: July 2008

In the Ninth Judicial District Court, Parish of Rapides, State of Louisiana
Roger Price, et al., *Plaintiffs*, vs. Roy O. Martin, L.P., et al., *Defendants*.
Civil Suit Number 224,041 Division G
Rosenfeld Deposition: September 2008

In the Superior Court of the State of California in and for the County of Los Angeles
Leslie Hensley and Rick Hensley, *Plaintiffs*, vs. Peter T. Hoss, as trustee on behalf of the Cone Fee Trust; Plains Exploration & Production Company, a Delaware corporation; Rayne Water Conditioning, Inc., a California Corporation; and DOES 1 through 100, *Defendants*.
Case Number SC094173
Rosenfeld Deposition: September 2008, October 2008

2. Response to Comments

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C. Response to Comments from Mitchell M. Tsai (on behalf of Southwest Regional Council of Carpenters), dated June 24, 2021.

C-1 The commenter states that the Southwest Regional Council of Carpenters (SWRCC) reserve the right to supplement these comments at or prior to hearings for the proposed project, and requests that the City provide notice for all notices referring or related to the proposed project.

The comment does not describe any inadequacies in the CEQA analysis or conclusion in the DEIR, therefore no changes to the DEIR are necessary. The commenter has been added to the distribution list for the proposed project and will be informed of all notices regarding the proposed project.

C-2 The commenter states that the City should require the applicant to provide additional community benefits such as local hire and use of skilled and trained workforce who have graduated from a Joint Labor Management apprenticeship training program to build the proposed project.

The comment does not describe any inadequacies in the CEQA analysis or conclusion in the DEIR, therefore no changes to the DEIR are necessary.

C-3 The commenter states that local hire and skilled and trained workforce requirements can reduce environmental impacts and improve the positive economic impact of the proposed project such as reduced greenhouse gas emissions and length of vendor trips, as well as providing localized economic benefits.

While prioritizing hiring of employees within a 10-mile radius of the project site could reduce construction-worker trip lengths and associated emissions, the City lacks the legal authority to require, and the means to verify, residency associated with this type of restriction. The amount of any associated vehicle emission reduction would be speculative but likely nominal; requiring local residency would not mitigate greenhouse gas impacts from the project to less than significant levels. Further, the requirement could be unconstitutional as all citizens have the right to seek employment regardless of residency. It should be noted that nothing in the record would preclude the applicant from hiring locally, nor is there anything to suggest that the existing workforce is not adequately skilled and trained for the type of construction proposed by this project. The comment does not describe any inadequacies in the CEQA analysis or conclusion in the Draft EIR, therefore no changes to the Draft EIR are necessary.

C-4 The commenter states that skilled and trained workforce requirements promote the development of skilled trades that yield sustainable development and are key to delivering emissions reductions and moving California closer to its climate targets. The commenter states that the South Coast AQMD found that the use of local state-certified apprenticeship programs can result in air pollutant reductions, and that cities are adopting

local skilled and trained workforce policies and requirements into general plans and municipal codes.

See response to Comment C-3. Air quality impacts from the project have already been mitigated to less than significant levels, therefore, additional mitigation is not required. The comment does not describe any inadequacies in the CEQA analysis or conclusion in the Draft EIR, therefore no changes to the Draft EIR are necessary.

C-5 The commenter states that locating jobs closer to residential areas can reduce vehicle miles traveled (VMT) and vehicle hours traveled. The commenter states that simply placing jobs near housing is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.

The comment does not describe any inadequacies in the CEQA analysis or challenge any conclusions in the Draft EIR, therefore no changes to the Draft EIR are necessary.

C-6 The commenter states that the City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality, and transportation impacts.

See response to Comments C-3 and C-4. Transportation impacts from the project have already been mitigated to less than significant levels, therefore, additional mitigation is not required.

C-7 The commenter states that the City should require the proposed project to be built to standards exceeding the current 2019 California Green Building Code to mitigate the proposed project's environmental impacts and to advance progress towards California's environmental goals.

There is no legal requirement to exceed the current 2019 California Green Building Code. The proposed mitigation measures in the DEIR sufficiently reduce impacts to a less-than-significant-level.

C-8 The commenter summarizes the work experiences of Matt Hagemann, P.G, C.Hg., and Paul Rosenfeld, Ph.D., whose comments and resumes are included in this comment letter.

The comment does not describe any inadequacies in the CEQA analysis or conclusion in the DEIR, therefore no changes to the DEIR are necessary.

C-9 The commenter states that CEQA has two basic purposes; the first is that CEQA is designed to inform decision makers and the public about potentially significant environmental impacts of a project and the second is that CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. The commenter states that courts reviewing an EIR should not rely on every study presented by a project proponent, and states that the EIR's function is to

ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences.

The comment does not describe any inadequacies in the CEQA analysis or conclusion in the DEIR, therefore no changes to the DEIR are necessary.

C-10 The commenter states that the information and issues raised throughout the letter constitute significant new information which obligates the City to substantively revise and recirculate the DEIR for a new public notice and comment period.

Responses to the commenter's specific concerns are addressed throughout this FEIR.

C-11 The commenter states that the DEIR fails to adequately evaluate the proposed project's air quality, health risk, and greenhouse gas impacts, and as a result emissions and health risk impacts associated with the proposed project's construction and operation are underestimated and inadequately addressed, and that an updated EIR should assess and mitigate potential impacts.

The commenter suggests that a local hire requirement would reduce greenhouse gas emissions. Greenhouse Gas emissions are shown in Table 5.5-6 of the DEIR and indicate that construction emissions in combination with operational emissions would be significant and unavoidable. The physical location of construction employees and the distance they would travel to the construction site is unknown at this time; therefore the DEIR correctly utilizes the default worker trip length assumptions for purposes of evaluating the proposed project emissions.

The commentor suggests a discrepancy between the statement that the construction emissions were based on CalEEMod default values when compared to the values for equipment quantities and usage hours that are shown in the model output. The construction contractor had reviewed the CalEEMod estimates and provided adjustments to reflect the project specific construction activities for equipment, number of workers, and architectural coatings. It should be noted that some quantities were adjusted upward, while as the commenter noted, some were decreased from the CalEEMod defaults. As included in Section 3, *Revisions to the Draft EIR,* of this FEIR, page 5.2-24 of the DEIR will be revised as follows:

> Table 5.2-8 lists the estimated construction equipment that would be used during project construction as estimated by CalEEMod default values <u>as modified to reflect project specific activities</u>.

The commentor also asserts that pass-by trips were double counted. Default values for the pass-by trips were included in CalEEMod. This is not an undercounting of the vehicle trips because the trips were still included in the analysis. Total trips for the proposed

project were consistent with what were included in the traffic impact analysis as shown in the CalEEMod output sheets.

The commentor indicates that there was an unsubstantiated change to gas fireplace values in CalEEMod. The proposed project would not include any gas or wood burning fireplaces. This was reflected in the CalEEMod analysis. As included in Section 3, *Revisions to the Draft EIR,* of this FEIR, the project description on page 3-3 of the DEIR will be updated to clarify this as follows:

> The proposed townhomes/condominium would be 3-plexes to 6-plexes up to three stories tall, with a maximum height of 40 feet to the ridge of the roof. As shown in Figure 3-6a and Figure 3-6b, Residential Elevation, the exterior façades would vary in materials such as board and batten, trim, and metal, as well as in color/finishes such as light and dark brown, white, taupe, and gray. The interior of the units will not include woodburning or gas fireplaces.

The commenter also suggests that the use of Tier 4 Final equipment was incorrect in the analysis. Mitigation Measure AQ-1 would require this equipment. As included in the Section 3, *Revisions to the Draft EIR,* of this FEIR, the DEIR has been modified to reflect that this measure would apply to equipment of 50 HP or greater as follows:

> AQ-1 Construction Equipment. Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than ~~90~~ 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than ~~90~~ 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of

construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

The commenter also suggests that the application of water-related operational mitigation measures was incorrect. As specified in the CalEEMod appendix files, it was assumed that future Title 24 Building Efficiency Standards would be adhered to. CalEEMod default efficiency rates are based on the 2016 Title 24 Building Code. The 2019 building code is 30 percent more efficient than the default rates built into CalEEMod (which is based on the 2016 Title 24 standards). The analysis assumed only a 10 percent reduction in use from the 2016 Standards. Therefore, the analysis is conservative and energy and water assumptions are actually over estimated. Therefore, the water-related measures were correctly applied.

SWAPE provides their own analysis of the proposed project and indicates that their analysis indicates potentially significant air quality impacts. However as described in the responses above, all model inputs are consistent with the project description and anticipated construction activities as indicated by the project contractor. Therefore, the SWAPE analysis is incorrect, and the findings of the DEIR are correct.

The commentor also claims there is substantial evidence that the project may have a significant health risk impact. The comment describes that SWAPE prepared a screening-level HRA to evaluate potential impacts from the construction and operation of the Project. SWAPE used AERSCREEN. As described on the EPA website (www.epa.gov/scram/air-quality-dispersion-modeling-screening-models)
"AERSCREEN is intended to produce concentration estimates that are equal to or greater than the estimates produced by AERMOD with a fully developed set of meteorological and terrain data, but the degree of conservatism will vary depending on the application."
The SWAPE screening-level HRA is overly simplistic and conservative, deliberately over-estimating the health risk levels. To determine the health risk associated with the project, consistent with SCAQMD guidance, an LST analysis was performed.

As seen on pages 5.2-28 and 5.2-29 of the Draft EIR, the construction-phase LST analysis considers the impact to sensitive receptors within 82 feet (25 meters) of the construction site, which is the closest receptor distance on the mass rate LST look-up tables. As stated in the South Coast AQMD Final Localized Significance Threshold Methodology, projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, no changes to the model methodology are required.

As shown in Table 5.2-11, the construction of the Modified Project would not generate construction-related on-site emissions that would exceed the screening-level LSTs. Therefore, no additional mitigation measures would be required.

The commenter also states that the GHG analysis is inadequate and additional mitigation is necessary. As described above, the CalEEMod analysis that was conduced for the project includes the appropriate model inputs to reflect the proposed project. As shown in Table 5.5-6 of the DEIR, mobile source emissions account for approximately 80 percent of the GHG emissions associated with the proposed project. Therefore, the focus of the mitigation strategy in Mitigation Measure GHG-1 is to reduce mobile source emissions with a Transportation Demand Management program. As shown in Table 5.5-8, the proposed project would implement the measures identified in the Western Riverside Council of Governments Climate Action Plan, including the non-transportation related measures. The project will comply with the latest building code standards to reduce emissions from energy, water, and area sources. Additional measures are not required.

C-12 The commenter states that the City fails to consider alternatives to impacting jurisdictional waters on the project site and defers full consideration of relevant regulatory programs and coordination with state and federal regulatory agencies responsible for permitting impacts to jurisdictional waters. The commenter states that the DEIR lacks critical information about the proposed project's impacts to jurisdictional waters since it fails to sufficiently integrate consideration of the Corps' Clean Water Act regulatory program into the DEIR and defers coordination with the Corps and other regulatory bodies until a later date. The commenter states that the DEIR's conclusion, that impacts to jurisdictional waters cannot be avoided and therefore must be mitigated, is premature and not supported by substantial evidence. The commenter states that the City should not certify the EIR until and unless the Corps and other regulatory agencies have been consulted and the EIR's alternatives analysis and mitigation requirements are deemed sufficient.

The Determination of Biologically Equivalent or Superior Preservation (DBESP) and the Multi-Species Habitat Conservation Plan (MSHCP) Consistency Reports were sent to the Riverside Regional Conservation Authority (RCA), United States Fish and Wildlife Service (USFWS), and California Department of Fish and Wildlife (CDFW) for review on April 28, 2021, for the agencies to provide comments. The RCA stated that because the project site is outside of criteria cells, the RCA will not perform a consistency review. Moreover, the DEIR analyzes a multitude of project alternatives that were ultimately rejected because they did not meet the project objectives. The jurisdictional water impacts were prepared by experts in the field that have prepared hundreds of jurisdictional impact analyses. The mitigation ratios were based on the professional judgment of the consultant in light of the mitigation requirements of recent and similar impacts mitigated within the region. Mitigation is not deferred because the impacts are specifically described, as well as the mitigation ratios, locations, and timing for mitigating impacts.

C-13 The commenter states that failure to provide sufficient information concerning the lead agency's consultation efforts could undermine the legal sufficiency of an EIR. The commenter states that Chapter 9, *Organizations Consulted and Qualifications of Preparers,* of the DEIR fails to provide details concerning the City's consultations with relevant state

and federal resource and permitting agencies pursuant to CEQA Guidelines Section 1519 and 15124(d)(1)(C).

Appendix 2.2, Distribution List, of the DEIR lists all the agencies and individuals the NOP and DEIR were mailed to. Agencies that provided comments on the NOP and DEIR are listed in Table 2-1, *NOP Comment Letters Received,* in Chapter 2 of the DEIR, and listed in the table above on page 2-1 of this FEIR, respectively. Additionally, the Determination of Biologically Equivalent or Superior Preservation (DBESP) and the Multi-Species Habitat Conservation Plan (MSHCP) Consistency Reports were sent to the Riverside Regional Conservation Authority (RCA), United States Fish and Wildlife Service (USFWS), and California Department of Fish and Wildlife (CDFW) for review on April 28, 2021, for the agencies to provide comments.

C-14 The commenter states SWRCC recommends that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks related to COVID-19 during construction activities such as construction site design, testing procedures, and planning.

The state of California has lifted COVID-19 restrictions therefore no changes to the Draft EIR are necessary. See also response to comment C-16 as COVID-19 is part of the environment and CEQA is not required to evaluate the impact of the environment on a project.

C-15 The commenter states that State law requires that all subordinate land use decisions be consistent with the general plan, and states that the gas station component of the proposed project would be inconsistent with Policy AQ-2.1 and Policy AQ-2.2 of the General Plan.

Consistency with the General Plan is not a CEQA issue. See Stop Syar Expansion v. County of Napa (2021) 63 Cal.App.5th 444. The proposed project is consistent with Policy AQ-2.1 and Policy AQ-2.2 of the General Plan, which require separating and protecting sensitive land uses from air pollution; as indicated in Impact 5.2-2 of Chapter 5.2, *Air Quality,* of the DEIR, SCAQMD staff runs individual cancer risk assessments on all new service stations or projects where a school is located within 1,000 feet of the project site and there is an increase in emissions. There are no schools within 1,000 feet of the project site. The nearest sensitive receptor to the project site is a residential area approximately 130 feet to the southeast and 350 feet to the south. Compliance with the existing SCAQMD rules and regulations would ensure potential impacts associated with air toxics would be less than significant. Additionally, under existing SCAQMD regulations, a permit cannot be issued for a gas station project with an identified cancer risk between 1 and 10 unless Toxics Best Available Control Technology (TBACT) is made a part of the project. The ARB must certify all vapor recovery equipment that is used at service stations, which would satisfy the TBACT requirement.

C-16 The commenter states that the proposed project would result in destruction to native riparian habitat and jurisdictional waters without complete consideration of applicable regulatory programs during the development review process as demanded by Policy OS-5.5 and Policy OS-6.1 of the City's General Plan.

See response to Comment C-12 and Comment C-15.

C-17 The commenter requests that the City revise and recirculate the proposed project's EIR to address the aforementioned concerns.

The commenter's aforementioned comments have been responded to throughout this FEIR.

ATTACHMENTS

The comment letter includes the following Exhibits:

- Exhibit A – March 8, 2021, SWAPE Letter regarding Local Hire Requirements and Considerations for Greenhouse Gas Modeling
- Exhibit B – Paul Rosenfeld's Resume (included twice in the comment letter)
- Exhibit C – Matt Hagemann's Resume (included twice in the commenter letter)
- Exhibit D – June 21, 2021, SWAPE Letter regarding Wildomar Trail Town Center Project

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3. Revisions to the Draft EIR

3.1 INTRODUCTION

This section contains revisions to the Draft EIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of Draft EIR publication; and/or (3) typographical errors. This section also includes additional mitigation measures to fully respond to commenter concerns as well as provide additional clarification to mitigation requirements included in the Draft EIR. The provision of these additional mitigation measures does not alter any impact significance conclusions as disclosed in the Draft EIR. Changes made to the Draft EIR are identified here in ~~strikeout text~~ to indicate deletions and in <u>underlined text</u> to signify additions.

3.2 DRAFT EIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the Draft EIR.

Based on responses to Comment C-11, page 3-3 of Chapter 3, *Project Description,* of the DEIR, is revised to make the following clarification:

The proposed townhomes/condominium would be 3-plexes to 6-plexes up to three stories tall, with a maximum height of 40 feet to the ridge of the roof. As shown in Figure 3-6a and Figure 3-6b, Residential Elevation, the exterior façades would vary in materials such as board and batten, trim, and metal, as well as in color/finishes such as light and dark brown, white, taupe, and gray. <u>The interior of the units will not include woodburning or gas fireplaces</u>.

Based on responses to Comment C-11, page 5.2-24 of Chapter 5.2, *Air Quality,* of the DEIR, is revised as follows:

Table 5.2-8 lists the estimated construction equipment that would be used during project construction as estimated by CalEEMod default values <u>as modified to reflect project specific activities</u>.

Based on responses to Comment C-11, Mitigation Measure AQ-1 has been modified to reflect that this measure would apply to equipment of 50 HP or greater as follows:

AQ-1 Construction Equipment**.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than ~~90~~ <u>50</u> horsepower shall be compliant with the United States Environmental Protection Agency and

3. Revisions to the Draft EIR

California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than ~~90~~ 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

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August 2021 | Final Environmental Impact Report
State Clearinghouse No. 2020090408

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT FINAL ENVIRONMENTAL IMPACT REPORT (PA 20-0039)

CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS REGARDING THE FINAL ENVIRONMENTAL IMPACT REPORT (PA 20-0039)

City of Wildomar

Prepared for:

City of Wildomar
Contact: Matthew C. Bassi, Planning Director
23873 Clinton Keith Road, Suite 201
Wildomar, California 92595
951.677.7751

Prepared by:

PlaceWorks
Contact: Mark Teague, AICP, Principal
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

PLACEWORKS

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CEQA FINDINGS OF FACT
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REGARDING THE
FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE
WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT (PA 20-0039)
STATE CLEARINGHOUSE NO. 2020090408

Exhibit A

I. INTRODUCTION

The California Environmental Quality Act (CEQA) requires that a number of written findings be made by the lead agency in connection with certification of an environmental impact report (EIR) prior to approval of the project pursuant to Sections 15091 and 15093 of the CEQA Guidelines and Section 21081 of the Public Resources Code. This document provides the findings required by CEQA. The potential environmental effects of the proposed Wildomar Trail Town Center Mixed-Use Project and the Prielipp-Yamas Property Rezone (proposed project) have been analyzed in a Draft Environmental Impact Report (Draft EIR) (State Clearinghouse [SCH] 2020090408) dated April 2021. A Final EIR has also been prepared that incorporates the Draft EIR and contains comments received on the Draft EIR, responses to the individual comments, revisions to the Draft EIR including any clarifications based on the comments and the responses to the comments, and the Mitigation Monitoring and Reporting Program for the proposed project (MMRP). This document provides the findings required by CEQA for approval of the proposed project.

A. Statutory Requirements for Findings

The CEQA (Pub. Res. Code §§ 21000, *et seq.*) and the State CEQA Guidelines (Guidelines) (14 Ca. Code Regs §§ 15000, *et seq.*) promulgated thereunder, require the environmental impacts of a project be examined before a project is approved. Specifically, regarding findings, Guidelines Section 15091 provides:

> (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
>
> 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
>
> 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The "changes or alterations" referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

(a) Avoiding the impact altogether by not taking a certain action or parts of an action.

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.

Regarding a Statement of Overriding Considerations, Guidelines Section 15093 provides:

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

B. Certification

Having received, reviewed, and considered the EIR for the Wildomar Trail Town Center Mixed-Use Project State Clearinghouse No. 2020090408, as well as other information in the record of proceedings on this matter, the City of Wildomar City Council adopts the following Findings and Statement of Overriding Considerations, in its capacity as the legislative body for the City of Wildomar (City), which is the CEQA Lead Agency. The Findings and Statements of Overriding Considerations (Findings) set forth the environmental and other bases for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the proposed project.

In addition, the City of Wildomar City Council (City Council) hereby make findings pursuant to and in accordance with Section 21081 of the California Public Resources Code and State CEQA Guidelines Sections 15090 and 15091 and hereby certifies that:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

C. Project Environmental Report and Discretionary Actions

The Final EIR addresses the direct, indirect, and cumulative environmental effects of construction and operation activities associated with the proposed project. The Final EIR provides the environmental information necessary for the City to make a final decision on the requested discretionary actions for all phases of this project. The Final EIR was also intended to support discretionary reviews and decisions by other responsible agencies. Discretionary actions to be considered by the City may include, but are not limited to, the following:

- Certify that the Final EIR for the proposed project has been completed in compliance with CEQA, and reflects the independent judgement and analysis of the City; find that the City Council has reviewed and considered the information contained in the Final EIR prior to approving the project; adopt the Mitigation Monitoring and Reporting Program, finding that the Mitigation Monitoring and Reporting Program is adequately designed to ensure compliance with the mitigation measures during project implementation; and determine that the significant adverse effects of the project either have been reduced to an acceptable level, or are outweighed by the specific overriding considerations of the project as outlined in the CEQA Findings of Fact and Statement of Overriding Considerations, as set forth herein.
- Approve the proposed project and related discretionary actions needed for project construction and operation.

II. PROCEDURAL COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City published a Draft EIR on May 12, 2021. A Final EIR was prepared in July 2021 in compliance with CEQA requirements. The Final EIR has been prepared in accordance with CEQA and the CEQA Guidelines, as amended. As authorized in State CEQA Guidelines Section 15084(d)(2), the City retained a consultant to assist with the preparation of the environmental documents. City staff from multiple departments, representing the Lead Agency, have directed, reviewed, and modified where appropriate all material prepared by the consultant. The Final EIR reflects the City's independent analysis and judgement. The key milestones associated with the preparation of the EIR are summarized below. As presented below, an extensive public involvement and agency notification effort was conducted to solicit input on the scope and content of the EIR and to solicit comments on the results of the environmental analysis presented in the Draft EIR.

A. Public Notification and Outreach

In conformance with CEQA, the State CEQA Guidelines, and the City of Wildomar CEQA Guidelines, the City of Wildomar conducted an extensive environmental review of the proposed project.

- Completion of a Notice of Preparation (NOP) on September 17, 2020. The public review period extended from September 17, 2020, to October 16, 2020. The NOP was published in the

Press Enterprise on September 17, 2020. The NOP was posted at the Riverside County Clerk's office on September 17, 2020. Copies of the NOP were mailed to interested persons and organizations.

- Preparation of a Draft EIR, which was made available for a 45-day public review period beginning May 12, 2021, and ending June 25, 2021. The scope of the Draft EIR was determined based on the CEQA Guidelines Appendix G Checklist, and comments received in response to the NOP. The Notice of Availability (NOA) for the Draft EIR was sent to interested persons and organizations, sent to the State Clearinghouse in Sacramento for distribution to public agencies, posted at the City of Wildomar's website, and published in the *Press Enterprise*. The NOA was posted at the Riverside County Clerk's office on May 12, 2021. The Notice of Availability of the Draft EIR was published in the *Press Enterprise* on May 12, 2021.
- Preparation of a Final EIR, including the responses to comments to the Draft EIR, was released for a 10-day agency review period prior to certification of the Final EIR.
- Public hearings on the proposed project, including a Planning Commission hearing and a City Council hearing.

In summary, the City conducted all required noticing and scoping for the proposed project in accordance with Section 15083 of the CEQA Guidelines, and conducted the public review for the EIR, which exceeded the requirements of Section 15087 of the CEQA Guidelines.

B. Final Environmental Impact Report and City Council Proceedings

The City prepared a Final EIR, including Responses to Comments to the Draft EIR. The Final EIR/Response to Comments contains comments on the Draft EIR, responses to those comments, revisions to the Draft EIR, and appended documents. A total of three comment letters were received..

None of the comment letters resulted in the need to modify the environmental analysis in the Draft EIR.

The Final EIR found that prior to mitigation, implementation of the proposed project will result in potentially significant impacts to Greenhouse Gas Emissions, as stated below. However, even with the implementation of mitigation measures (MMs) these impacts would be significant and unavoidable. The City prepared a Statement of Overriding Considerations (see Section V, below) for the following impacts which were found to be significant and unavoidable:

Greenhouse Gas Emissions

- **Impact 5.5-1:** Implementation of the project would generate a substantial increase in the magnitude of GHG emissions.

- **Impact 5.5-2**: Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

The public can view searchable agendas for scheduled City Council meetings and access agenda-related City information and services directly on the following website: http://www.cityofwildomar.org/government/city_council.

The Final EIR document will be posted for viewing and download with the previously posted Draft EIR prior to the City's consideration of the Final EIR and project recommendations on the City's website.

A date for consideration of the Final EIR and project recommendations at the City Council was set for the proposed project and notice of the meeting was provided consistent with the Brown Act (Government Code Sections 54950 et seq.). The City Council will take testimony on the proposed project and may continue on its calendar to a subsequent meeting date in its discretion.

C. Record of Proceedings

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed project consists of the following documents and other evidence, at a minimum:

- The NOP, NOA, and all other public notices issued by the City in conjunction with the proposed project.
- The Draft EIR and Final EIR for the proposed project.
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft EIR.
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft EIR.
- All written and verbal public testimony presented during a noticed public hearing for the proposed project.
- The Mitigation Monitoring and Reporting Program.
- The reports and technical memoranda included or referenced in the Final EIR.
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft EIR and Final EIR.
- The Resolutions adopted by the City in connection with the proposed project, and all documents incorporated by reference therein, including comments received after the close of the comment period and responses thereto.
- Matters of common knowledge to the City, including but not limited to federal, state, and local laws and regulations.
- Any documents expressly cited in these Findings.
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

D. Custodian and Location of Records

The documents and other materials that constitute the administrative record for the City's actions related to the proposed project are at the City of Wildomar – Planning Department, 23873 Clinton Keith Road, Suite 201, Wildomar, CA. The City Planning Department is the custodian of the administrative record for the proposed project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request of the Planning Department. Additionally, the documents are available online at: http://www.cityofwildomar.org/cms/One.aspx?portalId=9894827&pageId=10911316. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and Guidelines Section 15091(e).

E. Project Location

Wildomar Trail Town Center Mixed-Use Project

The project site (Assessor Parcel Numbers [APNs]: 376-190-002 and 376-180-006) is within the City of Wildomar in western Riverside County. The project site is bound to the north by Wildomar Trail, a single-family residential neighborhood to the east and southeast, Cervera Road to the southwest, and Central Avenue to the west. Interstate 15 (I-15) is approximately 445 feet to the east of the site.

Prielipp-Yamas Property Rezone

The approximately 20-acre Prielipp-Yamas Property (APN 380-250-019) is located in the southeastern portion of the City, and is bound by Yamas Drive to the west and Prielipp Road to the south.

F. Project Objectives

The following objectives have been established for the proposed project and will aid decision makers in their review of the proposed project and associated environmental impacts:

1. Provide a freeway adjacent mixed-use project catering to both the residents of Wildomar and the travelling public.
2. Ensure that non-residential uses buffer the residential uses from the noise of I-15.
3. Add housing units to the City's housing stock.
4. Provide uses to serve the City's daytime population.
5. Provide additional office workspace in the City.
6. Increase employment opportunities by providing retail and professional office land uses.
7. Ensure that the City has vacant land designated and zoned for residential development sufficient to accommodate the City's remaining 2013-2021 Regional Housing Needs Assessment (RHNA) allocation.

G. Project Description

Wildomar Trail Town Center Mixed-Use Project

The proposed Wildomar Trail Town Center Mixed-Use project would allow for the development of a mixed-use project on an approximately 25.8-acre vacant site (APN 376-190-002 and 376-180-006) which would include 41,609 square feet of commercial retail, 72,000 square feet of professional office, and 152 townhome/condominium residential units, with full on-site/off-site improvements.

Prielipp-Yamas Property Rezone

The City Council has initiated a General Plan Amendment to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10-acres of the 20-acre site on the northeast corner of Prielipp Road and Yamas Drive (APN 380-250-019).

In addition to the General Plan amendment, the City will rezone the Prielipp-Yamas property from I-P (Industrial Park) to R-3 (General Residential), for approximately 10-acres of the 20-acre site on the northeast corner of Prielipp Road and Yamas Drive (APN 380-250-019).

III. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

A. Format

Section 15091 of the CEQA Guidelines requires that a Lead Agency make a finding for each significant effect for the project. This section summarizes the significant environmental impacts of the proposed project, describes how these impacts are to be mitigated, and discusses various alternatives to the proposed project, which were developed in an effort to reduce the remaining significant environmental impacts. All impacts are considered potentially significant prior to mitigation unless otherwise stated in the findings.

This remainder of this section is divided into the following subsections:

Section B, Issues Deemed "No Impact" or "Less Than Significant Impact," presents topical areas that would result in no impact or less than significant impacts, as detailed in Chapter 8 of the Draft EIR.

Section C, Findings on "No Impact" and "Less Than Significant Impacts," presents environmental issues, as identified in Chapter 5 of the Draft EIR, which would result in no impact or less than significant impacts.

Section D, Findings on Impacts Mitigated to Less Than Significant, presents significant impacts of the proposed project that were identified in Chapter 5 and Chapter 8 of the Draft EIR, the mitigation measures identified in the Mitigation Monitoring Program, and the rationales for the findings.

Section E, Significant and Unavoidable Impacts that Cannot be Mitigated to Below the Level of Significance, presents significant impacts of the proposed project that were identified in

the Draft EIR, the mitigation measures identified in the Mitigation Monitoring Program, the findings for significant impacts, and the rationales for the findings.

Section IV, Alternatives to the Proposed Project, presents alternatives to the proposed project and evaluates them in relation to the findings set forth in Section 15091(a)(3) of the State CEQA Guidelines, which allows a public agency to approve a project that would result in one or more significant environmental effects if the project alternatives are found to be infeasible because of specific economic, social, or other considerations.

Section V, Statement of Overriding Considerations, presents a description of the proposed project's significant and unavoidable adverse impacts and the justification for adopting a statement of overriding considerations.

Section VI, Findings on Responses to Comments on the Draft EIR and Revisions to the Final EIR, presents the City's findings on the response to comments and revisions to Final EIR, and decision on whether a recirculated Draft EIR is necessary or not.

B. Issues Deemed No Impact or Less Than Significant Impact

In accordance with Section 15128 of the CEQA Guidelines, as described in Chapter 8 of the Draft EIR, the City concluded that project impacts related to the following topical environmental issues would result in no impact or would be less than significant: Agriculture and Forestry Resources, Geology and Soils, Mineral Resources, Public Services, and Recreation. Since the following environmental issue areas were determined to have no impact or a less than significant impact, no findings under Section 15091 for these issues are required

1. Agricultural and Forestry Resources

The Wildomar Trail Town Center project site is classified as Farmland of Local Importance; however, the State Farmland Mapping and Monitoring Program does not designate the site as Prime, Unique, or Farmland of Statewide Importance. The Prielipp-Yamas Drive Property is not designated as Prime, Unique, or Farmland of Statewide Importance. Therefore, no conversion of Prime Farmland, Unique, Farmland, or Farmland of Statewide Importance to non-agricultural land uses would occur. There is no land zoned for Williamson Act contracts either on the Wildomar Trail Town Center Project site or the Prielipp-Yamas Drive Property. The sites are not designated as forestland or timberland, and there is no forestland or timberland adjacent to these sites. No impacts would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to agricultural and forestry resources. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

2. Geology and Soils

The project sites are not within an Alquist-Priolo Earthquake Fault Zone, however, a Riverside County Fault Zone crosses the northeast corner of the Wildomar Trail Town Center site. Based on current site plans, no habitable structures are planned for this portion of the site. Active and inactive

faults do not cross the site, however, the risk for seismic activity consist of the potential for moderate to strong seismic shaking. The closest fault to the Prielipp-Yamas Drive Property is the Riverside County Fault approximately 2.7 miles northwest of the site. Compliance with seismic design criteria contained in the California Building Code (CBC) would minimize impacts to both sites to the extent feasible.

Due to the lack of a permanent, near-surface groundwater table and the dense to very dense nature of the Pauba Formation, liquefaction potential for the Wildomar Trail Town Center site is negligible and not a design consideration. However, seismically induced settlement may occur whether the potential for liquefaction exists or not. The geotechnical report for the future development on the Prielipp-Yamas Drive Property would identify the potential for liquefaction, and provide mitigation measures if needed. Nonetheless, compliance with the 2019 CBC would ensure potential impacts are reduced to less than significant. Due to the flat topography of both sites, these sites are not subject to landslides.

Construction of the Wildomar Trail Town Center project, as well as construction of future development on the Prielipp-Yamas Drive Property, may result in soil erosion because grading and construction can loosen surface soils and make soils susceptible to the effects of wind and water movement across the surface. The City routinely requires the submittal of detailed erosion control plans with any grading plans. Additionally, construction activities would be subject to compliance with the 2019 CBC and would include best management practices (BMPs).

Additionally, since the Wildomar Trail Town Center project and future development on the Prielipp-Property would be subject to the provisions of the National Pollutant Discharge Elimination System (NPDES), and an approved SWPPP. Additionally, the project applicant would be required to comply with Wildomar Municipal Code Chapter 13.12, Stormwater Drainage System Protection, which establishes requirements for stormwater and non-stormwater quality discharge and control that require new development or redevelopment projects to control stormwater runoff by implementing appropriate BMPs to prevent the deterioration of water quality.

As the potential for liquefaction is low, the likelihood of lateral spreading would also be low. Moreover, groundwater was not encountered during the field survey, therefore, the probability of subsidence or collapse are low. Soils on the site were classified as having a slight to moderate degree of collapse; potentially collapsible soils underlying the site are typically removed and recompacted during remedial site grading. Implementation of the CBC and other related construction standards apply seismic requirements and address certain grading activities. Compliance with CBC regulations and the geotechnical report would ensure adequate design and construction of building foundations to resist soil movement.

According to the geotechnical report for the Wildomar Trail Town Center site, the expansion potential for soils onsite are very low to low. Development on the project site and the Prielipp-Yamas Drive Property would be connected to existing wastewater facilities (sewer), and septic tanks would not be used.

There are no unique geological features on the Wildomar Trail Town Center project site or the Prielipp-Yamas Drive Property and both sites are undeveloped. There is some possibility that fossils could be present in the site soils and therefore could be damaged by project grading and/or

construction activities. In order to ensure impacts are reduced to less than significant, the implementation of PPP HAZ-5 (see Section 5.6, *Hazards and Hazardous Materials,* of the Draft EIR), which outlines recommendations if fossils are found onsite, would be required**.** Prior to future development on the Prilepp-Yamas Drive Property, a geotechnical report would be prepared to identify the potential geological hazards onsite.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to the geology and soils. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

3. Mineral Resources

The City of Wildomar is designated as MRS-3 which includes areas where the available geologic information indicates that while mineral deposits are likely to exist, the significance of the deposit is undetermined. The General Plan Open Space-Mineral Resources (OS-MIN) land use designation allows mineral extraction and processing facilities, based on the applicable Surface Mining and Reclamation Act (SMARA) classification. Those land areas held in reserve for future mining activities are also designated OS-MIN. No areas within the City boundaries are designated as OS-MIN. The proposed project would not impact mineral resources, and no impact would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to mineral resources. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

4. Public Services

A standard condition of approval for the projects in the City includes compliance with the requirements of the Riverside County Fire Department and the payment of standard City development impact fees, which include a fee for fire and police service impacts. The proposed project would not result in activities that are expected to create unusual fire protection needs. Moreover, the City currently provides a Notice of Impact Mitigation Requirement to an applicant for a building permit, who then works with the school district to determine the precise amount of the fee. Once the fee has been paid in full, LEUSD prepares and provides a certificate to the City demonstrating payment of the fee. Payment of fees in compliance with Government Code Section 65996 fully mitigates all impacts to school facilities. The Wildomar Trail Town Center project would provide 1.9 acres of common open and private open space for residents onsite. Impacts to parkland would be analyzed at the time of development for the Prielipp-Yamas Drive Property. Project applicants are required to pay DIFs and therefore, with the payment of these fees and taxes, impacts would be less than significant. The proposed project would not have a negative impact on other public facilities; the project would not include population growth, but rather, accommodate the City's projected growth. Impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to public services. Accordingly, no changes or alterations to the proposed project

were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

5. Recreation

The Wildomar Trail Town Center project would provide 1.9 acres of common open and private open space for residents which would reduce impacts to existing parks and recreational facilities. Impacts to recreational facilities as a result of development on the Prielipp-Yamas Drive property would be analyzed at the time development is proposed. Nonetheless, project applicants would be required to pay DIFs and therefore, payment of these fees and taxes would reduce impacts to less than significant. The construction of amenities associated with recreational facilities for the Wildomar Trail Town Center project are part of the project site's development, and the construction or expansion of such areas would not result in an adverse physical effect on the environment beyond those analyzed for the overall project in the Draft EIR. Impacts of future recreational facilities on the Prielipp-Yamas Drive Property would be included in the environmental analysis prepared for that site. Therefore, impacts would be less than significant.

C. Findings on "No Impact" and "Less Than Significant Impacts"

The City determined that the proposed project would have no impact or less than significant impacts, including direct, indirect, and cumulative impacts, for the environmental issues summarized below. The rationale for the conclusion that no significant impact would occur in each of the issue areas is based on the environmental evaluation in the listed topical EIR sections in Chapter 5 of the Draft EIR.

CEQA Guidelines Section 15901 states that an EIR may not be certified for a project that has one or more significant environmental effects unless one of three possible findings is made for each significance effect. Since the following environmental issue areas were determined to have no impact or a less than significant impact, no findings under Section 15091 for these issues are required.

1. Aesthetics

Impact 5.1-1: The proposed project would alter the visual appearance of the project site. [Thresholds AE-1 and AE-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would result in the development of commercial retail up to 32 feet in height; professional office up to 49 feet 6 inches; and the townhome/condominium residential units would be three stories tall and 40 feet in height.

Scenic Vistas

The project site is vacant and located within an urbanized portion of the City that is generally flat. Due to the distance, varying topography, and development surrounding the site, views of scenic vistas would not be significantly impacted.

Visual Character

Figure 3-1, *Conceptual Site Plan,* of the Draft EIR, shows that the commercial and office uses would be located on the northern portion of the site, and the residential uses would be located on the southern portion of the site.

Gas Station, Retail, and Office Structures

As shown in Figure 3-3, *Gas Station/Mini-Mart Elevation,* and Figure 3-4a through Figure 3-4f, *Retail Elevation,* of the Draft EIR, the commercial components of the proposed project would be one-story. The proposed building would include tan stucco, metal canopies, and brownish-gray stone veneer. The side elevation would include a landscaped trellis on the exterior of the building.

The exterior façades of the retail structures would be cohesive and would consist of varying materials, such as metal canopies, landscaped trellises, fabric awnings, gray stone veneer, stucco, and brick, and would vary in paint color, such as tan, light and dark gray, and white.

Figure 3-5, *Office Elevation,* of the Draft EIR, shows that the proposed office buildings would be three-stories. The proposed office buildings would have tan, white, and dark gray stucco, light gray stone veneer, and metal paneling.

The C-P-S zone allows for structures up to 50 feet in height. The proposed gas station/mini-mart would be 24 feet at its highest point, the tallest proposed retail structure would be 32 feet at its highest point, and the office buildings would be 49 feet and 6 inches at their highest points. If developed, the structures would be comparable to the allowed maximum height restrictions of the surrounding uses. The maximum height in the R-1 zone (located to the east and south of the project site) is 40 feet; single-family homes in the R-R zone (located to the west of the project site) cannot exceed 40 feet, and no other structure can exceed 50 feet in height unless a variance is approved, which could allow buildings to be a maximum of 75 feet and structure to be 105 feet in height; and buildings in the M-SC Zone (located to the west of the project site) cannot exceed 50 feet unless a height of up to 75 feet is approved.

Residential Structures

The proposed townhomes/condominium would be 3-plexes to 6-plexes up to three stories tall, with a maximum height of 40 feet to the ridge of the roof. As shown in Figure 3-6a and Figure 3-6b, *Residential Elevation,* of the Draft EIR, the exterior façades would vary in materials such as board and batten, trim, and metal, as well as in color/finishes such as light and dark brown, white, taupe and gray. The interior of the units will not include woodburning or gas fireplaces.

Development in the R-3 zone can be up to 50 feet in height. The proposed residential development would be 40 feet to the ridge of the roof, and would be similar in height and design to the residential uses that surround the project site.

Conclusion

There are residential and proposed commercial uses in the project area. The height, density, intensity, and character of the new development planned for the project site is not a dramatic departure from what currently exists within the surrounding area. The proposed appearance and character would be

consistent with development in the area and would improve the vacant site. The proposed project would be required to comply with the City's development standards and design guidelines. Additionally, due to the distance, varying topography, and urbanized nature of the project area, scenic vistas would not be impacted.

Overall, aesthetic impacts would not be adverse, and impacts relating to scenic vistas and visual appearance and character would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The northern 10 acres of the 20-acre Prielipp-Yamas Property would be rezoned I-P (Industrial Park) to R-3 (General Residential) and the General Plan land use designation for this portion of the Property would be changed from BP (Business Park) to HHDR (Highest Density Residential).

Scenic Vistas

The Property is vacant and located within an urbanized portion of the City that is generally flat. Due to the distance, varying topography, and development surrounding the Property, views of scenic vistas would not be significantly impacted if future development were to occur on the Property.

Visual Character

The Property is currently vacant, and the proposed rezone and land use change would allow for the future development of residential units on the Property, in order to comply with Government Code Section 65863 (C)(1) (SB 166 No-Net Housing Loss). The Property is surrounded by residential uses to the west and south. Development to the west of the Property is zoned R-3, and as with the Property, structures would have a maximum height of 50 feet. Single-family homes in the R-R zone (located to the south of the Property) cannot exceed 40 feet, and no other structure can exceed 50 feet in height unless a variance is approved, which could allow buildings to be a maximum of 75 feet and structure to be 105 feet in height. Therefore, future development residential units on the Property would be similar in height and design to the residential uses that surround the Property.

Conclusion

There are residential uses surrounding the Property. The height, density, intensity, and character of future development on the Property would not be a dramatic departure from what currently exists within the surrounding area, as future development would be required to comply with the City's development standards and design guidelines. Moreover, due to the distance, varying topography, and urbanized nature of the project area, scenic vistas would not be impacted.

Overall, aesthetic impacts would not be adverse, and impacts relating to scenic vistas and visual appearance and character would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to aesthetics. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.1-2: The proposed project would not alter scenic resources within a state scenic highway. [Threshold AE-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As indicated in Figure C-9, of the City of Wildomar General Plan, I-15 which is 425 feet east of the project site, is designated as a State Eligible Highway, but is not officially designated as a Scenic Highway. Development of the proposed project would occur within the project site boundaries, and project implementation would not damage scenic resources, including trees, rock outcroppings, and historic buildings, within a State Scenic Highway. Therefore, no impact would occur.

PRIELIPP-YAMAS PROPERTY REZONE

As indicated in Figure C-9, of the City of Wildomar General Plan, I-15 which is 0.4-mile west of the Property, is designated as a State Eligible Highway, but is not officially designated as a Scenic Highway. Future development on the Property would occur within the Property's boundaries, and future project implementation would not damage scenic resources, including trees, rock outcroppings, and historic buildings, within a State Scenic Highway. Therefore, no impact would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to aesthetics. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.1-3: The proposed project would generate additional light and glare. [Threshold AE-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Nighttime Light and Glare

As the project site is vacant, it does not contain existing sources of nighttime illumination. However, onsite light and glare is caused by the surrounding land uses and roadways including I-15. The proposed project would include residential and non-residential structures on the project site, as well as their related lighting sources (parking lot lights, vehicle lights, security lights, and exterior lighting). Additionally, the implementation of the proposed structures would likely also result in exterior glazing (e.g., windows and doors) that could result in new sources of glare. Despite new sources of nighttime illumination and glare, the proposed project is not expected to generate a substantial increase in light and glare. Lighting would be directed so as not to cause light to spill outside the project site. The proposed project would adhere to the development standards and design guidelines of the City of Wildomar Code (see PPP AES-2 of Chapter 5.1, *Aesthetics,* of the Draft EIR) and General Plan, which regulate lighting. Additionally, the proposed perimeter landscaping and proposed buildings would block glare from parked cars and traffic from surrounding roadways and land uses. Therefore, impacts would be less than significant.

Daytime Glare

The project includes building materials and architectural treatments that could cause daytime glare, but not to such an extent that they would result in a significant impact. The development of the proposed project would produce glare sources that are typical of residential, commercial, and office buildings, such as building material (glass and light-colored building materials), and vehicles parked and traveling along neighboring streets. However, glare from these sources is typical of the surrounding area and would not increase glare beyond what is expected for the proposed uses. Therefore, daytime glare impacts from the proposed project would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

Nighttime Light and Glare

The Property is vacant and does not contain existing sources of nighttime illumination. However, onsite light and glare is caused by the surrounding land uses and roadways including I-15. Future development on the Property would include residential uses, as well as related lighting (parking lot lights, vehicle lights, security lights, and exterior lighting). Moreover, future implementation of structures would likely result in exterior glazing (e.g., windows and doors) that could result in new sources of glare. Although future uses would result in new sources of nighttime illumination and glare, future uses would not be expected to generate a substantial increase in light and glare. Future lighting would be directed so as not to cause light to spill outside the Property. Future development would adhere to the development standards and design guidelines of the City of Wildomar Code (see PPP AES-2 of Chapter 5.1, *Aesthetics,* of the Draft EIR) and General Plan, which regulate lighting. Therefore, impacts would be less than significant.

Daytime Glare

Future development on the Property could include building materials and architectural treatments that could cause daytime glare, but not to such an extent that they would result in a significant impact. Future development on the Property would produce glare sources that are typical of residential buildings, such as building material (glass and light-colored building materials), and vehicles parked and traveling along neighboring streets. However, glare from these sources is typical of the surrounding area and would not increase glare beyond what is expected for residential uses. Therefore, daytime glare impacts as a result of future development on the Property would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to aesthetics. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

2. Air Quality

Impact 5.2-1: Construction activities associated with the proposed project would not generate short-term emissions in exceedance of SCAQMD's threshold criteria. [Thresholds AQ-2 and AQ-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Equipment Exhaust and Related Construction Activities

Construction activities would temporarily increase PM_{10}, $PM_{2.5}$, VOC, NO_X, SO_X, and CO regional emissions in the SoCAB. Construction activities associated with buildout of the proposed project are anticipated to occur over approximately 5 years, from 2021 to 2026.

Tables 5.2-9 through Tables 5.2-12, of the Draft EIR, show the construction emissions for Phases 1 through 4. Because no exceedances of any criteria pollutants are expected, no significant impacts would occur for project construction in Phases 1 through 4.

Fugitive Dust

Fugitive dust emissions are generally associated with land clearing and exposure of soils to the air and wind, as well as cut-and-fill grading operations. The proposed project will be required to comply with SCAQMD Rule 403 to control fugitive dust.

Architectural Coatings

Architectural coatings contain VOCs that are part of the O3 precursors. Based on the proposed project, it is estimated that application of the architectural coatings for the proposed peak construction day will result in a peak of 34.96 pounds per day (lbs/day) of VOCs during Phase 2. Therefore, VOC emissions from architectural coating application would not exceed the SCAQMD VOC threshold of 75 lbs/day.

Localized Impact Analysis

Table 5.2-13, *Maximum Daily Construction Localized Impact Analysis for Phases 1 through 4,* of the Draft EIR, shows that the construction emission rates would not exceed the LSTs for any of the sensitive receptors near the project site.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development. According to Chapter 17.88, I-P Industrial Park Zone, and Chapter 17.44, R-3 General Residential Zone, of the Wildomar Municipal Code, the minimum lot sizes for sites designated I-P and R-3 must be 20,000 square feet and 7,200 square feet, respectively. Therefore, as the minimum lot size for sites designated R-3 is less than sites designated I-P, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

The Horizons project amended the City of Wildomar General Plan by changing the land use designation of the site from Business Park (BP) to High Density Residential (HDR) on 10.68 net

acres, and found that potential traffic would be reduced as a result of the change from business park to residential land uses. Additionally, the Horizons project found that the additional homes proposed under the project were consistent with the City's projected population growth, and therefore do not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Air pollutant emissions as a result of future development would likely occur over the short term from construction activities (e.g., fugitive dust from site preparation and grading), and emissions from equipment exhaust. Because future air quality impacts are expected to be similar to the proposed Wildomar Trail Town Center Mixed-Use Project and no exceedances of any criteria pollutants are expected during the construction phase, no significant impacts would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to air quality. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.2-3: The proposed project could expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. As determined in Chapter 5.2, *Air Quality*, of the Draft EIR, the sensitive receptors nearest to the project site would not be subject to emissions exceeding SCAQMD LSTs. Furthermore, the project would create or result in localized CO hot spots. On this basis, the potential for the project to expose sensitive receptors to substantial pollutant concentrations is considered less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. As such, the sensitive receptors nearest to the Property would not be subject to emissions exceeding SCAQMD LSTs. Furthermore, the future residential development would not create or result in localized CO hot spots. On this basis, the potential for future residential development of this site to expose sensitive receptors to substantial pollutant concentrations is considered less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to air quality. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.2-5: The proposed project would not result in other emissions that would adversely affect a substantial number of people. [Threshold AQ-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Odors from Construction Activities

Heavy-duty equipment in the project area during construction would emit odors, primarily from equipment exhaust. However, the construction activity would cease to occur after individual construction is completed. No other sources of objectionable odors have been identified for the proposed project. The proposed uses are not anticipated to emit any objectionable odors. Therefore, objectionable odors posing a health risk to potential on-site and existing off-site uses would not occur as a result of the proposed project.

Naturally Occurring Asbestos

The proposed project is located in Riverside County, which is among the counties found to have serpentine and ultramafic rock in their soils. However, according to the California Geological Survey, no such rock has been identified in the project vicinity. Therefore, the potential risk for naturally occurring asbestos during project construction is less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity by which development occurs. The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use. Future residential development of this site would be similar to other multi-family residential development in the local area. As a result, air quality impacts resulting from this type of development would be similar in nature.

Heavy-duty equipment during future construction of the site would emit odors, primarily from equipment exhaust. Furthermore, future residential uses are not anticipated to emit any objectionable odors. While the project site is located in Riverside County, which is among the counties found to have serpentine and ultramafic rock in their soils, no such rock has been identified in the project vicinity.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to air quality. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

3. Biological Resources

Impact 5.3-4: The proposed project would not affect wildlife movement within the City. [Threshold B-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is located in a relatively urbanized area and is not situated within an MSHCP-established core area or linkage. The surrounding area is comprised of residential and commercial development to the south, southeast, and west; Living Hope Lutheran Church and California Lutheran High School to the southwest; and open space to the north. Additionally, I-15 presents a substantial barrier for wildlife movement from one side of the Temecula Valley to the other. As such, the project site is poorly situated to serve as a movement or migratory corridor.

PRIELIPP-YAMAS PROPERTY REZONE

The property is vacant, and as it is surrounded by urbanized uses–residential to the east and south, and industrial uses to the southwest, the property is poorly situated to serve as a movement or migratory corridor. Additionally, I-15, which is 0.4 mile west of the property, presents a substantial barrier of wildlife movement from one side to the other. As such, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to biological resources. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

4. Energy

Impact 5.4-1: Project construction and operation would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. [Threshold E-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Short-Term Construction Impacts

Electrical Energy

The majority of construction equipment during grading would be gas- or diesel-powered, and the later construction phases would require electricity-powered equipment for interior construction and architectural coatings. Overall, the use of electricity would be temporary during construction and would fluctuate according to the phase of construction. Additionally, it is anticipated that electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities. Electrical equipment would draw energy from the grid that follows the state requirements for renewable energy. The equipment itself is commercially available and subject to energy requirements of the state and federal government.

Natural Gas Energy

It is not anticipated that construction equipment used for the proposed project would be powered by natural gas, and no natural gas demand is anticipated during construction. Therefore, there would be no impact on natural gas.

Transportation Energy

The use of energy resources by construction and delivery vehicles would fluctuate according to the phase of construction, would be temporary. and would not require expanded energy supplies or the construction of new infrastructure. To limit wasteful and unnecessary energy consumption, the contractors would minimize nonessential idling of construction equipment during construction, in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9. Construction trips would not result in unnecessary use of energy since the project area is served by I-15 which would provide the most direct route from various areas of the region.

Long-Term Operational Impacts

Electrical Energy

Operation of the existing facility consumes electricity for various purposes, including heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; security and control center functions; lighting; and use of onsite equipment and appliances. The proposed project would be consistent with the requirements of the current Building Energy Efficiency Standards and CALGreen and, therefore, would not result in wasteful or unnecessary electricity demands.

Natural Gas Energy

The proposed natural gas consumption for the proposed project would be increased compared to existing conditions. Because the proposed project would be built to meet the Building Energy Efficiency Standards, it would not result in wasteful or unnecessary natural gas demands.

Transportation Energy

Since the proposed project would involve development of commercial, office, and residential uses, its implementation would provide more opportunities for employment for residents in the City and opportunities to reside within an urbanized area with nearby amenities and public transit options. In addition, in compliance with CALGreen, the proposed project would include short- and long-term bicycle parking for employees of the office buildings. These features of the proposed project would contribute to minimizing per capita VMT and transportation-related fuel usage. Therefore, it is expected that operation-related fuel usage associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar development projects.

PRIELIPP-YAMAS PROPERTY REZONE

Short-Term Construction Impacts

Construction of future development on the property would require the use of construction equipment for grading, hauling, and building activities. Electricity use during construction would vary during different phases of construction.

The surrounding area is already served by electricity and natural gas, and future development would connect to the existing lines. Adequate infrastructure capacity in the vicinity of the property would be available to accommodate the electricity and natural gas demand for construction activities and would not require additional or expanded infrastructure. Future construction contractors would minimize idling of construction equipment during construction as required by state law and reduce construction waste by recycling. These required practices would limit wasteful and unnecessary electrical energy consumption.

Transportation

Transportation energy use during construction would come from the transport and use of future construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Impacts related to transportation energy use during future construction would be temporary and would not require expanded energy supplies or the construction of new infrastructure.

Long-Term Operational Impacts

Electricity

Prior to final building plan submittal, the future project applicant would provide project plans to SCE to prepare a Method-of-Service Study to determine exact location of electrical connections at the property and establish estimated electricity demand. Additionally, because future development would be subject to the most recently adopted Green Buildings Standards Code and California Energy Code, the future project's electricity demand would not result in significant impacts.

Natural Gas

Future development would construct new facilities on the property that would result in an increase in gas demands to heat building. Because future development would be built to meet the Building Energy Efficiency Standards, it would not result in wasteful or unnecessary natural gas demands. Transportation Energy

The use of energy resources by these vehicles would be temporary and would fluctuate throughout the lifespan of the future development. Therefore, it is expected that operation-related fuel usage associated with the future development would not be any more inefficient, wasteful, or unnecessary than similar development projects.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to energy resources. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.4-2: The proposed project would not conflict with or obstruct a state or local plan for renewable energy efficiency. [Threshold E-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The City of Wildomar is within SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals.

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

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the site would be subject to the latest energy and building standards. Additionally, future contractors and waste haulers would be required to comply with the Countywide Integrated Waste Management Plan, which requires a minimum diversion of 50 percent of waste project materials from disposal. Therefore, future development on the property would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to energy resources. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

5. Hazards and Hazardous Materials

Impact 5.6-1: Project construction and operations of the proposed project could involve the transport, use, and/or disposal of hazardous materials; however, compliance with existing local, state, and federal regulations would ensure impacts are minimized. [Thresholds H-1, H-2, and H-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Project construction would require small amounts of hazardous materials, and would comply with existing regulations pertaining to hazardous materials (USEPA, Riverside County Environmental Health Division, etc.). The use of hazardous materials during construction would be temporary. No Recognized Environmental Concerns (RECs) were identified onsite. The retail, office, and residential uses would not use hazardous materials, however, the gas station could result in hazardous impacts due to the use of liquefied petroleum gas (LPG). All onsite activities would be required to adhere to federal, state, and local regulations, and construction activities would comply with SWPPP as part of the NPDES permit.

The California Lutheran High School is located 0.25-mile southwest of the project site. Although the proposed gas station would release gasoline and diesel vapors which would be hazardous, when used correctly, these would not result in a significant impact to residents, workers, or schools in the project vicinity.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the Property would include residential uses, and maintenance and operational activities may require the use of hazardous materials which would be used and stored in compliance with state and federal requirements. The use of hazardous materials during construction activities would be temporary and construction workers would be trained on the use of hazardous materials. Future construction activities would comply with the SWPPP of the NPDES permit.

There are no schools located within 0.25-mile of the Property, however, Ronald Reagan Elementary is approximately 1.05 miles northwest of the Property. Although future project operations would include the use of potentially hazardous materials, when used correctly, these would not result in a significant impact to residents, workers, or schools in the project vicinity.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hazardous materials. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.6-2: The project site is not on a list of hazardous materials sites. [Threshold H-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As identified in the AAI Report, there are no RECs on the project site and the site is not listed on a hazardous materials database. Although no environmental concerns were identified on the project site, the property located on 31705 Central Avenue, which is approximately 100 feet west of the project site, was listed on the several databases, however, no reports or RECs were listed for this site. Construction activities would occur within the boundaries of the project site, and would not impact properties within the project area that are listed as hazardous sites. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is vacant and contains ruderal vegetation. According to EnviroStor and GeoTracker, there are no hazardous sites located on the Property; the Inland Valley Regional Medical Center located 0.32-mile west of the Property is listed as a LUST Cleanup site, however, the case was closed as of October 13, 2006. Future construction activities would occur within the boundaries of the Property, and would not impact adjacent properties, including those on a hazardous materials list. Therefore, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hazardous materials. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.6-3: The project site is not located in the vicinity of an airport or within the jurisdiction of an airport land use plan. [Threshold H-5]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is not located within an airport land use plan area. The closest airport is the French Valley Airport, which is located approximately 8 miles southeast of the project site. Given the distance of the project site to the French Valley Airport, no impact would occur.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is not located within an airport land use plan area. The closest airport is the French Valley Airport, which is located approximately 6 miles southeast of the Property. Given the distance of the Property to the French Valley Airport, no impact would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hazardous materials. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.6-4: Project development would not affect the implementation of an emergency responder or evacuation plan. [Threshold H-6]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would not conflict with adopted emergency response or evacuation plans. As shown in Figure 5.6-1, *Emergency Vehicle Path,* of the Draft EIR, the curve of Wildomar Trail would be "flattened," and vehicle paths for emergency services would be provided via five driveways. A traffic control plan would be developed to ensure that the roadway as well as surrounding roadways would continue to provide emergency access to the project site and surrounding areas during construction. Although regular travelers may experience some delays during construction activities, access would remain for emergency vehicles. The proposed project would not result in inadequate emergency access. To ensure compliance with zoning, building, and fire codes, the project applicant is required to submit appropriate plans for plan review prior to the issuance of a building permit.

PRIELIPP-YAMAS PROPERTY REZONE

The surrounding roadways would continue to provide emergency access to the Property and surrounding properties during construction and operation. A traffic control plan would be required to ensure access to the Property and adjacent properties. The traffic control plan would need to ensure that access to the residential uses that bound the western boundary of the Property. Therefore, impacts to adopted emergency response and evacuation plans are less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hazardous materials. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

6. Hydrology and Water Quality

Impact 5.7-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. [Threshold HYD-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction Activities

Construction activities associated with the proposed project may impact water quality due to sheet erosion of exposed soils and subsequent deposition of particulates in local drainages. Improperly managed construction activities can lead to substantially accelerated rates of erosion that are considered detrimental to the environment.

The proposed project would be required to comply with the NPDES program and Wildomar Municipal Code Section 13.12.050 which requires development to comply with a Municipal Separate Storm Sewer System (MS4) Permit from the San Diego Regional Water Quality Control Board. The site is larger than one acre and would be subject to requirements of the SWRCB's Construction General Permit. The project would implement SWPPP.

Operational Activities

The proposed would be graded to closely mimic the direction of flow of the existing conditions, which would continue in the southern direction but would be directed to the proposed bioretention basin before existing the site. Onsite landscaping would assist in minimizing the amount of runoff from the site which would decrease runoff volume. The proposed project would implement BMPs, include a bioretention basin, have impermeable floors for the gas station to prevent ponding and run-on of stormwater to the maximum extent practicable, and cover the fueling areas with a canopy. In general, projects must control runoff volume from the project site by minimizing the impervious surface area and controlling runoff through infiltration, bioretention, or rainfall harvest and use. Projects must incorporate BMPs in accordance with the requirements of the municipal NPDES permit. The project would comply with water quality standards.

PRIELIPP-YAMAS PROPERTY REZONE

Construction Activities

Future construction activities would comply with the NPDES program, Wildomar Municipal Code Section 13.12.050 which requires development to comply with a Municipal Separate Storm Sewer System (MS4) Permit from the San Diego Regional Water Quality Control Board, the requirements of the SWRCB's Construction General Permit, and the SWPPP.

Operational Activities

The primary constituents of concern during a residential project's operational phase would be solids, oils, and greases from parking areas and driveways that could be carried offsite. Future project design features would be identified in the WQMP for future development on the property. Future

development on the site would implement BMPs and the requirements of the municipal NPDES permit, which would reduce impacts to less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hydrology. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.7-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin. [Threshold HYD-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

According to the WQMP, field work included 10 excavating deep geotechnical borings and seven percolation borings; groundwater was not encountered in the percolation test holes or in the borings during the geotechnical investigation. Groundwater was encountered at an elevation of 1,339 and 1,334 feet above mean sea level.

The project site, which is located in the Santa Margarita River Watershed, is adjudicated. Since adoption of the 2005 Elsinore Basin Groundwater Management Plan (GWMP), EVMWD has limited pumping (approximately 5,550 acre-ft/yr) to be consistent with the safe yield of the Elsinore Basin. Groundwater pumping to meet water demands accounts for essentially the entire outflow from the Basin. Active groundwater management and conjunctive use programs have been implemented by EVMWD to balance the Elsinore Basin inflows and outflows.

As shown in Department of Water Resources Bulletin 118, the Elsinore Basin, which is the major source of potable groundwater supply for EVMWD, has not been identified to be in a state of overdraft. Additionally, the filtration BMPs in the WMQP would treat and discharge stormwater into storm drain facilities which would be conveyed to channels within the Elsinore Basin. As stormwater quality would be assured the through LID Project features, and all stormwater would remain with the Elsinore Basin and available for groundwater recharge, the proposed project would not significantly affect groundwater recharge or the availability of groundwater and impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The property, which is located in the Santa Margarita River Watershed, is adjudicated. The Elsinore Basin, which is the major source of potable groundwater supply for EVMWD, has not been identified to be in a state of overdraft. Additionally, the filtration BMPs from the WMQP which would be prepared for future development on the property, would treat and discharge stormwater into storm drain facilities which would be conveyed to channels within the Elsinore Basin. As stormwater quality would be assured the through future LID Project features, and all stormwater would remain with the Elsinore Basin and available for groundwater recharge, the future development on the property would not significantly affect groundwater recharge or the availability of groundwater and impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hydrology. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.7-3: The proposed project would not substantially alter the existing drainage pattern of the site or area which would result in substantial erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, create or contribute to runoff which would exceed the capacity of existing or planned stormwater drainage systems, or impede flood flows. [Thresholds HYD-3i, ii, iii, iv]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Development of the proposed project would result in an increase in impervious surfaces compared to existing conditions. Table 5.7-1 and Table 5.7-2, of the Draft EIR, show the existing hydrological conditions and the proposed project's hydrological conditions and on- and off-site flows. Onsite existing flows are 57.46 cfs and proposed onsite flows would be 71.98 cfs. The proposed project would increase onsite flows by 14.52 cfs.

Offsite runoff would no longer outlet to the site; it would be conveyed through a proposed storm drain system around the project and separate from the onsite project storm drain. All onsite runoff would be diverted to Basin 5 through a separate storm drain system, so as not to converge with offsite runoff (see Figure 5.7-1, *Proposed Hydrological Conditions,* of the Draft EIR*).*

Although there is an increase in flow for the 100-year storm event for the post-development conditions, there would be no negative impact anticipated downstream due to the proposed development and these flows do not exceed the pre-developed conditions.

Moreover, the proposed project is subject to NPDES requirements and the countywide MS4 permit, and the applicant must submit a SWPPP and erosion plan. The landscaped areas of the site, bioretention basin, and BMPs in the WQMP would treat runoff and prevent erosion.

The project site is designated by the Federal Emergency Management Agency (FEMA) as being Zone X, indicating minimal risk of flooding.

PRIELIPP-YAMAS PROPERTY REZONE

The property is currently vacant; future development on the property would increase impervious surfaces. Surface water drainage would be controlled by building regulations, with water directed toward existing streets, flood control channels, storm drains, catch basins, etc. as applicable. Future development on the property would be subject to NPDES requirements and the countywide MS4 permit, and the applicant would be required to submit a SWPPP, erosion control plan, and implement the BMPs from the future WQMP.

Moreover, future development would be required to comply with the Wildomar Municipal Code Section 13.12.050, which requires development to comply with a MS4 permit from the San Diego

Regional Water Quality Control Board. The property is designated by the FEMA as being within Zone X, indicating minimal risk of flooding.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hydrology. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.7-4: The proposed project would not, in a flood hazard, tsunamic, or seiche zones, risk release of pollutants due to project inundation. [Threshold HYD-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is not within a flood hazard zone, as indicated above. The project site is not in an area subject to seiches, mudflows, or tsunamis due to the absence of any nearby bodies of water and mud/debris channels. The County's dam inundation zones are identified in Figure S-10 of the Wildomar General Plan and shows that the project site is not in any dam inundation hazard zones. In addition, the project site is not in the vicinity of any levees or waterbody which could cause a tsunami. Therefore, the proposed project would not be exposed to seiches, mudflows, or tsunami hazards.

PRIELIPP-YAMAS PROPERTY REZONE

The property is not in an area subject to seiches, mudflows, or tsunamis due to the absence of any nearby bodies of water and mud/debris channels. As shown in Figure S-10 of the General Plan, the property is not in any dam inundation hazard zones. In addition, the property is not in the vicinity of any levees or waterbody which could cause a tsunami. Therefore, future development would not be exposed to seiches, mudflows, or tsunami hazards.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hydrology. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.7-5: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. [Threshold HYD-5]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As indicated in Impact 5.7-1, the proposed project would implement BMPs to ensure that the proposed project has a less than significant impact on surface and ground water quality. These measures also ensure that the proposed project would not obstruct or conflict with implementation of the San Diego Basin Plan or the Santa Margarita Water Quality Improvement Plan. Additionally, the proposed project would not conflict with the EVMWD UWMP. The proposed project would comply with water quality requirements set forth in the Statewide General Construction Permit, the NPDES, and the City of Wildomar Municipal Code Section 13.12 (Stormwater/Urban Runoff

Management and Discharge Controls Ordinance). Additionally, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Basin. Therefore, the proposed project would not impede sustainable groundwater management of the basin.

PRIELIPP-YAMAS PROPERTY REZONE

As indicated in Impact 5.7-1, future development on the property would implement BMPs to ensure that the future development has a less than significant impact on surface and ground water quality. These measures would also ensure that future development would not obstruct or conflict with implementation of the San Diego Basin Plan or the Santa Margarita Water Quality Improvement Plan. Additionally, future development would not conflict with the EVMWD UWMP as future development would comply with water quality requirements set forth in the Statewide General Construction Permit, the NPDES, and the City of Wildomar Municipal Code Section 13.12 (Stormwater/Urban Runoff Management and Discharge Controls Ordinance). Additionally, active groundwater management and conjunctive use programs have been implemented by EVMWD to ensure the balance of inflows and outflows of the Elsinore Basin. Therefore, future development would not impede sustainable groundwater management of the basin.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to hydrology. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

7. Land Use and Planning

Impact 5.8-1: Project implementation would not divide an established community. [Threshold LU-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is vacant and is surrounded by vacant land to the north, residential uses to the east and south, and residential and industrial uses to the west of the site. The proposed project would not divide an established residential community. The introduction of a mix of uses, including residential uses, on the project site, which is surrounded by residential and non-residential uses, would not divide an established community.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is vacant and is surrounded by vacant land to the north and east, and residential uses to the south and west. Future development on the site would include residential uses. Therefore, future residential development on the site would be similar to the adjacent residential development and would not divide an established community.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to land use and planning. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.8-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

City of Wildomar General Plan

The proposed project would be consistent with the Wildomar General Plan policies pertaining to land use and mixed-use development. For example, Policies LU-2.1 and LU-3.1 call for development to include a range of uses, include employment, shopping, and housing, and to promote development of infill and underutilized parcels located in Community Development areas, such as the project site.

According to Table HNA-25 of the City's 2013-2021 Housing Element, the project site has the potential to accommodate approximately 227 dwelling units. However, the proposed project would include 152 dwelling units, which is a decrease of 75 dwelling units. In order to comply with Government Code, as well as Policy H-1 of the Housing Element, which calls for the sufficient supply of residential-zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA), the Prielipp-Yamas Drive Property would rezone approximately 10 acres to R-3 (General Residential) from I-P (Industrial Park). Therefore, the proposed project would comply with the City of Wildomar General Plan.

City of Wildomar Zoning

The project site is zoned C-P-S (Scenic Highway Commercial) with a Mixed-Use Zone Overlay. The proposed project would remove the Mixed-Use Zone Overlay and would require a zone change for an approximately 6.07-acre portion of the site from C-P-S (Scenic Highway Commercial) to R-3 (General Residential).

The maximum height of buildings in the R-3 (General Residential) Zone and C-P-S (Scenic Highway Commercial) Zone is 50 feet. The maximum height of the proposed residential structures would be 39 feet and11 inches, and the tallest nonresidential structure would be 49 feet and 6 inches. Therefore, proposed uses on the site would be within the height restrictions of the R-3 (General Residential) Zone and C-P-S (Scenic Highway Commercial) Zone.

SCAG 2020-2045 RTP/SCS Consistency

The general plan amendment for the proposed project would be required to change 10-acres of the existing land use designation of the Prielipp-Yamas Drive Property from Business Park (BP) to Highest Density Residential (HHDR), in order to ensure no-net loss in residential units as a result of the reduction in dwelling units on the project site.[1] A consistency analysis with SCAG's 2020-2045 RTP/SCS goals is warranted by SCAG as the proposed project is of regionwide significance. As described in Table 5.8-1, *SCAG's 2020-2045 RTP/SCS Consistency Analysis,* of the Draft EIR, the proposed project is generally consistent with the overarching goals of the RTP/SCS. The proposed

[1] According to Table HNA-25 of the 2013-2021 Housing Element, the project site has the potential to accommodate 227 dwelling units, however, the proposed project would result in 152 dwelling units, which is a reduction of 75 units.

project would result in a mix of uses within a half mile of transit. Therefore, the proposed project is consistent with SCAG's RTP/SCS.

PRIELIPP-YAMAS PROPERTY REZONE

Because the Wildomar Trail Town Center Mixed-Use project would reduce the designated dwelling units for the project site by 75 dwelling units, as identified in Table HNA-25 of the 2013-2021 Housing Element, and to comply with Government Code Section 65863(C)(1) (SB 166 No-Net Housing Loss), the City has initiated the General Plan Amendment to change the existing land use designation from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10-acres of the 20-acre site on the northeast corner of Prielipp Road and Yamas Drive. Future residential development on the Property would be required to comply with the City's zoning standards, Municipal Code, and General Plan goals and policies.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to land use and planning. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

8. Noise

Impact 5.9-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project. [Threshold N-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction Noise

The first type of short-term construction noise is mobile-source noise which would result from the transport of construction equipment and materials to the project site and construction worker commute. These transportation activities would incrementally raise noise levels on access roads leading to the site. It is expected that larger trucks used in equipment delivery would generate higher noise impacts than trucks associated with worker commutes. The single-even noise from equipment trucks passing at a distance of 50 feet from a sensitive noise receptor would reach a maximum level of 84 dBA L_{max}. However, heavy equipment for grading and construction activities would be moved on site once, and would remain onsite for the duration of each construction phase. The total number of daily vehicle trips would be minimal when compared to existing traffic volumes on the affected streets and the long-term noise level change associated with these trips would not be perceptible. Therefore, noise associated with the transportation of equipment and construction-related worker commute impacts would be short-term and would not result in a significant off-site noise impact.

The second type of short-term noise impact is related to noise generated during site preparation, grading, building construction, architectural coating, and paving on the project site. The noise levels vary 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.

Noise impacts associated with construction activities are regulated by the City's noise ordinance. The proposed project would be required to comply with the construction hours specified in the City's Noise Ordinance, which exempts construction activities located one-quarter of a mile from inhabited dwellings between the hours of 6:00 a.m. and 6:00 p.m. Monday through Friday during the months of June through September, and between the hours of 7:00 a.m. and 6:00 p.m. and Monday through Friday during the months of October through May, and from 8:30 a.m. to 4:30 p.m. on Saturdays; no construction is permitted outside of these hours or on Sundays and federal holidays. In addition, construction-related noise impacts would remain below the 90 dBA L_{eq} 1-hour construction noise level criteria as established by the FTA and therefore would be less than significant. The proposed project would also include best management practices (BMPs) to reduce noise during construction.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the Property would result in short-term construction noise from mobile-sources and stationary-sources. During construction, exterior noise levels could affect the residential uses near the Property. The nearest sensitive receptors to the Property are residences to the west and south of the Property. However, it is acknowledged that construction activities could occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors. Future construction activities would include site preparation, grading, building construction, paving, and architectural coating. Grading activities typically represent one of the highest potential sources for noise impacts; the most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours. Future development on the Property would be required to comply with the City's noise ordinance.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to noise. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.9-3: The project would not create excessive short-term or long-term groundborne vibration. [Threshold N-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction Vibration

Building Damage

Potential vibration impacts associated with development projects are usually related to the use of heavy construction equipment during the grading phases of construction. Construction can generate varying degrees of ground vibration depending on the construction procedures and equipment.

Groundborne noise and vibration from construction activity of the proposed project would be low to moderate. Table 5.9-7, *Vibration Source Amplitudes for Construction Equipment,* of the Draft EIR, shows the expected vibration levels for the proposed project and shows it would take a minimum of 90 VdB (or 0.12 in/sec PPV) to cause any potential building damage to structures extremely susceptible to vibration damage.

The closest structures to the project site are the residential uses surrounding the project site approximately 35 feet from construction activity. Given these structures are greater than 25 feet from the project construction area limits, the estimated vibration impacts are propagated for distance. A vibration level at 50 feet is 9 VdB lower than at 25 feet, a vibration level at 100 feet is 18 VdB lower than at 25 feet, and a vibration level at 400 feet is 36 VdB lower than at 25 feet. Using the information in Table 5.9-7, of the Draft EIR, the operation of typical construction equipment would generate groundborne vibration levels of up to 83 VdB, which would not exceed the 90 VdB guideline that is considered safe for fragile buildings.

Human Annoyance

As stated above, the existing single-family residences east of the project site are the nearest sensitive receptors, and would be located approximately 35 feet from construction activity, and therefore, would experience vibration levels approaching 83 VdB. Based on Table 5.9-4, of the Draft EIR, this level of groundborne vibration has the potential to exceed the level of distinctly perceptible, which is approximately 72 VdB for frequent events at uses where people sleep, when activities occur within 80 feet of the residential uses. However, construction activities would not occur during nighttime sensitive hours and therefore, would not exceed the FTA vibration threshold for human annoyance at the nearest sensitive use.

Operational Vibration

The streets surrounding the project area are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. Therefore, no vehicular vibration impacts would occur during project operations. Additionally, once constructed, the proposed project would not contain uses that would generate groundborne vibration.

PRIELIPP-YAMAS PROPERTY REZONE

Once future development on the Property is operational, the site would not be a source of groundborne vibration. Increases in groundborne vibration levels attributable to future development on the Property would be primarily associated with short-term construction-related activities. Vibration velocities from typical heavy construction equipment operations would be short-term and would not be of sufficient magnitude to cause building damage.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to noise. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.9-4: The proximity of the project site to an airport or airstrip would not result in exposure of future residents or workers to airport-related noise. [Threshold N-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is approximately 2.2 miles southeast of the nearest public airport, Skylark Field Airport. Aircraft noise is rarely audible at the project site and no portion of the site lies within the 60 dBA CNEL noise contours of the Airport, nor does any portion lie within 2 miles of any private airfield or heliport.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is approximately 4.65 miles southeast of the Skylark Field Airport and no private airstrips are within 2 miles of the site. Therefore, future residents would not be subject to excessive aircraft noise. No impact would occur.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to noise. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

9. Population and Housing

Impact 5.10-1: The proposed project would directly result in population growth of approximately 503 residents and 305 employees on the project site but would not induce substantial additional growth. [Threshold P-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction

Construction of the proposed project would require contractors and laborers. Because of the size of the project, the City expects that the supply of general construction labor would be available from the local and regional labor pool. The proposed project would not result in a long-term increase in employment from short-term construction activities.

Population

Based on the California Department of Finance (DOF) Table E-5, the average household in Wildomar is 3.31 persons per household. Once the proposed project is complete, the 152 townhomes/condominiums would be expected to add 503 residents.[2] As shown in Table 5.10-6, of the Draft EIR, SCAG's estimated 2045 population for Wildomar is 55,200, which is an increase of 18,017 residents from the DOF 2020 estimated population of 37,183 residents. The SCAG projection estimated a 2020 population of 38,700 for the City, which is an increase of 1,517 residents from the DOF 2020 population estimate (37,183 residents). If the project population is added to the

[2] 152 units x 3.31 = 503.12 = 503 residents

existing DOF population estimate, the resulting population of 37,686 residents[3] remains below the SCAG 2020 projection of 38,700.

Employment

The proposed project would add 41,609 square feet of commercial space and 72,000 square feet of office space which would generate 305 employees. When compared to the Citywide 2020 estimated employment of 15,857 employees,[4] the proposed project would result in an approximately 1.92 percent increase in employees in the City.

As shown in Table 5.10-6, of the Draft EIR, SCAG's 2045 estimated employment for the City of Wildomar is 11,200, which is a decrease of 4,657 employees from the EDD's 2020 estimated employment of 15,857 employees. If the project employment is added to the existing employment estimate of 15,857, the resulting estimated employment of 16,162 employees exceeds SCAG's 2020 projection of 8,800. However, because the City is housing-rich, it would benefit from an increase in jobs in order to balance the jobs-housing ratio. Therefore, project implementation would result in beneficial impacts; impacts would be less than significant.

Housing

According to Table HNA-25 of the City's 2013-2021 Housing Element, the project site has the potential to accommodate approximately 227 dwelling units. However, the proposed project would include 152 dwelling units, which is a decrease of 75 dwelling units. In order to comply with Government Code, as well as Policy H-1 of the Housing Element, which calls for the sufficient supply of residential-zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA), the Prielipp-Yamas Drive Property would rezone approximately 10 acres to R-3 (General Residential) from I-P (Industrial Park) in order to ensure no loss of housing occurs from project implementation.

As shown in Table 5.10-6, of the Draft EIR, the regional SCAG housing unit estimate for 2020 is 12,255 units which is above the current DOF estimate of 11,584 housing units. The new 152 units would increase housing in the City by 1.24 percent and would represent 2.43 percent of the City's forecast housing growth of 6,365 units from 2020 to 2045 (see Table 5.10-6 of the Draft EIR). The proposed project would be within SCAG's projected housing growth. Moreover, the state of California has a shortage of housing. In 2019, Governor Newsom signed several bills aimed to address the need for more housing including the Housing Crisis Act of 2019 (Senate Bill 330). The proposed project addresses the need for additional housing to accommodate population growth in the City.

Jobs-Housing Balance

The jobs-housing ratio for the City is housing-rich (0.72 jobs per dwelling unit; see Table 5.10-6 of the Draft EIR). Although the proposed project would decrease the jobs-housing ratio, by adding 305 additional jobs, the proposed jobs-housing ratio for the proposed project would be 2.01. However, adding the proposed jobs and housing units to the existing 2020 SCAG estimates results in a slightly

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[3] 37,183 (DOF 2020 Population) + 503 (proposed residents) = 37,686 residents

[4] Average number of employees from January 2020 to July 2020 (EDD 2020)

favorable result, 0.73, from a planning perspective because the proposed project would provide more jobs in a city with a high number of housing units.

PRIELIPP-YAMAS PROPERTY REZONE

Because the proposed project would reduce the designated housing units for the project site as identified in Table HNA-25 of the 2013-2021 *City of Wildomar Housing Element*, and to comply with Government Code Section 65863(C)(1) (SB 166 No-Net Housing Loss), the Property would be rezoned from I-P (Industrial Park) to R-3 (General Residential) to accommodate the deficiency in housing units. In order to accommodate for the reduction[5] of residential units on the project site, the Property would rezone 10 acres to R-3 (General Residential) to ensure no net loss in housing occurs from the implementation of the proposed project. The 10 acres would allow for up to 200 dwelling units. Future development on the project site would not induce substantial population growth.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to population and housing. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.10-2: Project implementation would not result in displacing people and/or housing. [Threshold P-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As the project site is currently vacant, the proposed project would not displace people and/or housing, but would help the City meet its regional housing needs goal by increasing the supply of housing units in the City compared to existing conditions.

PRIELIPP-YAMAS PROPERTY REZONE

The project site is currently vacant, and therefore, future construction would not displace people and/or housing.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to population and housing. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

[5] According to Table HNA-25 of the 2013-2021 Housing Element, the project site has the potential to accommodate 227 dwelling units, however, the proposed project would result in 152 dwelling units, which is a reduction of 75 units.

Impact 5.11-1: The project could potentially conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Existing Plus Project

Existing Conditions and Existing Plus Project peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies. No network improvements are assumed under Existing Conditions, however, the following improvements are considered to be in place at the opening date of the project; therefore, these improvements are included in the analysis of the Existing Plus Project scenario:

- Central Avenue and Wildomar Trail along the property frontage will be improved to provide for a raised median, two eastbound travel lanes and exclusive eastbound and westbound left turn pockets at the intersection of Central Avenue and Wildomar Trail. The two through lanes east of this intersection will transition to an eastbound through lane and exclusive right turn at the intersection of Wildomar Trail and I-15 southbound ramps.

According to Table 5.11-12, *Existing Plus Project Intersection Operation Analysis,* of the Draft EIR, under Existing Plus Project Conditions, Intersection #3, Intersection #4, and Intersection #6 (AM Peak Hour only) would worsen to LOS of E or F. Intersection #7, which operates at an unacceptable LOS under Existing Conditions would worsen under Existing Plus Project Conditions.

The City requires payment of the TUMF and DIF to mitigate cumulative transportation impacts. For impacts that are not funded by either of these programs, the City requires that the improvement be constructed, or that the project pay its proportionate share of the cost of the improvement. The improvements recommended to address traffic impacts of the proposed project are shown in Table 5.11-13, *Summary of Conditions of Approval for Traffic Impacts,* of the Draft EIR.

In order to address the proposed project's traffic impacts, the City will impose conditions of approval to implement the improvements shown in Table 5.11-13. All the improvements in Table 5.11-13 will occur in the public right of way adjacent to existing streets. Therefore, construction and operation of the proposed roadway widening and signalization would occur in areas disturbed by previous roadways.

The proposed project would implement the conditions of approval from Table 5.11-13 which would create signalized intersections, widen roadways, and require the payment of the project's fair share contribution to Intersections #3, #4, #6, and #7. The signalization of Intersection #3 is a project design feature that would be constructed at the implementation of Project Phase 1. Table 5.11-14, *Intersection Operation Post-Improvement Analysis – Existing Conditions,* of the Draft EIR, shows that the impacts at all study locations would be at an acceptable LOS with the implementation of the improvements. However, both the DIF and TUMF require that all the funding be available before a roadway improvement can be programmed for construction. There is no certainty regarding when the improvements will be constructed as this is dependent upon payment of DIF by new projects.

The TUMF program is regional and administered by the Western Riverside Council of Governments (WRCOG), and each improvement is determined based on regional need at the time of programming.

As shown in Table 5.11-15, of the Draft EIR, there would be no excess queue demand under the Existing Plus Project Conditions as the anticipated queues do not exceed the stacking area available at any of the analyzed locations.

Buildout Conditions (Post-2035)

According to Table 5.11-16, *Buildout Conditions (Post-2035) Intersection Operation Analysis,* of the Draft EIR, only one study intersection would operate at an acceptable LOS under Buildout Conditions.

With the implementation of improvements in Table 5.11-17, of the Draft EIR, the study area intersections would operate at an acceptable LOS.

As shown in Table 5.11-18, *Buildout Conditions (Post-2035) Freeway Ramp Queue Summary,* of the Draft EIR, there would be no excess queue demand as the anticipated vehicular queues do not exceed the stacking area available at any of the analyzed locations.

Table 5.11-19, *Buildout Conditions (Post-235) Queue at Project Main Access Point Summary,* of the Draft EIR, shows that there would be no excess queue demand as the anticipated vehicular queues do not exceed the stacking area available at any of the analyzed locations.

Conclusion

Although the improvements shown in Table 5.11-13 would ensure that the study area intersections would operate at an acceptable LOS, there is no certainty that the improvement funding will be available, or that the improvements will be installed prior to occupancy or buildout conditions.

Public Transit and Bicycle Plans

RTA bus routes 8 and 23 service the City, and the closest RTA bus stop is approximately half a mile southwest of the project site. Additionally, the project site is bounded by the Wildomar Trail, which is an east-west trail. The proposed project would provide bicycle parking at the office component of the site and a total of 13 clean air/vanpool/electric vehicle (EV) parking spaces, and a total of 35 EV charging stations. Additionally, the proposed project is proposing to provide a half-width right-of-way improvement along the property frontage including vehicular travel lane, multi-use trail, curb, gutter, and sidewalk. Therefore, the proposed project would not conflict with any policies, plans, or programs related to public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities as improvements would occur within the project boundaries.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the vacant site would construct residential uses, which would result in an increase in daily trips. Future development on the Property would be required to prepare a Traffic Impact Analysis to analyze the future development's impact on surrounding roadways and public transit. Additionally, future development would be required to pay impact fees and mitigate significant traffic impacts. Therefore, impacts are less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to transportation. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.11-2: The project would not conflict with or be inconsistent with CEQA Guidelines § 15064.3 subdivision (b), regarding policies to reduce vehicle miles travelled (VMT). [Threshold T-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The baseline VMT for the project site and the City are shown in Table 5.11-20, *Project Site Baseline VMT,* of the Draft EIR, and Table 5.11-21, *Citywide Baseline VMT*, of the Draft EIR, respectively. A threshold of 3 percent below the Citywide average for VMT metrics is used for impact analysis; the proposed project should be at 97 percent or less than the Citywide average.

Table 5.11-22, *Estimated VMT Reduction for Wildomar with Plausible Mitigation,* shows VMT reduction strategies that could result in an average of approximately 2 to 7 percent reduction in VMT in Wildomar.

"Expected" Market Capture

The nearest gas stations and car washes are located approximately 2 miles in either northwest and southeast direction of the site. The proposed gas station and car wash would provide onsite convenience to the future residents, employees, and visitors to the area, including the newly approved Baxter Village project across from the proposed project. Additionally, it would also provide a closer option to the surrounding uses. The closest shopping centers to the site are to the east and west less than a mile of the site. In addition to being able to conveniently serve the future complementary uses of residential and employment, the introduction of additional shopping center may bring other retail options not available in the nearby shopping centers and shorten trips for the residential and other uses in the north.

The project's proposed retail falls under the 50,000 square foot threshold recommended by OPR and zoning allows for a variety of retail uses. Additionally, the central location of the project, the existing residential surrounding the site and the combination of the proposed uses on-site has the potential to shorten trips by providing convenient closer options. The project's retail component does qualify for the Local Retail screening.

VMT Analysis

The project retail component would qualify for screening for being locally serving, and for this reason, the project's retail component would be presumed to be less than significant.

VMT Reductions

Although the proposed project would be presumed to be less than significant, the innate project design and features could potentially reduce VMT. Additionally, the proposed project could implement Transportation Demand Measures (TDM) to further reduce the project's VMT.

Mixed-Use VMT Reductions

The potential VMT reducing effects of mixed uses range from 9 percent to 30 percent. In the suburban context, projects three of the following onsite and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office. The proposed project would provide a mix residential, retail, and office. As a minimum, the mixed-use nature of the site has the potential to reduce the project's VMT by 9 percent.

Pedestrian Network

Providing pedestrian access network to link areas of a project site encourages people to walk instead of drive. This strategy could potentially reduce VMT from 0 percent to 2 percent. The proposed project would provide an internal pedestrian circulation network that would allow and encourage the pedestrian mode for all users of the site. The project would additionally connect to the existing street network via sidewalks, however, the project does not provide direct connections to the existing surrounding uses. For this reason, the project's pedestrian network could potentially reduce VMT up to 1 percent.

Parking

The project proposes parking for electric vehicles and bicycles. Therefore, by providing these spaces, the proposed project supports its ability to reduce VMT through its other features.

Project Features Overall VMT Reduction Potential

The project's mixed-use nature and pedestrian network could potentially reduce VMT by 9 percent and 1 percent, respectively, which is a total VMT reduction of 9.9 percent.[6]

Additional TDM

The project could additionally provide other strategies related to TDM. However, since TDM generally relies on reducing the need of automobile trips through alternative modes, the project site would need to rely on the available alternative modes of transportation in the area. Transit availability greatly increases the effectiveness TDM, but the nearest bus stop is over ½ mile away on Palomar Street. Due to the distance of the nearest transit the most effective TDM measures may not apply.

Despite not being in close proximity to transit, the following TDM Strategies could be applied:

- Provide Ride-Sharing Programs
  - 1 percent to 5 percent reduction for low-density suburbs

- Encourage Telecommuting and Alternative Work Schedules
  - 0.07 percent to 5.5 percent reduction, telecommuting would provide the greatest reductions vs. alternative work schedules.

These strategies are aimed at reducing VMT based on commute trips, and therefore, would only be applicable to the proposed office use. Additionally, since the project does not need to mitigate VMT

[6] Calculation based on the following formula: 1- (1-9) x (1-1)

impacts, these TDM programs would need to be voluntarily offered at the discretion of the future tenants/employers of the site. Therefore, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

According to CEQA Guidelines Section 15064.3 subdivision (b), vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Generally, project that would decrease vehicle miles traveled compared to existing conditions should be considered to have a less than significant transportation impact. Future development would result in the construction of residential uses which would serve the region. Future development on the Property would be required to prepare a VMT analysis and would be required to comply with the City's VMT thresholds. Therefore, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to transportation. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.11-3: Project circulation improvements have been incorporated to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. [Thresholds T-3 and T-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Main access to the project site would be provided via a newly constructed intersection at Central Avenue and Wildomar Trail, as well as five driveways along Wildomar Trail, Central Avenue, and Cervera Road. In conjunction with the Baxter Village project (SCH# 2014121047), the proposed project will realign Wildomar Trail to soften the curve as shown in Figure 3-1, of the Draft EIR. All driveways would allow right-in/right-out access only controlled by the installation of a raised median along the property frontage. All access point locations along Central Avenue and Wildomar Trail would be designed to provide sufficient sight distance that meets the minimum sight distance requirement defined in the County of Riverside Roadway Standard guidelines. As shown in Figure 5.6-1, *Emergency Vehicle Path,* of the Draft EIR, Wildomar Trail would be realigned to "flatten" the curve, and vehicle paths for emergency services would be provided via five driveways. A traffic control plan would be developed to ensure that the roadway as well as surrounding roadways would continue to provide emergency access to the project site and surrounding areas during construction. Although regular travelers may experience some delays during construction activities, access would remain for emergency vehicles. The proposed project would not result in inadequate emergency access.

Moreover, the proposed project would be checked for compliance with these standards as part of the City's review process, and access to the project site would be reviewed by the City and CALFIRE/Riverside County Fire Department to ensure there is sufficient emergency access provided as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code.

PRIELIPP-YAMAS PROPERTY REZONE

Future development on the Property would be checked for compliance with the City of Wildomar development standards designed to ensure standard engineering practices are used for all improvements, as part of the City's review process. Additionally, access to the Property would be reviewed by the City and CALFIRE/Riverside County Fire department to ensure there is sufficient emergency access provided at the Property as required by the City of Wildomar Municipal Code 8.28, Fire Code, for compliance with the California Fire Code.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to transportation. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

11. Utilities and Service Systems

Impact 5.11-1: Project-generated wastewater could be adequately treated by the wastewater service providers for the project. [Thresholds U-1 (part), and U-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Future development as a result of the proposed project would require the installation of new or expanded sewer laterals and mains in order to accommodate the additional future development onsite.

As shown in Table 5.13-1, *Wildomar Trail Town Center Mixed-Use Project Estimated Wastewater Generation,* of the Draft EIR, under the proposed conditions, the project would generate approximately 59,226 gallons of wastewater per day. The sewer flows from the project site connect to an 8-inch EVMWD gravity sewer line, along Cervera Road.

As of 2010, the Regional WWTP had an existing average daily wastewater flow into the treatment plant of 6.0 mgd. The capacity of the treatment plant is 8 mgd and the remaining capacity is about 2 mgd. As shown in Table 5.13-1, the project would result in the generation of 59,226 gpd which represents approximately 0.06 million gallons per day.

Proposed sewer infrastructure would continue to tie into the existing 8-inch EVMWD gravity sewer line. EVMWD utilizes development fees for new connections and proposed flow increases to improve existing low capacity sewer lines and upsize existing lines. The increases in sewer flows from the proposed project would cause no regional sewer capacity issues. Although EVMWD has no deficient lines serving the project site, it utilizes development fees to cover associated costs with providing any incremental expansions in service or infrastructure as a result of new development that increases the quantity or flow rate of wastewater discharge.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future wastewater impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

Future development of the site would require the installation of new or expanded sewer laterals and mains in order to accommodate residential development. Sewer infrastructure would tie into the existing 8-inch EVMWD gravity sewer line. EVMWD utilizes development fees for new connections and proposed flow increases to improve existing low capacity sewer lines and upsize existing lines. The increases in sewer flows from future would cause no regional sewer capacity issues. Although EVMWD has no deficient lines serving the site, it utilizes development fees to cover associated costs with providing any incremental expansions in service or infrastructure as a result of new development that increases the quantity or flow rate of wastewater discharge.

The proposed project would not induce substantial additional population growth. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient wastewater infrastructure are available to the site and impacts are less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to utilities and service systems. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.13-2: Water supply and delivery systems are adequate to meet project requirements. [Thresholds U-1 (part) and U-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would connect to the EVMWD water main for domestic water use. As shown in Table 5.13-7, *Wildomar Trail Town Center Mixed-Use Project Estimated Water Demand,* of the Draft EIR, under the proposed conditions, the demand for the project is estimated to be approximately 36,737 gallons of water per day.

These results are conservative because they do not account for the 20 percent reduction in water use with new construction, as per CALGreen Building Code Standards as specified in Municipal Code Chapter 17.310. Furthermore, pursuant to Section 17.276.070 of the Wildomar Municipal Code, the proposed project 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.

Water supplies include surface water from Canyon Lake, groundwater pumping and imported water from MWD. As documented in Tables 5.13-3 through 5.13-5, of the Draft EIR, EVMWD is able to meet all customers' demands during normal year, single dry year, and multiple dry year conditions with significant reserves held by MWD, local groundwater and surface water supplies, and conservation measures in multiple dry year conditions. EVMWD and its retail agencies work together to improve the water reliability within the service area by developing additional local supplies and by implementing water use efficiency programs.

As previously identified in Table 5.13-3, of the Draft EIR, the EVMWD's UWMP projects a 2040 water demand of 61,476 AFY, with a projected supply of 53,605 AFY for a normal year. The project's anticipated water demand represents approximately 0.5, 0.9, and 0.8 percent of the

projected 2040 water surplus in normal, single year dry, and multiple year dry conditions, respectively. As such, 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. EVMWD will have sufficient water supplies available during normal, single dry, and multiple dry years through the year 2040 to meet all projected water demands associated with its existing and future customers, including the proposed project.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future water supply impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

Future development of the site would connect to the City's water main for domestic water use. Development would be required to comply with CALGreen Building Code Standards as specified in Municipal Code Chapter 17.310 which require a 20 percent reduction in water use with new construction. Furthermore, pursuant to Section 17.276.070 of the Wildomar Municipal Code, future development 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. Per the EVMWD's development review process, the project applicant will be required to submit plans to for review and approval. Because the anticipated population growth resulting from development of this site 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.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to utilities and service systems. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.13-3: Existing and/or proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project. [Threshold U-1 (part)]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is currently undeveloped. Under the proposed conditions, impervious surfaces would increase because the proposed project would allow for the development of a mixed-use master plan on an approximately 25.8-acre vacant site which would include 41,609 square feet of commercial retail, 72,000 square feet of professional office, and 152 townhome/condominium residential units with full on-site/off-site improvements. Collectively, the proposed project would result in 22.33 acres of development.

Under existing conditions, the site is entirely pervious, and under the proposed project, the amount of impervious area would increase to 20.77 acres, or approximately 80.5 percent of the site. The construction of a detention basin would cover approximately 1.57 acres, or 6.05 percent of the site.

Therefore, under the proposed project, the amount of pervious area would cover approximately 5.03 acres, or approximately 19.5 percent of the site.

The proposed project would be graded to closely mimic the direction of flow of the existing conditions, and these flows would continue in the southern direction but would be directed to the proposed detention basin before existing the site. This basin would treat the runoff of pollutants. Offsite runoff, entering the site from the north, would be intercepted by a 48-inch storm drainpipe and would only conjoin with cleaned runoff from onsite. Additionally, onsite landscaping would assist in minimizing the amount of runoff from the site by providing permeable areas for water infiltration and decreasing runoff volume. Infiltration through landscaped areas would serve as a water treatment function. The proposed project would also include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. The proposed bioretention basin would treat the required water quality volume for the project site. Therefore, no substantial additional sources of pollutants or significant increases in runoff for the 85th percentile storm event are anticipated.

Storm drain infrastructure is to be developed as part of project-specific buildout. Offsite runoff would no longer outlet to the site; it would be conveyed through a proposed storm drain system, separate from the onsite storm drain. The new storm drain system would be appropriately located and sized to convey flows respective to their tributary areas for the design storm required by City and County requirements. Infrastructure would connect to a 60-inch City of Wildomar line on Cervera Road and discharge to modified channel to the south of the site as under existing conditions.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future storm drainage impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

Future development of the site would increase the amount of impervious surfaces and therefore, may increase flow rates and volumes of runoff entering storm drains. Future development would include BMPs to properly manage stormwater flow and prevent stormwater pollution by reducing the potential for contamination at the source. Moreover, development on the site would be required by MS4 permits to be sized and designed to ensure onsite retention of the volume of runoff produced from a 24-hour, 85th percentile storm event, which is similar to a 2-year storm. Any new storm drain system would be appropriately located and sized to convey flows respective to their tributary areas for the design storm required by City and County requirements. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient storm drainage systems are available to the site.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to utilities and service systems. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

Impact 5.13-4: Existing and/or proposed facilities would be able to accommodate project-generated solid waste. [Thresholds U-4 and U-5]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would generate an increase in solid waste disposal during both construction and operation. Table 5.10-8, *Wildomar Trail Town Center Mixed-Use Project Estimated Solid Waste Disposal*, of the Draft EIR, provides an estimate of the solid waste generated by the proposed project.

The proposed project would generate an increase 6,855.8 pounds per day (1,248.4 tons per year). The Lamb Canyon Sanitary Landfill would accept waste from the proposed project; the Lamb Canyon Sanitary Landfill has maximum daily throughput of 5,000 tons per day (19,242,950 pounds per day). The increase in solid waste generated from the proposed project would represent approximately 0.07[7] percent of the maximum daily throughput. The increase in solid waste disposal would be accommodated by the landfill's remaining capacity.

Additionally, the proposed project would comply with solid waste disposal requirements, including requirements to divert solid waste to landfills through recycling. During construction, the proposed project would comply with CALGreen, which requires recycling and/or salvaging for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste generated during most "new construction" projects (CALGreen Sections 4.408 and 5.408). During operation, the proposed project would comply Chapter 8.104 of the Wildomar Municipal Code, which outlines requirements for the management and proper disposal of solid waste. Consequently, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future solid waste impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

Future development would be required to comply with solid waste disposal requirements, including requirements to divert solid waste to landfills through recycling. During construction, future development would comply with CALGreen Sections 4.408 and 5.408. During operation, future development would be required to comply Chapter 8.104 of the Wildomar Municipal Code, which outlines requirements for the management and proper disposal of solid waste. Because the anticipated population growth resulting from development of this site is less than the land use assumptions outlined in the General Plan, sufficient solid waste facilities are available to the site.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to utilities and service systems. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

[7] 6,855.8 lbs/day = 3.4279 tons/day
3.4279 tons/day / 5,000 tons/day =0.00068 or 0.068 percent.

12. Wildfire

Impact 5.14-1: The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. [Threshold W-4]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is relatively flat. The project site is not located within a landslide hazard area or a flood plain. Construction activities related to the proposed project would be subject to compliance with the CBC and would include best management practices. Best management practices may include but are not limited to covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding. Operationally, drainage at the site would be improved with a water detention basin. Therefore, with the implementation of BMPs, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The property is relatively flat. The property is not located within a landslide hazard area or a flood plain. Future construction activities on the property would be subject to compliance with the CBC and would include best management practices. Best management practices may include but are not limited to covering of the soil, use of a dust-inhibiting material, landscaping, use of straw and jute, hydroseeding, and grading in a pattern that slows stormwater flow and reduces the potential for erosion, landslides, and downstream flooding. Therefore, with the implementation of BMPs, impacts would be less than significant.

Finding. The proposed project would have a less than significant direct, indirect, and cumulative impact relating to wildfires. Accordingly, no changes or alterations to the proposed project were required to avoid or substantially lessen any significant environmental impacts under those thresholds.

D. Findings on Significant Environmental Impacts that can be reduced to a Less Than Significant Level

The following summary describes impacts of the proposed project that, without mitigation, would result in significant adverse impacts. Upon implementation of the mitigation measures provided in the Draft EIR, these impacts, from Chapter 5 and Chapter 8, would be considered less than significant.

CHAPTER 5

1. Air Quality

Impact 5.2-2: Long-term operation of the project would generate additional vehicle trips and associated emissions in exceedance of SCAQMD's threshold criteria. [Thresholds AQ-2 and AQ-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The proposed project would result in net increases in both stationary and mobile-source emissions. Based on the Traffic Impact Study for the proposed project, the project would generate approximately 6,663 trips per day.

Table 5.2.-19, of the Draft EIR, shows that the project-related construction plus operational emissions of criteria pollutants would exceed the corresponding SCAQMD daily emission thresholds for NOx emission. Therefore, project-related regional air quality impacts would be significant and mitigation measures would be required.

Table 5.2-20, of the Draft EIR, shows that the project-related regional operational emissions of criteria pollutants would not exceed the corresponding SCAQMD daily emission thresholds. Therefore, project-related regional operational air quality impacts would be less than significant.

Localized Impact Analysis

Table 5.2-21, of the Draft EIR, shows that the on-site operational emission rates would not exceed the LSTs. Therefore, the proposed operational activity would not result in a locally significant air quality impact.

Long-Term Microscale (*Carbon Monoxide Hot Spot*) Analysis

An assessment of project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Ambient CO levels monitored at the Lake Elsinore Monitoring Station, the closest station with complete monitored CO data, showed a highest recorded 1-hour concentration of 1.2 ppm (the State standard is 20 ppm) and a highest 8-hour concentration of 0.8 ppm (the State standard is 9 ppm) during the past 3 years. The highest CO concentrations would normally occur during peak traffic hours; hence, CO impacts calculated under peak traffic conditions represent a worst-case analysis.

As described in the Traffic Impact Study prepared for the proposed project, with the addition of the proposed project in the existing setting and all future scenarios, vehicle speeds and vehicular congestion at all intersections surrounding the project site would increase to an extent; however, all analyzed intersections are operating at an acceptable level of service (LOS) of D or better under Opening Year Conditions and Buildout Conditions except for the following intersections, which are rated as LOS F:

- Central Avenue and Wildomar Trail;
- I-15 Southbound Ramps and Wildomar Trail;

- I-15 Northbound Ramps and Wildomar Trail;
- Monte Vista Drive and Wildomar Trail; and
- Monte Vista Drive and Bundy Canyon Road.

Conditions at these intersections would be mitigated by the proposed transportation improvements as outlined in the Traffic Impact Study. Therefore, the project is not expected to worsen hot-spot conditions within the vicinity of the project site.

Buildout of the proposed project would not produce the volume of traffic required to generate a CO hot spot. Therefore, the project could be implemented in an existing setting with no significant peak-hour intersection impacts. Given the extremely low level of CO concentrations in the project area and the lack of traffic impacts at any surrounding intersections, project-related vehicles are not expected to contribute significantly to CO concentrations exceeding the State or federal CO standards.

Toxic Air Contaminants Qualitative Analysis

Dispensing gasoline products has the potential to introduce air toxics (primarily benzene emissions) into the local environment. At present, SCAQMD staff runs individual cancer risk assessments on all new service stations or projects where a school is located within 1,000 feet of the project site and there is an increase in emissions. There are no schools within 1,000 feet of the project. The nearest sensitive receptor to the project site is a residential area approximately 130 feet to the southeast and 350 feet to the south. Compliance with existing SCAQMD rules and regulations would ensure potential impacts associated with air toxics would be less than significant.

This would further limit doses and exposures, reducing potential health risks related to gasoline vapors to a level that is not significant. Overall, project impacts related to the exposure of sensitive receptors to emissions are considered less than significant.

Health Risk Assessment

As part of Phase 4 of the project, the applicant proposes to construct multifamily midrise apartments adjacent to the I-15 freeway. According to the Health Risk Assessment, the I-15 freeway serves 132,000 vehicles on an average day.

The SCAQMD CEQA Air Quality Handbook (1993) states that emissions of TACs are considered significant if a Health Risk Assessment shows an increased risk of greater than ten in one million. The Health Risk Assessment determined that for carcinogenic exposures resulting from exposure to toxics from the freeway, the summation of risk for the maximum exposed residential receptor totaled 8.47 in one million and will not exceed the SCAQMD significance threshold of 10 in one million.

For chronic noncarcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than the threshold of 1.0 for all exposure scenarios. For acute exposures, the hazard indices for the identified averaging times did not exceed the threshold of 1.0. Therefore, acute and chronic non-carcinogenic hazards were predicted to be within acceptable limits and a less than significant impact would occur.

For the maximum exposed residential receptor, results of the analysis predicted freeway emissions will produce PM_{10} concentrations of 1.18 μg/m^3 and 0.82 μg/ m^3 for the 24-hour and annual averaging times. The Health Risk Assessment determined that these values will not exceed the SCAQMD significance thresholds of 2.5 μg/ m^3 and μg/ m^3, respectively. For $PM_{2.5}$, a maximum 24-hour average concentration of 0.52 μg/ m^3 was predicted. The Health Risk Assessment determined that this value also will not exceed the identified significance threshold of 2.5 μg/ m^3.

The maximum modeled 1-hour average concentration for CO of 0.01 ppm, when added to an existing background concentration of 1.2 ppm, would equal a total Project concentration of 1.21 ppm. This would not cause an exceedance of the CAAQS of 20 ppm. For the 8-hour averaging time, the maximum predicted concentration of 0.01 ppm, when added to an existing background level of 0.8 ppm, would equal a total Project concentration of 0.81 ppm. This would not cause an exceedance of the CAAQS of 9 ppm.

For NO_2, a maximum one-hour concentration of 0.001 ppm was predicted. This concentration, when added to a background concentration of 0.0513 ppm, would equal a total Project concentration of 0.0523 ppm. The Health Risk Assessment determined that this would not cause an exceedance of the CAAQS of 0.18 ppm. Consequently, less than significant impacts are anticipated to residents who would access and utilize outdoor amenities.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

Air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. As such, future development would result in net increases in both stationary and mobile-source emissions. Long-term regional emissions would be associated with project-related vehicular trips and due to energy consumption (e.g., electricity usage) from future development. The area-wide source emission categories would include both stationary and off-road mobile sources. Stationary source emissions would come from many sources, including the use of consumer products, landscaping equipment, general energy, and solid waste. Future development on the property would be required to prepare an Air Quality and Greenhouse Gas Analysis to analyze the future impact from emissions associated with long-term operation. If applicable, future development would also implement mitigation measures to ensure potentially significant impacts are reduced to less than significant.

Mitigation Measure:

The following mitigation measure was included in the Draft EIR and the Final EIR, and is applicable to the proposed project.

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier

4 Final diesel-powered construction equipment greater than 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure AQ-1 would require the use Tier 4 diesel-powered construction equipment greater than 50 horsepower to be utilized throughout the construction of Phase 4 of the proposed project to reduce impacts to air quality. Mitigation Measure AQ-1 would reduce potential impacts to air quality to a level that is less than significant.

Impact 5.2-4 The proposed project is not consistent with the applicable air quality management plan. [Threshold AQ-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

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. 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.

Consistency Criterion 1

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

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. As described in section 5.2.-1, of the Draft EIR, daily regional construction emissions would not exceed the daily thresholds or the air quality standards of the CO, NO_2, PM_{10}, and $PM_{2.5}$ pollutant emission thresholds established by SCAQMD. Therefore, potential impacts from localized construction-source emissions and applicable LSTs would be less than significant. As described in section 5.2.-2, of the Draft EIR, project-related emissions of criteria pollutants would exceed the corresponding SCAQMD daily emission thresholds for NO_X emission. Therefore, project-related regional air quality impacts would be significant. Compliance with mitigation measure AQ-1 would reduce emissions below applicable LSTs and the project would be consistent with Criterion No. 1.

Consistency Criterion 2

Development consistent with the growth projections in the City's General Plan is considered to be consistent with the AQMP. The General Plan is consistent with the Southern California Association of Governments' (SCAG) Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Since development of the proposed project 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 and would be consistent with Criterion No. 2. Therefore, the proposed project is consistent with the General Plan and the regional AQMP. Consequently, impacts would be less than significant.

PRIELIPP-YAMAS PROPERTY REZONE

The zone change from I-P to R-3 would reduce the intensity of future development when compared to the General Plan. Therefore, future potential air quality impacts would be less severe than evaluated in the General Plan EIR due to the change in land use.

Air quality impacts associated with the future development of this site would be similar to the impacts analyzed for the Wildomar Trail Town Center Mixed-Use Project. As such, potential impacts from localized construction-source emissions and applicable LSTs would be less than significant. Furthermore, emissions of criteria pollutants from future residential development could exceed the corresponding SCAQMD daily emission thresholds for NO_X emission. Moreover, future residential development of the site would be no more intensive than what would be allowed under existing General Plan and zoning designations. Therefore, future development at buildout would not exceed the assumptions of the AQMP. For these reasons, future development of the Prielipp-Yamas Property would be consistent with Criterion No. 1 and Criterion No. 2. Therefore, the future development would be consistent with the General Plans and the regional AQMP. If applicable, future development would also implement mitigation measures to ensure potentially significant impacts are reduced to less than significant.

Mitigation Measure:

The following mitigation measure was included in the Draft EIR and the Final EIR, and is applicable to the proposed project.

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure AQ-1 would require the use Tier 4 diesel-powered construction equipment greater than 50 horsepower to be utilized throughout the construction of Phase 4 of the proposed project to reduce impacts to air quality. Mitigation Measure AQ-1 would reduce potential impacts to air quality to a level that is less than significant.

2. Biological Resources

Impact 5.3-1 Development of the proposed project could impact. [Threshold B-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is located within the boundaries of the MSHCP Elsinore Area Plan. The project site is not located within or adjacent to a conservation criteria cell, and is not located within a Special Linkage Area. The project site is therefore not targeted for conservation under the MSHCP. The nearest criteria cell is Cell No. 5248 which is approximately 1-mile northeast of the project site and I-15.

According to Appendix 5.3-1, of the Draft EIR, there are no MSCHP-covered plant, reptiles, birds, or mammals onsite.

The proposed project would not result in direct impacts to any MSHCP-covered plant and animal species which are dependent on the habitat types present in riparian/riverine areas onsite, but incidental use of the riparian/riverine area is possible by animals such as Stephen's kangaroo rat, coyote, and several bird species. These impacts, however, are what the MSHCP anticipated in areas not situated in Criteria Area Cells. Impacts are to be offset through MSHCP fee payment, Stephen's kangaroo rat fee payment, and via Wildlife Agency-approved purchase of In-Lieu Fee Programs or off-site Mitigation Bank credits for impacts to riparian/riverine resources. Additionally, development of the project site requires adherence to BMPs to avoid impacts to other natural areas which could otherwise occur through contamination of atmospheric and water resources. Adherence to standard mitigation measures would avoid direct impacts to nesting birds. Lastly, invasive plants that could potentially be used in landscape plans for the proposed project would not be allowed, therefore avoiding accidental introduction of exotic invasive species into the local environment from the project site.

Riparian/riverine and vernal pool areas have the potential for 23 plant and 11 animal species to occur; however, as shown in Table 5.3-2, in Section 5.3, *Biological Resources,* of the DEIR, these organisms are not present onsite.

The entirety of the subject property would be developed with the proposed project; no areas onsite would be conserved, and conservation is not required. Furthermore, the proposed project's conditions of approval to improvement surrounding intersections (see Table 5.11-13 in Section 5.11, *Transportation,* of the Draft EIR) would not result in significant impacts to MSHCP-covered species as the proposed improvements would occur in areas previously disturbed.

Other MSHCP-covered species do not yet have assurance of adequate conservation. These species are referenced to as MSHCP Table 9 Species (Covered Species Not Adequately Conserved. Table 5.3-3, *Covered Species Not Adequately Conserved (MSHCP Table 9-3),* demonstrates that these 28 species do not occur on-site.

PRIELIPP-YAMAS PROPERTY REZONE

The property is current vacant and covered in ruderal vegetation. Prior to future development on the site, a biological resources analysis would be conducted to identify potential impact to species onsite.

The future project applicant would be required to pay the Stephens' kangaroo rat fee and the MSHCP mitigation fee pursuant to the City's Municipal Code. If applicable, future development would also implement mitigation measures to ensure potentially significant impacts are reduced to less than significant.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

BIO-1 Prior to vegetation clearance and grading, the Project applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following:

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

BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.

BIO-3 In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the project's landscape plan shall exclude invasive species such as crimson fountain grass (*Pennisetum setaceaum),* pampas grass (*Cortaderia selloana),* giant reed (*Arundo donax)*, tree of heaven (*Ailanthus altissima)*, Eucalyptus, acacia groundcovers (*Acacia* sp.), and other ornamental landscape elements in accordance with the *Invasive Plants List* referenced by the MSHCP.

BIO-4 The project applicant shall implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measures BIO-1 and BIO-2 require a qualified biologist to conduct a pre-construction nesting bird survey and a 30-day pre-construction survey for burrowing owls, Mitigation Measure BIO-3 requires limiting the use of exotic and invasive plant species, and Mitigation Measure BIO-4 requires the implementation of dust control and SWPPP which would reduce potential impacts to biological resources to less than significant.

Impact 5.3-2 Development of the proposed project would result in the loss of riparian/riverine areas. [Threshold B-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is comprised of 0.72 acre of MSHCP Section 6.1.2 defined riparian/riverine areas, and all riparian/riverine areas onsite are anticipated to be impacted with project implementation. Impacts to the existing riparian/riverine area are unavoidable because the drainage segments to be affected transect the site in a manner that makes avoidance infeasible. As the proposed development stands, the drainage segments and basin onsite would be removed, therefore, minimization of direct or indirect effects to the existing riparian/riverine area would not occur.

Impacts to this area would be mitigated with the purchase of 1.44 acres of restoration credits for an offsite riparian mitigation area through an approved in-lieu fee program or mitigation bank. While this represents a mitigation to impact ratio of 2:1, the actual mitigation ratio will be set through discussions with the resource agencies prior to ground disturbance as required by the MSHCP.

The functions and values of the restored offsite riparian mitigation area subsequent to habitat restoration would meet or exceed the existing habitat values and functions presently found within the onsite riparian/riverine area. Riparian habitat would be permanently preserved within the mitigation area. The existing condition onsite, however, is subject to ongoing disturbances associated with disking and weed abatement. Overall, a superior quality habitat for insects, birds, herpetofauna, and some mammals would be provided offsite subsequent to mitigation activities relative to the existing condition onsite.

Additionally, during project construction, a number of best management practices (BMPs) would be implemented to protect offsite resources. Post-construction BMPs would be in place to control erosion and sediment and improve water quality from runoff generated by the site.

PRIELIPP-YAMAS PROPERTY REZONE

There are no riparian areas located on the property. Future development would be required to implement BMPs to ensure impacts to offsite resources would be reduced to less than significant.

Mitigation Measure:

The following mitigation measure was included in the Draft EIR and the Final EIR, and is applicable to the proposed project.

BIO-5 The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite 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. 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) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. 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.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure BIO-5 requires purchasing restoration credits to reduce impacts to biological resources to less than significant.

Impact 5.3-3 The proposed project would impact approximately 0.72 acre of jurisdictional waters as a result of project implementation. [Threshold B-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

There are four drainage segments (Drainage Segments A, B, D, and E), one jurisdictional basin (Basin 1), and one non-riverine drainage segment (Drainage Segment C) onsite. Drainage Segment C appears to have been abandoned by stormwater flow that was picked up in Drainage B in 2005 (TERACOR 2021a).

Drainage A

The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment A is 14,146 square feet (0.32 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage A is 5,894 square feet (0.14 acre).

Drainage Segment B

The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Drainage Segment B is 7,266 square feet (0.17 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage B is 5,000 square feet (0.11 acre).

Drainage D

The total CDFW jurisdictional "streambeds" and MSHCP 6.1.2 riparian/riverine area associated with Segment D is 5,720 square feet (0.13 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage D is 1,430 square feet (0.03 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage D_1 is 354 square feet (0.01 acre).

Drainage Segment E

Drainage Segment E is 42 linear feet. The CDFW jurisdictional area associated with Segment E is 182 square feet (0.004 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Drainage E is 65 square feet (0.001 acre).

Basin 1

TERACOR determined Basin 1 to be a wetland. The length associated with Basin 1 is 126 linear feet, while the total area is 3,888 square feet (0.09 acre).

Drainage Segments A, B, D, and E, and Basin 1 meet the definitional parameters of Riparian/Riverine resources. The total Riparian/Riverine area onsite is 31,202 square feet (0.72 acre).

The total potential Army Corps/RWQCB non-wetland "waters" associated Basin 1 is 2,200 square feet (0.05 acre).

The total Potential Army Corps/RWQCB jurisdictional area is 0.34 acre.

Drainage Segment C

It was determined that Drainage Segment C is not a MHSCP 6.1.2 riparian/riverine feature.

The drainage segments onsite are riverine with two small riparian cells associated with those drainages. The basin, which supports riparian vegetation, is human-constructed. Avoidance does not appear warranted since the property would continue to shed stormwater in the post-development condition, and that runoff must be treated and cleansed. There are no MSHCP-designated riparian

species associated with the project site which would suggest avoidance is necessary. As all site resources would be removed and graded to construct the proposed project, 0.72-acre of riparian/riverine area would be permanently impacted.

Mitigation for impacts to wetlands and 0.72 acre of "streambeds"/riparian/riverine area will consist of offsite enhancement or restoration (rehabilitation) at a 2:1 mitigation ratio through purchase of fee credits through an approved mitigation fee payment program. A total of 1.44 acres of mitigation "streambeds"/riparian/riverine area is therefore, proposed. Therefore, impacts would be potentially significant without mitigation.

PRIELIPP-YAMAS PROPERTY REZONE

There are no wetland areas located on the property. Future development would be required to implement BMPs to ensure impacts to offsite resources would be reduced to less than significant.

Mitigation Measure:

The following mitigation measure was included in the Draft EIR and the Final EIR, and is applicable to the proposed project.

BIO-5 The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite 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. 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) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. 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.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure BIO-5 requires purchasing restoration credits to reduce impacts to biological resources to less than significant.

Impact 5.3-5: The proposed project would require compliance with the MSHCP. [Thresholds B-5 and B-6]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Conservation Cells

The project site is generally located within the MSHCP Elsinore Area Plan. The project site is not located within or adjacent to a conservation criteria cell.

MSHCP Section 6.1.2 Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

The project site is comprised of 0.72 acre of MSHCP Section 6.1.2 defined riparian/riverine areas. All riparian/riverine areas onsite are anticipated to be impacted with project implementation. The Determination of Biologically Equivalent or Superior Preservation (DBESP) provided mitigation (see Mitigation Measure BIO-5) to reduce impacts to a level of less than significant by requiring the purchase of offsite mitigation credits. Therefore, the proposed project would be consistent once the DBESP is approved by the City of Wildomar.

MSHCP Section 6.1.3 Protection of Narrow Endemic Plant Species

The project site is not within a Narrow Endemic Plant Species Survey Area, and therefore, a habitat assessment/survey for narrow endemic plant species is not required. The proposed project is therefore consistent with Section 6.1.3 of the MSHCP.

MSCHP Section 6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface

The project site is not located within or near a conservation criteria cell. The project site is therefore not in proximity to the MSHCP Conservation Area. The guidelines established in Section 6.1.4 of the MSHCP therefore do not apply to the proposed project.

MSHCP Section 6.3.1 Vegetation Mapping

Vegetation mapping has been provided in the Consistency Analysis (Appendix 5.3-1) in conformance with Section 6.3.1 parameters in order to assist the City and resource agencies in review of this Consistency Analysis.

MSHCP Section 6.3.2 Additional Survey Needs and Procedures

Mammal Surveys

The project site does not require surveys for any mammal species. Ground squirrel is present in moderate densities due to high vegetative density. There are no mammal survey requirements for the property and none of the MSHCP-listed species have been detected.

Riparian Birds

There are no riparian vegetative communities on the project site that would justify focused surveys for least Bell's vireo, southwestern willow flycatcher, or wester yellow-billed cuckoo. Focused riparian bird surveys were not warranted and were not conducted.

Amphibians/Reptiles

The project site does not support suitable habitat for the Section 6.1.2 listed amphibians which included arroyo toad, red-legged frog, and mountain yellow-legged frog. There are no natural pools, cienegas, or tenejas which would provide breeding habitat for western pond turtle. Spadefoot toad would not be expected to utilize the site for breeding due to disturbance factors, area development, and absence of adjacent surface water resources.

Burrowing Owl

The project site is located within a burrowing owl survey area. No burrowing owls were detected onsite. No impacts associated with the proposed project to burrowing owls are therefore anticipated. Because suitable burrowing owl habitat is present onsite, Mitigation Measure BIO-2 would be implemented. If no burrowing owls are detected during the 30-day pre-construction survey, then no burrowing owls would be impacted by the proposed project. The project site is not located within a Criteria Area Plan Species Survey Area, an Amphibian Species Survey Area or Mammalian Species Survey Area. No habitat assessments or surveys for these species are therefore required for the proposed project.

PRIELIPP-YAMAS PROPERTY REZONE

Prior to future development, a MSHCP consistency analysis will be conducted for the property to ensure that future development would be consistent. No physical changes to the property can occur until compliance with the MSHCP is documented. It is likely that pre-construction mitigation such as BIO-2 will be required, however until the biological analysis is completed the level of mitigation is too speculative.

Mitigation Measure:

The following mitigation measure was included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

BIO-2 The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure BIO-2 requires a qualified biologist to conduct a 30-day pre-construction survey for burrowing owls which would reduce potential impacts to biological resources to less than significant.

3. Hazards and Hazardous Materials

Impact 5.6-5: The project site is in a designated Very High Fire Hazard Severity Zone and could expose structures and/or residences to fire danger. [Threshold H-7]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

In 2008, the California Building Standards Commission adopted California Building Code Chapter 7A requiring new buildings in Very High Fire Hazard Severity Zones (VHFHSZ) to use ignition-resistant construction methods and materials.

The project site is in a VHFHSZ in the Local Responsibility Area (LRA). Development on the project site would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is not in a VHFHSZ in the LRA. Future development on the Property would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measures HAZ-1 and HAZ-2 require the applicant to demonstrate compliance with the most recent edition of the California Building Code and California Fire Code, as well as compliance with the vegetation management requirements of the California Fire Code, which would reduce impacts to wildfires to less than significant.

4. Noise

Impact 5.9-2: Project implementation would result in long-term operation-related noise that would exceed local standards. [Threshold N-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Mobile Sources

Table 5.9-6, *Existing, Opening Year, and Buildout Traffic Noise Levels Without and With Project*, of the Draft EIR, shows the modeled 24-hour CNEL levels for traffic noise during Existing, Opening Year, and Buildout Conditions, both without and with the proposed project. As shown in Table 5.9-6, the project-related traffic would have less than perceptible (1.0 dBA or less) noise level increases along roadway segments in the project vicinity during Opening Year and Buildout Conditions.

Stationary Sources

Noise impacts associated with the long-term operation of the proposed project must comply with the hourly daytime and nighttime noise standards of 55 dBA L_{eq} during daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} during the nighttime hours (10:00 p.m. to 7:00 a.m.) per the City's Municipal Code. Noise associated with the proposed project includes HVAC equipment, loading activities, car wash operations, parking lot activities, and drive-through speaker during normal operations.

The noise levels at the proposed residential site south of the carwash would experience noise level impacts that would exceed both the daytime and nighttime hourly noise level standards of 55 dBA L_{eq} and 45 dBA L_{eq}, respectively. In order to reduce noise impacts at the proposed residences, a 10-foot high wall extending from the exit of the carwash along the driveway to the parking lot is proposed (Mitigation Measures NOI-1), which would result in noise levels of up to 53 dBA L_{eq} at the nearest residence. However, the results of the analysis show that noise levels would continue to exceed the nighttime standard of 45 dBA L_{eq}. In order to achieve noise levels of less than 45dBA L_{eq}, carwash operations would be restricted from 10:00 p.m. to 7:00 a.m. (Mitigation NOI-2). Moreover, the final residential site design would be prepared to include noise reduction measures to ensure that exterior noise levels would comply with the City's standard of 65 CNEL.

PRIELIPP-YAMAS PROPERTY REZONE

Implementation of future residential uses on the Property would create new sources of noise at the Property. The major noise source associated with future development that would potentially impact existing and future nearby residences include off-site traffic noise, on-site mobile noise, mechanical equipment, and parking area noise. Future development would be required to comply with the City's noise ordinance, which would ensure that long-term operational noise impacts would be less than significant.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

NOI-1 A 10-foot high wall extending from the exit of the carwash to the commercial driveway shall be constructed in order to reduce daytime noise levels.

NOI-2 In order to reduce nighttime noise levels, carwash operations shall be restricted to the hours of 7:00 a.m. to 10 p.m.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measures NOI-1 and NOI-2 require the construction of a 10-foot high wall from the carwash exist to the commercial driveway and restriction of carwash operations to the hours of 7:00 a.m. to 10 p.m. which would reduce impacts to noise to less than significant.

5. Tribal Cultural Resources

Impact 5.12-1: The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). [Threshold TCR-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

In accordance with AB 52, the City notified local tribes about the proposed project on June 26, 2020, to determine the potential for tribal cultural resources onsite and to determine if local knowledge of TCRs is available about the project site and surrounding area. The Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians responded and requested consultation. The City consulted with the Pechanga Band of Mission Indians, Rincon Band of Luiseno Indians, and the Soboba Band of Mission Indians on July 30, 2020, July 21, 2020, and August 26, 2020, respectively. The City informed the tribes that the City's standard mitigation measures (TRI-1 through TRI-8) would be implemented to ensure impacts are reduced, should the discovery of subsurface TCRs occur during ground disturbing activities.

PRIELIPP-YAMAS PROPERTY REZONE

The Property is currently vacant and future development on the site would require ground-disturbing activities which could potentially uncover TCRs. As a result, Mitigation Measures TRI-1 through TRI-8, would be required to reduce potential impacts to less than significant. Additionally, after engaging in SB 18 consultation with the Pechanga Band of Luiseno Indians on December 3, 2020, the Tribe requested to be part of the entitlement process for future development on the Property.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

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

a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find.

b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.

d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition.

e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.

f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.

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

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

i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

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

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

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

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

a. Project grading and development scheduling;

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

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

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

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

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

TRI-7 **Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

TRI-8 **Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure TRI-1 requires ground-disturbing activities to be halted and consultation with the tribal representatives in the event of inadvertent archaeological finds, Mitigation Measure TRI-2 outlines the steps to be taken for the disposition of cultural resources such as preservation-in-place, Mitigation Measure TRI-3 requires the applicant to retain a Riverside County qualified Registered Professional Archaeologist to monitor all ground disturbing activities, Mitigation Measures TRI-4 and TRI-5 require tribal monitors from the Pechanga and Soboba tribes to be onsite during all ground-disturbing activities, Mitigation Measure TRI-6 requires that the Phase III Data Recovery Report and Phase IV Report be submitted to the Planning Department for review, Mitigation Measure TRI-7 requires compliance with State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98(b) if human remains are encountered, and Mitigation Measure TRI-8 requires non-disclosure of reburial locations which would reduce impacts to tribal cultural resources to less than significant.

6. Wildfire

Impact 5.14-1: Implementation of the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. [Threshold W-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

According to the City's GIS database, the project site is located within a VHFHSZ in the LRA. Development on the project site would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires.

Furthermore, the proposed project would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surroundings during construction and postconstruction.

PRIELIPP-YAMAS PROPERTY REZONE

According to the City's GIS database, the property is not located within a VHFHSZ in the LRA. Future development on the property would be subject to compliance with the 2019 California Building Code (or the most current version) and the 2019 edition of the California Fire Code (or the most current version). Wildomar is covered under the Riverside County Operational Area Emergency Operations Plan (2006) and the Riverside County Operation and the Riverside County

Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan (2012). These plans provide guidance to effectively respond to any emergency, including wildfires.

Furthermore, future development on the property would not conflict with adopted emergency response or evacuation plans. The surrounding roadways would continue to provide emergency access to the project site and surroundings during construction and postconstruction.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measures HAZ-1 and HAZ-2 require the applicant to demonstrate compliance with the most recent edition of the California Building Code and California Fire Code, as well as compliance with the vegetation management requirements of the California Fire Code, which would reduce impacts to wildfires to less than significant.

Impact 5.14-2: The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to elevated particulate concentrations from a wildfire. [Threshold W-2]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

The project site is undeveloped and vacant. The entire site's topography is generally flat. The City does not have high-speed prevailing winds, and average wind speeds are approximately 6 miles per hour during the windier part of the year, from November to June.

Development of the site with the proposed improvements would reduce the amount of exposed vegetation that could be used as fuel on the site. Therefore, the project site conditions would not contribute to an increase in exposure to wildfire risk. Additionally, development on the project site would be subject to compliance with the California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires.

PRIELIPP-YAMAS PROPERTY REZONE

The property is undeveloped and vacant. The entire property's topography is generally flat. Future development of the property would reduce the amount of exposed vegetation that could be used as fuel on the site. Therefore, the property's conditions would not contribute to an increase in exposure to wildfire risk. Additionally, development on the property would be subject to compliance with the California Building Code. Moreover, the City of Wildomar is under the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan, which provides guidance to effectively respond to and mitigate emergencies, including wildfires. Although the property is not within a VHFHSZ, impacts would be potentially significant without the implementation of mitigation measures.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the

vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measures HAZ-1 and HAZ-2 require the applicant to demonstrate compliance with the most recent edition of the California Building Code and California Fire Code, as well as compliance with the vegetation management requirements of the California Fire Code, which would reduce impacts to wildfires to less than significant.

Impact 5.14-3: The proposed project would require the installation and maintenance of associated infrastructure but would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. [Threshold W-3]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As the project site is currently vacant, the proposed project would require the expansion of connection to utilities such as electricity, water, and sewer. The project applicant is required to pay for connections and maintenance of onsite utility infrastructure. The utilities would be installed to meet service requirements.

PRIELIPP-YAMAS PROPERTY REZONE

As the property is currently vacant, the future development would require the expansion of connection to utilities such as electricity, water, and sewer. The future project applicant would be required to pay for connections and maintenance of onsite utility infrastructure. The utilities would be installed to meet service requirements.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

HAZ-1 Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building

Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.

HAZ-2 Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measures HAZ-1 and HAZ-2 require the applicant to demonstrate compliance with the most recent edition of the California Building Code and California Fire Code, as well as compliance with the vegetation management requirements of the California Fire Code, which would reduce impacts to wildfires to less than significant.

CHAPTER 8

1. Cultural Resources

8.2(b)	**Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?**

According to Cultural Resources Report, a previously undocumented prehistoric artifact was identified on the Wildomar Trail Town Center site. The artifact is considered an isolate, and therefore, the site is not considered an archaeological site and does not meet the CEQA threshold potential for historical resources. However, despite site disturbance of at least four decades, these findings indicate that the project site is sensitive for undocumented subsurface resources. The proposed project's conditions of approval to improve the surrounding intersections would have a less than significant impact as these roadways have been previously disturbed. Moreover, future development on the Prielipp-Yamas Drive Property could potentially uncover archaeological resources during ground-disturbing activities.

Mitigation Measure:

The following mitigation measure was included in the Draft EIR and the Final EIR, and is applicable to the proposed project.

TRI-1 **Inadvertent Archeological Find.** If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or

environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find.

b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.

d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition.

e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.

f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measure above. The City of Wildomar hereby finds that implementation of the mitigation measure is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure TRI-1 requires ground-disturbing activities to be halted and consultation with the tribal representatives in the event of inadvertent archaeological finds which would reduce impacts to cultural resources to less than significant.

8.2(c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

The project site and the Prielipp-Yamas Drive Property are currently undeveloped and there is no evidence to suggest that these sites have been utilized in the past for human burials. In the unlikely event that human remains are discovered during grading or construction activities within these sites, compliance with State law (Health and Safety Code § 7050.5) (HSC § 7050.5) would be required.

Mitigation Measure:

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

TRI-7 **Human Remains.** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

TRI-8 **Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

Finding:

Changes or alterations have been required in, or incorporated into, the proposed project that avoid or substantially lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City of Wildomar hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Rationale for Finding

Mitigation Measure TRI-7 requires compliance with State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98(b) if human remains are encountered and Mitigation Measure TRI-8 requires non-disclosure of reburial locations which would reduce impacts to cultural resources to less than significant.

E. Significant and Unavoidable Significant Impacts that Cannot Be Mitigated to Below the Level of Significance

The following summary describes the unavoidable adverse impacts of the proposed project where either mitigation measures were found to be infeasible, or the mitigation measures are under the control of another lead agency. The following impacts would remain significant and unavoidable:

1. Greenhouse Gas Emissions

Impact 5.5-1: Implementation of the project would generate a substantial increase in the magnitude of GHG emissions. [Threshold GHG-1]

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

Construction Phase

Table 5.5-5 of the Draft EIR lists the annual CO_2e emissions for each of the planned construction phases based on the results from CalEEMod; the total construction emissions amortized over 30 years would be 53.70 MT/CO_2e.

Operational Phase

As shown in Table 5.5-6, of the Draft EIR, the project would result in GHG emissions of 6,208.80 MT CO_2e/year, which is 0.00621 MMT CO_2e per year (MMT CO_2e/year), and would exceed the corresponding SCAQMD yearly emission thresholds for CO_2 emissions.

As shown in Table 5.5-7, of the Draft EIR, the proposed project would surpass the SCAQMD efficiency-based significance thresholds. Therefore, the proposed project's impacts related to GHG emissions would be considered significant, and mitigation measures are required.

PRIELIPP-YAMAS PROPERTY REZONE

Future development of residential uses on the property would produce GHG emissions during construction. Long-term operation of the residential uses would generate GHG emissions from area

and mobile sources and indirect emissions from stationary sources associated with energy consumption. Future development of the site would be evaluated pursuant to SCAQMD efficiency-based significance thresholds. As indicated in Section 5.2, *Air Quality,* of this Draft EIR, development under the existing I-P zoning designation for the site would result in a higher development intensity than the proposed R-3 zoning designation, due to the larger minimum lot size allowed under the I-P zoning designation. Additionally, the Horizons project amended the City of Wildomar General Plan by changing the land use designation of the site from Business Park (BP) to High Density Residential (HDR) on 10.68 net acres, and found that potential traffic would be reduced as a result of the change from business park to residential land uses. Therefore, future GHG emissions as a result of the Prielipp-Yamas Property Rezone would be less than the existing zoning designation of the site.

Mitigation Measures

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

GHG-1 **Transportation Demand Management (TDM) Program.** The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented:

i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building.

ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees.

iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.

Mitigation Measures Considered and Determined to be Infeasible

The proposed project would generate GHG emissions that would be considered to cumulatively contribute to statewide GHG emissions. Even with the implementation of Mitigation Measures AQ-1 and GHG-1, impacts would be significant and unavoidable.

Finding:

Changes or alterations have been required in, or incorporated into, the project that lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Specific economic, legal, social, technological, or other considerations, including provision of employment and residential opportunities, make infeasible the following mitigation measures:

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of

Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

GHG-1 **Transportation Demand Management (TDM) Program.** The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented:

i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building.

ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees.

iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would substantially lessen or mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment and residential opportunities, make infeasible the alternatives identified in the EIR (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). Mobile source emissions are the predominant source of GHG emissions, and the City lacks jurisdiction to regulate such emissions. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.5-2: Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. [Threshold GHG-2])

WILDOMAR TRAIL TOWN CENTER MIXED-USE PROJECT

As shown in Table 5.5-7, of the Draft EIR, the proposed project's 9.9 MT CO_2e/SP/year is greater than the SCAQMD SP threshold of 3.4 MT CO_2e/SP/year for Buildout year 2026.

The proposed project incorporates certain measures as design features. Table 5.5-8, of the Draft EIR, details the project design features that are necessary to ensure consistency with applicable local reduction measures of the WRCOG CAP. With implementation of these project design features, the project would be consistent with the WRCOG CAP.

Although the proposed project would comply with most of the applicable provisions of the WRCOG CAP, which was prepared to achieve the AB 32 GHG reduction target to achieve 1990 emission levels by 2020, in the absence of mitigation it cannot be ensured that the project would implement certain applicable measures from the WRCOG CAP that are not already a requirement of the City's Municipal Code and/or the 2019 Green Building Standards Code. The City did not adopt the WRCOG regional CAP but does consider the measures in the CAP when reviewing development projects. However, the CAP does not adequately address the GHG reduction target established by SB 32 to reduce emission levels to 40 percent below 1990 levels by 2030. As such, prior to mitigation, the project would result in a cumulatively considerable impact due to GHG emissions that may have a significant impact on the environment.

Because the City of Wildomar considers the exceedance of the SCAQMD guideline threshold of 3,000 MT CO_2e annually to be a significant greenhouse gas emissions impact, the proposed project is not consistent with the WRCOG CAP. Therefore, the proposed project is considered to result in a significant impact related to the consistency with the WRCOG CAP.

PRIELIPP-YAMAS PROPERTY REZONE

Future development of residential uses on the property would produce GHG emissions during construction and long-term operation via area and mobile sources and indirect emissions from stationary sources. Future development of the site would be evaluated pursuant to SCAQMD efficiency-based significance thresholds and the City of Wildomar's exceedance threshold of 3,000 MT CO_2e for consistency with the WRCOG CAP. If applicable, future development would implement mitigation measures to reduce impacts to the extent feasible. While impacts from future residential development would be similar to other multi-family residential development in the local area, it would be speculative to determine whether future development exceeds the City's threshold of 3,000 MT CO_2e. Therefore, future development of the Prielipp-Yamas property is considered to be less than significant.

Mitigation Measures

The following mitigation measures were included in the Draft EIR and the Final EIR, and are applicable to the proposed project.

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

GHG-1 **Transportation Demand Management (TDM) Program.** The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented:

i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building.

ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees.

iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.

Mitigation Measures Considered and Determined to be Infeasible

The proposed project would generate GHG emissions that would be considered to cumulatively contribute to statewide GHG emissions. Even with the implementation of Mitigation Measures AQ-1 and GHG-1, impacts would be significant and unavoidable.

Finding:

Changes or alterations have been required in, or incorporated into, the project that lessen the significant environmental effect as identified in the Draft EIR. These changes are identified in the form of the mitigation measures above. The City hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Specific economic, legal, social, technological, or other considerations, including provision of employment and residential opportunities, make infeasible the following mitigation measures:

AQ-1 **Construction Equipment.** Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.

GHG-1 **Transportation Demand Management (TDM) Program.** The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be

submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented:

i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building.

ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC), are displayed in a prominent area accessible to residents and employees.

iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would substantially lessen or mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment and residential opportunities, make infeasible the alternatives identified in the EIR (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). Mobile source emissions are the predominant source of GHG emissions, and the City lacks jurisdiction to regulate such emissions. As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

IV. ALTERNATIVES TO THE PROPOSED PROJECT

An EIR must briefly describe the rational for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are feasible, and therefore, merit in-depth consideration, and which ones are infeasible.

A. Alternatives Considered and Rejected During the Scoping/Project Planning Process

The following is a discussion of the alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the Draft EIR.

1. No Project/No Development Alternative

Under the City's General Plan and zoning ordinance, the project site is designated for mixed-use development. Therefore, it is unreasonable to consider an alternative that would result in no development on the project site. As the No Project/No Development alternative would not meet any of the project objectives, the consideration of no-development on the project site was rejected from consideration in this EIR.

2. Alternative Location Alternative

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only alternatives that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines § 15126[5][B][1]).

In general, any development of the size and type proposed by the project would have substantially the same impacts on air quality, greenhouse gas emissions, land use and planning, noise, population/housing, public services, recreation, transportation, and utilities and service systems. Without a site-specific analysis, impacts as a result of the proposed project cannot be evaluated. The proposed project is on a site that has been designated for urban development since before the City incorporated. A portion of the site is shown in the Housing Element for housing development at 30 units to the acre, and across Wildomar Trail, the Baxter Village project includes single- and multiple-family residential, medical office, and hotel uses.

The only site that has the potential to accommodate the proposed project would be on the southeast corner of I-15 and Bundy Canyon Road. However, this property is entitled for a Walmart shopping center. There are no other sites in the City that have the combination of freeway visibility, major roadway access, and the combination of land use designation and zoning needed to complete the proposed project. As there are no other sites that meet the project objectives, the consideration of alternative development sites was rejected from consideration in this EIR.

3. Reduced Residential Intensity Alternative

The Reduced Residential Intensity Alternative would assume a reduction in housing units. Reducing the number of housing units on the project site would result in accounting for more housing elsewhere in the City. Therefore, this reduction in housing would not meet the goals of the City's Housing Element. According to Section 21159.26 of the Public Resources Code, a public agency may not reduce the proposed number of housing units as a mitigation measure or project alternative for a particular significant effect on the environment if it determines that there is another feasible specific mitigation measure or project alternative that would provide a comparable level of mitigation. Furthermore, the Reduced Residential Intensity Alternative would result in a cumulative need to rezone and develop more land to meet the same future population growth.

B. ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

The following alternatives were determined to represent a reasonable range of alternatives with the potential to feasibly attain most of the basic objectives of the project but avoid or substantially lessen any of the significant effects of the project.

1. No Project/Existing General Plan Alternative

The No Project Alternative is required to discuss the existing conditions at the time the notice of preparation is published and evaluate what would reasonably be expected to occur in the foreseeable future if the proposed project is not approved (CEQA Guidelines, Section 15126.6(e)). Pursuant to CEQA, this Alternative is also based on current plans consistent with available infrastructure and community services.

Therefore, the No Project/Existing General Plan Alternative assumes that the proposed Wildomar Trail Town Center project would not be adopted, and the development intensity assumed in the General Plan would be adopted. According to the Housing Element, the project site, which is currently vacant and undeveloped, would be developed with 227 dwelling units.[8] Under this Alternative, a similar mix of residential and non-residential uses would occur as the site's existing General Plan Land Use Designation is MUPA. Moreover, under this Alternative, the Prielipp-Yamas Property would not need to be rezoned nor would a General Plan Amendment be required for the Prielipp-Yamas Property.

The No Project/Existing General Plan Alternative would lessen land use and planning impacts. This Alternative would result in similar impacts to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, recreation, tribal cultural resources, utilities and service systems, and wildfire. This Alternative would result in greater impacts to air quality, energy, greenhouse gas emissions, noise, population and housing, public services, and transportation. The No Project/Existing General Plan Alternative would meet all of the project objectives, except for Objective 7 which would not be applicable to this Alternative.

Finding:

This Alternative is rejected because it would increase impacts to air quality, energy, greenhouse gas emissions, noise, population and housing, public services, and transportation compared to the proposed project.

2. Reduced Non-Residential Intensity Alternative

The Reduced Non-Residential Intensity Alternative would result in a 50 percent reduction of commercial and office square footage from the proposed Wildomar Trail Town Center project. No changes to the residential component would occur under this Alternative; the proposed 152 dwelling units would be developed, and therefore, the Prielipp-Yamas Property would continue to require a rezone and General Plan Amendment.

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[8] The City of Wildomar Housing Element assumes 30 percent of a Mixed-Use site's capacity for residential uses and 70 percent for non-residential uses.

The Reduced Non-Residential Intensity Alternative would lessen impacts to air quality, energy, greenhouse gas emissions, noise, population and housing, public services, transportation, and utilities and service systems. This Alternative would result in similar impacts to aesthetics, agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, recreation, tribal cultural resources, and wildfire. The Reduced Non-Residential Intensity Alternative would meet all of the project objectives but to a lesser extent than the proposed project.

Finding:

This Alternative would develop 56,805 square feet of non-residential uses instead of 113,609 square feet. The project objectives would be achieved under this Alternative; however, this Alternative would not achieve the project benefits to the extent the proposed project does since a reduction in density would not provide as many employment opportunities or daytime uses compared to the proposed project.

V. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (State CEQA Guidelines § 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record (State CEQA Guidelines § 15093 [b]). The agency's statement is referred to as a Statement of Overriding Considerations.

The following provides a description of the project's significant and unavoidable adverse impacts and the justification for adopting a statement of overriding considerations.

A. Significant and Unavoidable Impacts

Although most potential project impacts have been substantially avoided or mitigated, as described above, there remains two project impacts for which complete mitigation is not feasible. The Draft EIR identified the following significant and unavoidable impacts of the proposed project, which would continue to be applicable upon implementation of the proposed project:

Greenhouse Gas Emissions

- **Impact 5.5-1:** Implementation of the project would generate a substantial increase in the magnitude of GHG emissions.
- **Impact 5.5-2:** Implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

B. Project Benefits in Support of the Statement of Overriding Considerations

The following section describes the benefits of the proposed project that outweigh the project's unavoidable adverse effects and provides specific reasons for considering the project acceptable even though the Final EIR has indicated that there will two significant project impacts even with the implementation of the mitigation measures for Impact 5.5-1 and Impact 5.5-2. Accordingly, this Statement of Overriding Considerations regarding potentially significant adverse environmental impacts resulting from the proposed project, as set forth below, has been prepared. Pursuant to CEQA Guidelines §15093(c), the Statement of Overriding Considerations will be included in the record of the project approval and will also be included in the record of the project approval and will also be noted in the Notice of Determination. Each of the benefits identified below provides a separate and independent basis for overriding the significant environmental effects of the proposed project.

Having reduced the potential effects of the proposed project through all feasible mitigation measures as described previously herein, and balancing the benefits of the proposed project against its potential unavoidable adverse impacts on greenhouse gas emissions even after the implementation of mitigation measures for Impact 5.5-1 and Impact 5.5-2, the City finds that the following legal requirements and benefits of the proposed project individually and collectively outweigh the potentially significant unavoidable adverse impacts for the following reasons:

1. Implements the Objectives Established for the Proposed Project

The project objectives include providing a mixed-use project adjacent to the freeway to serve residents in the region; ensuring non-residential uses buffer noise of I-15 from residential uses; providing additional housing units, daytime uses, office workspace, and employment opportunities in the City; and ensuring the City has sufficient land to accommodate the City's remaining RHNA.

2. Provides Residential and Employment Opportunities

The proposed project would provide 152 dwelling units, 41,609 square feet of commercial retail, and 72,000 square feet of professional office. The proposed project would generate 305 employees and 503 residents, which would increase the City's jobs-housing ratio from 0.72 to 0.73.

3. Improves the Project Site

The project site is currently undeveloped and is surrounded by commercial and residential uses. The proposed project would provide residential, commercial, and office uses onsite in a portion of the City that is transitioning from rural to an urban/suburban area.

4. Consistency with the Regional Goals in the RTP/SCS

SCAG's 2020-2045 RTP/SCS was adopted on September 3, 2020. The RTP/SCS encompasses four principles—mobility, economy, healthy/complete communities, and environment—that are important to the region's future. The 2020 RTP/SCS explicitly lays out goals related to housing, transportation technologies, equity, and resilience in order to adequately reflect the increasing importance of these topics in the region.

The proposed project would provide a mix of uses on the project site, which is within a half mile of transit stops, and is approximately 425 feet east of I-15. As the proposed project is a mixed-use development, it would encourage limited vehicle trips by emphasizing the integration of a variety of uses onsite. Consequently, the project is consistent with the overall objectives of SCAG's RTP/SCS, which include improving mobility, reducing greenhouse gas emissions and improve air quality, and supporting healthy and equitable communities.

C. Conclusion

The City Council of Wildomar has balanced the project's benefits against the significant unavoidable impacts. The City Council finds that the proposed project's benefits, which aim to meet the goals and policies of the City of Wildomar General Plan, outweigh project's significant unavoidable impacts, and these impacts, therefore, are considered acceptable in the light of the project's benefits. The City Council finds that each of the benefits described above is an overriding consideration, independent of the other benefits, that warrants approval of the project notwithstanding the project's significant unavoidable impact.

VI. FINDINGS ON RESPONSES TO COMMENTS ON THE DRAFT EIR AND REVISIONS TO THE FINAL EIR

The Final EIR contains response to comments, revisions, clarifications, and corrections to the Draft EIR. The focus of the response to comments is on the disposition of significant environmental issues as raised in the comments, as specified by State CEQA Guidelines Section 15088(b). The City provided written responses to each comment made by a public agency, as set forth in Section 2 of the Final EIR, pursuant to State CEQA Guidelines Section 15088(b).

City staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the Draft EIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the Draft EIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5 of the CEQA Guidelines.

August 2021 | Mitigation Monitoring and Reporting Program
State Clearinghouse No. 2020090408

Wildomar Trail Town Center Mixed-Use Project (PA 20-0039)

City of Wildomar

Prepared for:

City of Wildomar
Contact: Matthew C. Bassi, Planning Director
23873 Clinton Keith Road, Suite 201
Wildomar, California 92595
951.677.7751

Prepared by:

PlaceWorks
Contact: Mark Teague, AICP, Principal
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program has been developed to provide a vehicle by which to monitor mitigation measures and conditions of approval outlined in the Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2020090408. The Mitigation Monitoring Program has been prepared in conformance with Section 21081.6 of the Public Resources Code and the City of Wildomar Monitoring Requirements. Section 21081.6 states:

> (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
>
> (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
>
> (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

1.2 EIR SUMMARY

1.2.1 PROJECT LOCATION

Wildomar Trail Town Center Mixed-Use Project

The project site (Assessor Parcel Numbers [APNs]: 376-190-002 and 376-180-006) is within the City of Wildomar in western Riverside County. The project site is bound to the north and west by Wildomar Trail, a single-family residential neighborhood to the east and southeast, and Cervera Road to the southwest. Interstate 15 (I-15) is approximately 445 feet to the east of the site.

Prielipp-Yamas Property GPA/Rezone

The approximately 20-acre Prielipp-Yamas Property (APN 380-250-019) is located in the southeastern portion of the City, and is bound by Yamas Drive to the west and Prielipp Road to the south.

1.2.2 PROJECT SUMMARY

In conjunction with the Wildomar Trail Town Center Mixed-Use Project, the City will initiate a General Plan Amendment (GPA) and Change of Zone of approximately 10 acres of the Prielipp-Yamas Property ("Prielipp-Yamas Property Rezone") to comply with the no-net-housing loss provisions of the Government Code (SB 166). Collectively, the Wildomar Trail Town Center Mixed-Use Project and the Prielipp-Yamas Property Rezone are referred to herein as the "project" unless the context clearly indicates otherwise.

Wildomar Trail Town Center Mixed-Use Project

The proposed project would allow development of a mixed-use master plan on an approximately 25.8-acre site which would include 41,609 square feet of commercial retail, 72,000 square feet of professional office, and 152 townhome/condominium residential units, with full on-site/off-site improvements. The proposed retail area would include a market, restaurant, shops, gas station/mini-mart, and car wash.

Prielipp-Yamas Property Rezone

Because the proposed Wildomar Trail Town Center Mixed-Use Project would reduce the designated housing units for the project site as identified in Table HNA-25 of the 2013-2021 *City of Wildomar Housing Element*, and to comply with Government Code Section 65863(C)(1) (SB 166 No-Net-Housing Loss), the City has initiated a General Plan Amendment to change the existing land use designation of the Prielipp-Yamas Property from Business Park (BP) to Highest Density Residential (HHDR), and a Change of Zone from I-P (Industrial Park) to R-3 (General Residential), for approximately 10 acres of the 20-acre site on the northern portion of the property.

1.3 ENVIRONMENTAL IMPACTS

1.3.1 Impacts Considered Less Than Significant

The DEIR identified various thresholds from the CEQA Guidelines among a number of environmental categories that would not be significantly impacted by the proposed project. Impacts to the following were found to be less than significant:

- Aesthetics
- Agriculture and Forestry Resources
- Energy
- Geology and Soils
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems

1.3.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

The DEIR identified various thresholds from the CEQA Guidelines among a number of environmental categories that could be reduced, avoided, or substantially lessened through the implementation of mitigation measures, as shown in this DEIR.

- Air Quality
- Biological Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Noise
- Tribal Cultural Resources
- Wildfire

1.3.3 Unavoidable Significant Adverse Impacts

The following topical area would remain significant and unavoidable after implementation of required mitigation, as identified in the DEIR:

- Greenhouse Gas Emissions

1. Introduction

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2. Mitigation Monitoring Process

2.1 MITIGATION MONITORING PROGRAM ORGANIZATION

Overall MMRP management is the responsibility of the City of Wildomar. The City's technical consultants (CEQA consultant, etc.) may perform related monitoring tasks under the direction of the environmental monitor if they are contracted by the City.

2.2 CITY OF WILDOMAR

As the lead agency, the City is responsible for the review of all monitoring reports, enforcement actions and document disposition. The City will rely on information provided by individual monitors (e.g., CEQA consultant, etc.) as accurate and up to date, and will field check mitigation measure status, as required.

2.3 MITIGATION MONITORING TEAM

The mitigation monitoring team, consisting of the designated Project Manager (City Planning Director) and Technical Consultants (CEQA consultant, etc.) are responsible for monitoring implementation and compliance with all adopted mitigation measures and conditions of approval. A major portion of the team's work is in-field monitoring and compliance report preparation. Implementation disputes are brought to the Project Manager, and any appeals would go to the City Manager and ultimately the Planning Commission and City Council.

2.3.1 Monitoring Team

The following summarizes key positions in the MMRP and their respective functions:

- **Project Manager:** Responsible for coordination of mitigation monitoring team, technical consultants, report preparation, and overall program administration and document/report clearinghouse.
- **Construction Contractor:** Responsible for coordination of mitigation monitoring team; technical consultants; report preparation; and implementation the monitoring program, including overall program administration, document/report clearinghouse, and first phase of dispute resolution.
- **Technical Consultants:** Responsible for monitoring in respective areas of expertise (CEQA consultant, project engineer, noise analyst/specialist). Report directly to the Project Manager.

2.3.2 Recognized Experts

The use of recognized experts on the monitoring team is required to ensure compliance with scientific and engineering mitigation measures. The mitigation monitoring team's recognized experts assess compliance with required mitigation measures, and recognized experts from responsible agencies consult with the Project Manager regarding disputes.

2.4 DISPUTE RESOLUTION

If the mitigation monitor determines that a mitigation measure, in the opinion of the monitor, has not been implemented or has not been implemented correctly, the problem will be brought before the Project Manager for resolution. The decision of the Project Manager is final unless appealed to the City Manager. The Project Manager will have the authority to issue stop-work order until the dispute is resolved.

2.5 ENFORCEMENT

Public agencies may enforce conditions of approval through their existing police power, using stop-work orders, fines, infraction citations, or in some cases, notice of violation for tax purposes.

3. Mitigation Monitoring Requirements

3.1 PRE-MITIGATION MEETING

A pre-monitoring meeting will be scheduled to review mitigation measures, implementation requirements, schedule conformance, and mitigation monitoring committee responsibilities. Committee rules are established, the entire mitigation monitoring program is presented, and any misunderstandings are resolved.

3.2 CATEGORIZED MITIGATION MEASURES/MATRIX

Project-specific mitigation measures have been categorized in matrix format, as shown in Table 3-1, *Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project,* and Table 3-2, *Mitigation Monitoring Requirements for Prielipp-Yamas Property*. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of, and compliance with, all mitigation measures. These mitigation measures are also contained in the Conditions of Approval matrix for the Project.

3.3 IN-FIELD MONITORING

Project monitors and technical subconsultants shall exercise caution and professional practices at all times when monitoring implementation of mitigation measures. Protective wear (e.g. hard hat, glasses) shall be worn at all times in construction areas. Injuries shall be immediately reported to the mitigation monitoring committee.

3.4 DATA BASE MANAGEMENT

All mitigation monitoring reports, letters, and memos shall be prepared utilizing Microsoft Word software on IBM-compatible PCs.

3.5 COORDINATION WITH CONTRACTORS

The construction manager is responsible for coordination of contractors and for contractor completion of required mitigation measures.

3.6 LONG-TERM MONITORING

Long-term monitoring related to several mitigation measures will be required, including fire safety inspections. Post-construction fire inspections are conducted on a routine basis by the City of Wildomar Fire Department.

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.2 AIR QUALITY					
AQ-1	Construction Equipment. Prior to issuance of any grading permit, the applicant shall submit evidence to the City that all diesel-powered construction equipment greater than 50 horsepower shall be compliant with the United States Environmental Protection Agency and California Air Resources Board Tier 4 Final emissions standards. Only Tier 4 Final diesel-powered construction equipment greater than 50 horsepower shall be utilized throughout the construction of Phase 4 of the proposed project, if such equipment is readily available and cost effective at the time of construction of each phase of the proposed project. Additionally, the applicant shall provide evidence to the City at least once every two weeks that all construction equipment is tuned and maintained in accordance with the manufacturer's specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction and subject to review by the City and the SCAQMD. This measure shall be implemented to the satisfaction of the City of Wildomar Planning Director of Planning Department. In the event that the City of Wildomar determines that Tier 4 Final construction equipment is infeasible pursuant to CEQA Guidelines Section 15364, the Project Applicant shall demonstrate through future study with written findings supported by substantial evidence that is reviewed and approved by the City of Wildomar before using other technologies/strategies. For purposes of this measure, "infeasible" means construction equipment is either not readily available or is not cost effective. Alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, and/or limiting the number of daily construction haul truck trips to and from the project site.	Construction Contractor, Project Applicant	Prior to issuance of any grading permit	City of Wildomar Planning Department, City of Wildomar Public Works Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.3 BIOLOGICAL RESOURCES					
BIO-1	Prior to vegetation clearance and grading, the Project applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following: ▪ The survey shall be conducted no more than three days prior to the initiation of clearance/construction work; ▪ If pre-construction surveys indicate that bird nests are not present or active inactive, or if potential habitat is unoccupied, no further mitigation is required; ▪ If active nests of birds are found during the surveys, a species-specific no disturbance buffer zone shall be established by a qualified biologist around active nests until a qualified biologist determines that all young have fledged (no longer reliant upon the nest).	Qualified Biologist	Prior to vegetation clearance and grading	City of Wildomar Planning Department	
BIO-2	The project applicant shall retain a qualified biologist to conduct a 30-day pre-construction survey for burrowing owl. The results of the survey would be submitted to the City prior to obtaining a grading permit. If burrowing owls are not detected during the pre-construction survey, no further mitigation is required. If burrowing owls are detected during the pre-construction survey, the project applicant shall implement relocation to safely relocate burrowing owl out of harm's way, in consultation with the CDFW. Notification to the CDFW shall occur if burrowing owls are found to be present onsite and the development of a conservation strategy in cooperation with the U.S. Fish and Service, the CDFW, and the Western Riverside County Regional Conservation Authority (RCA) shall be conducted.	Qualified Biologist	Thirty Days Prior to Construction	City of Wildomar Planning Department	
BIO-3	In accordance with MSHCP provisions limiting the use of exotic and invasive plant species, the project's landscape plan shall exclude invasive species such as crimson fountain grass (*Pennisetum setaceaum),* pampas grass (*Cortaderia selloana),* giant reed (*Arundo donax)*, tree of heaven (*Ailanthus altissima)*, Eucalyptus, acacia groundcovers (*Acacia* sp.), and other ornamental landscape elements in accordance with the *Invasive Plants List* referenced by the MSHCP.	Project Applicant	During Construction	City of Wildomar Planning Department	
BIO-4	The project applicant shall implement dust control and all other project-specific Storm Water Pollution Prevention Plan (SWPPP) measures during grading and construction.	Project Applicant	During Construction	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
BIO-5	The developer shall compensate impacts to riparian/riverine areas by providing a 2:1 ratio of offsite 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. 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) to be approved by the Lead and Responsible agencies. The HMMP shall be prepared prior to any impacts and it shall provide details as to the implementation of mitigation, maintenance, future monitoring, and management. 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.	Project Applicant	During Construction	City of Wildomar Planning Department	
5.5 GREENHOUSE GAS EMISSIONS					
See Mitigation Measure AQ-1					
GHG-1	Transportation Demand Management (TDM) Program. The Applicant/Developer shall develop a TDM Program for on-site residents and workers with the goal of reducing project-related vehicle miles traveled (VMT). The TDM Program must be submitted to the City for approval, prior to implementation. As the TDM strategies are occupant-dependent, the following strategies could be implemented: i. Prior to the issuance of a building permit for any of the project's buildings, the Applicant/Developer shall provide evidence to the satisfaction of the Director of the City of Wildomar Planning Department, or designee, that a bicycle rack or a secured bicycle storage area shall be installed within 50 feet of each proposed building. ii. Prior to the issuance of a certificate of occupancy for the apartment building, the Apartment Building Manager shall provide evidence to the Director of the City of Wildomar Planning Department, or designee, that bike route maps, local transit route maps and schedules, and other transportation information, such as the existing carpooling program sponsored by the Riverside County Transportation Commission (RCTC),	Project Applicant	Prior to Occupancy	City of Wildomar Planning Department, City of Wildomar Public Works Department	

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	are displayed in a prominent area accessible to residents and employees. iii. Prior to the issuance of a building permit, the Applicant/Developer shall provide evidence of creating a pedestrian network that connects the uses on the project site to Wildomar Trail and to nearby destinations.				
5.6 HAZARDS AND HAZARDOUS MATERIALS					
HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.	Project Applicant	Prior to the Issuance of Building Permits	City of Wildomar Planning Department	
HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	Project Applicant	Prior to Issuance of a Certificate of Occupancy	City of Wildomar Planning Department	
5.9 NOISE					
NOI-1	A 10-foot high wall extending from the exit of the carwash to the commercial driveway shall be constructed in order to reduce daytime noise levels.	Project Applicant, Construction Contractor	Prior to Occupancy	City of Wildomar Planning Department	
NOI-2	In order to reduce nighttime noise levels, carwash operations shall be restricted to the hours of 7:00 a.m. to 10 p.m.	Project Applicant	During Operations	City of Wildomar Planning Department	
5.12 TRIBAL CULTURAL RESOURCES					
TRI-1	Inadvertent Archeological Find. If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the	Project Applicant, Registered Professional	During Ground Disturbing Activities	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s). a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find. b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources. c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed. d. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Locations Condition. e. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan. f. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and tribal cultural resources. If the landowner and the Tribe(s) cannot agree on	Archaeologist, Tribal Representative(s)			

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	the significance or the mitigation for the archaeological or tribal cultural resources, these issues will be presented to the Planning Director for decision. The City's Planning Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological and tribal cultural resources, recommendations of the project archeologist, and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.				
TRI-2	Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries: a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department: i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request. iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	During Grading Activities	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.				
TRI-3	**Archaeologist Retained.** Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources. The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors. The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition. In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	Prior to Issuance of Grading Permit	City of Wildomar Planning Department	

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include: a. Project grading and development scheduling; b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.				
TRI-4	Native American Monitoring (Pechanga). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	During Ground Disturbing Activities	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.				
TRI-5	Native American Monitoring (Soboba). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	During Ground Disturbing Activities	City of Wildomar Planning Department	
TRI-6	Archeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).	Project Applicant, Registered Professional Archaeologist	Prior to Final Inspection	City of Wildomar Planning Department	
TRI-7	Human Remains. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall	Project Applicant, Riverside Coroner	If Human Remains are Encountered	City of Wildomar Planning Department	

Table 3-1 Mitigation Monitoring Requirements for Wildomar Trail Town Center Mixed-Use Project

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.				
TRI-8	**Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).	Project Applicant, Riverside Coroner	If Human Remains are Encountered	City of Wildomar Planning Department	
5.14 WILDFIRE					
See Mitigation Measures HAZ-1 and HAZ-2.					

Table 3-2 provides the mitigation measures for future development on the Prielipp-Yamas Property (APN: 380-250-019). However, when future development is proposed for the Property, additional mitigation measures would be identified based on project-specific CEQA analyses. The following mitigation measures will not become conditions of approval for the Wildomar Trail Mixed-Use Project (PA 20-0039).

Table 3-2 Mitigation Monitoring Requirements for Prielipp-Yamas Property (APN: 380-250-019)

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.6 HAZARDS AND HAZARDOUS MATERIALS					
HAZ-1	Prior to the issuance of building permits, the project applicant shall demonstrate, to the satisfaction of the City Building Official and the Riverside County Fire Chief, compliance with the 2019 California Building Code (or the most recent edition) (Part 2 of Title 24 of the California Code of Regulations) and the 2019 California Fire Code (or the most recent edition) (Part 9 of Title 24 of the California Code of	Project Applicant	Prior to the Issuance of Building Permits	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-2 Mitigation Monitoring Requirements for Prielipp-Yamas Property (APN: 380-250-019)

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Regulations), including those regulations pertaining to materials and construction methods intended to mitigate wildfire exposure as described in the 2019 California Building Code and California Residential Code (or most recent edition); specifically California Building Code Chapter 7A; California Residential Code Section R327; California Residential Code Section R337; California Referenced Standards Code Chapter 12-7A; and California Fire Code Chapter 49.				
HAZ-2	Prior to the issuance of a certificate of occupancy, the applicant shall demonstrate, to the satisfaction of the City Building Official and the County Fire Chief, compliance with the vegetation management requirements prescribed in California Fire Code Section 4906, including California Government Code Section 51182.	Project Applicant	Prior to Issuance of a Certificate of Occupancy	City of Wildomar Planning Department	
5.12 TRIBAL CULTURAL RESOURCES					
TRI-1	Inadvertent Archeological Find. If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Cultural resources are defined, as being multiple artifacts in close association with each other, but also include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s). a. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Planning Director to discuss the significance of the find. b. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources. c. Grading or further ground disturbance shall not resume within the area of the discovery until an agreement has been reached	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	During Ground Disturbing Activities	City of Wildomar Planning Department	

Table 3-2 Mitigation Monitoring Requirements for Prielipp-Yamas Property (APN: 380-250-019)

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

3. Mitigation Monitoring Requirements

TRI-2	Cultural Resources Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries: a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Wildomar Planning Department: i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request. iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees by the Applicant necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	During Grading Activities	City of Wildomar Planning Department	

Table 3-2 Mitigation Monitoring Requirements for Prielipp-Yamas Property (APN: 380-250-019)

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	on sacred items, burial goods, and Native American human remains, as defined by the cultural and religious practices of the Most Likely Descendant. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.				
TRI-3	Archaeologist Retained. Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified Registered Professional Archaeologist (RPA), to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources. The Registered Professional Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Registered Professional Archaeologist and the Tribal monitor(s), shall independently have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors. The developer/permit holder shall submit a fully executed copy of the contract to the Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition. In addition, the Registered Professional Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in AB 52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include: a. Project grading and development scheduling;	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	Prior to Issuance of Grading Permit	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-2 Mitigation Monitoring Requirements for Prielipp-Yamas Property (APN: 380-250-019)

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	b. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis; c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.				
TRI-4	Native American Monitoring (Pechanga). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	During Ground Disturbing Activities	City of Wildomar Planning Department	

Table 3-2 Mitigation Monitoring Requirements for Prielipp-Yamas Property (APN: 380-250-019)

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
TRI-5	Native American Monitoring (Soboba). Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Planning Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.	Project Applicant, Registered Professional Archaeologist, Tribal Representative(s)	During Ground Disturbing Activities	City of Wildomar Planning Department	
TRI-6	Archeology Report - Phase III and IV. Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).	Project Applicant, Registered Professional Archaeologist	Prior to Final Inspection	City of Wildomar Planning Department	
TRI-7	Human Remains. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the	Project Applicant, Riverside Coroner	If Human Remains are Encountered	City of Wildomar Planning Department	

3. Mitigation Monitoring Requirements

Table 3-2 Mitigation Monitoring Requirements for Prielipp-Yamas Property (APN: 380-250-019)

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.				
TRI-8	**Non-Disclosure of Reburial Locations.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).	Project Applicant, Riverside Coroner	If Human Remains are Encountered	City of Wildomar Planning Department	
5.14 WILDFIRE					
See Mitigation Measures HAZ-1 and HAZ-2.					

4. Mitigation Monitoring Reports

Mitigation monitoring reports are required to document compliance with the Mitigation Monitoring Program and to resolve disputes. Specific reports include:

- Field Check Report
- Implementation Compliance Report
- Dispute/Enforcement Report

4.1 FIELD CHECK REPORT

Field check reports are required to record in-field compliance and conditions.

4.2 IMPLEMENTATION COMPLIANCE REPORT

The Implementation Compliance Report (ICR) is prepared to document the implementation of mitigation measures on a phased basis, based on the information in Table 3-1 and Table 3-2. The report summarizes implementation compliance, including mitigation measures, date completed, and monitor's signature.

4.3 DISPUTE/ENFORCEMENT REPORT

The Dispute/Enforcement Report (DER) is prepared to document the outcome of the Project Manager or City Manager and becomes a portion of the ICR.

4. Mitigation Monitoring Reports

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5. Community Involvement

Monitoring reports are public documents and are available for review by the general public. Discrepancies in monitoring reports can be taken to the Project Manager or City Manager by the general public.

5. Community Involvement

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6. Report Preparation

6.1 LIST OF PREPARERS

City of Wildomar

Matthew C. Bassi, Planning Director

Erica Vega, Assistant City Attorney

PlaceWorks

Mark Teague, AICP, Principal

Jasmine A. Osman, Associate I

6. Report Preparation

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WILDOMAR TRAIL TOWN CENTER

RESIDENTIAL ARCHITECTURAL SET

CONDITIONALLY APPROVED

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

FOR THE CITY OF WILDOMAR ON 09 / 08 / 2021

APPLICATION NOS. PA 20-0039

PLANNER Matthew Bassi

SIGNATURE Matthew Bassi

SHEET INDEX:

A0.00 - TITLE SHEET

A1.00 - RESIDENTIAL SITE PLAN
A1.01 - RESIDENTIAL SITE PLAN - FIRE DEPARTMENT INFORMATION
A1.10 - STREET SCENE

A2.00 - B-300 - 3PLEX - PERSPECTIVES
A2.01 - B-300 - 3PLEX - ELEVATIONS
A2.02 - B-300 - 3PLEX - BUILDING PLANS
A2.10 - B-400 - 4PLEX - PERSPECTIVES
A2.11 - B-400 - 4PLEX - ELEVATIONS
A2.12 - B-400 - 4PLEX - BUILDING PLANS
A2.20 - B-410 - 4PLEX - PERSPECTIVES
A2.21 - B-410 - 4PLEX - ELEVATIONS
A2.22 - B-410 - 4PLEX - BUILDING PLANS
A2.30 - B-500 - 5PLEX - PERSPECTIVES
A2.31 - B-500 - 5PLEX - ELEVATIONS
A2.32 - B-500 - 5PLEX - BUILDING PLANS
A2.40 - B-510 - 5PLEX - PERSPECTIVES
A2.41 - B-510 - 5PLEX - ELEVATIONS
A2.42 - B-510 - 5PLEX - BUILDING PLANS
A2.50 - B-600 - 6PLEX - PERSPECTIVES
A2.51 - B-600 - 6PLEX - ELEVATIONS
A2.52 - B-600 - 6PLEX - BUILDING PLANS
A2.53 - B-600 - 6PLEX - BUILDING PLANS
A2.60 - B-610 - 6PLEX - PERSPECTIVES
A2.61 - B-610 - 6PLEX - ELEVATIONS
A2.62 - B-610 - 6PLEX - BUILDING PLANS
A2.63 - B-610 - 6PLEX - BUILDING PLANS
A2.70 - B-620 - 6PLEX - PERSPECTIVES
A2.71 - B-620 - 6PLEX - ELEVATIONS
A2.72 - B-620 - 6PLEX - BUILDING PLANS
A3.00 - PLAN 1 - UNIT PLANS
A3.10 - PLAN 2 - UNIT PLANS
A3.20 - PLAN 3 - UNIT PLANS
A3.30 - PLAN 4 - UNIT PLANS
A3.40 - PLAN 5 - UNIT PLANS
A3.50 - PLAN 6 - UNIT PLANS

A4.00 - CLUBHOUSE - ELEVATIONS
A4.10 - CLUBHOUSE - FLOOR PLAN

A5.00 - COLOR SCHEMES
A5.10 - COLOR SCHEMES SITE PLAN

A6.00 - PHASING PLAN
A6.10 - OVERALL CONCEPTUAL SITE PLAN

LANDSCAPE

SHEET 1 OF 3
SHEET 2 OF 3
SHEET 3 OF 3

ktgy

Architecture + Planning
17911 Von Karman Ave,
Suite 200
Irvine, CA 92614
949.851.2133
ktgy.com

J&T Business Management
139 Radio Road
Corona, CA 92879

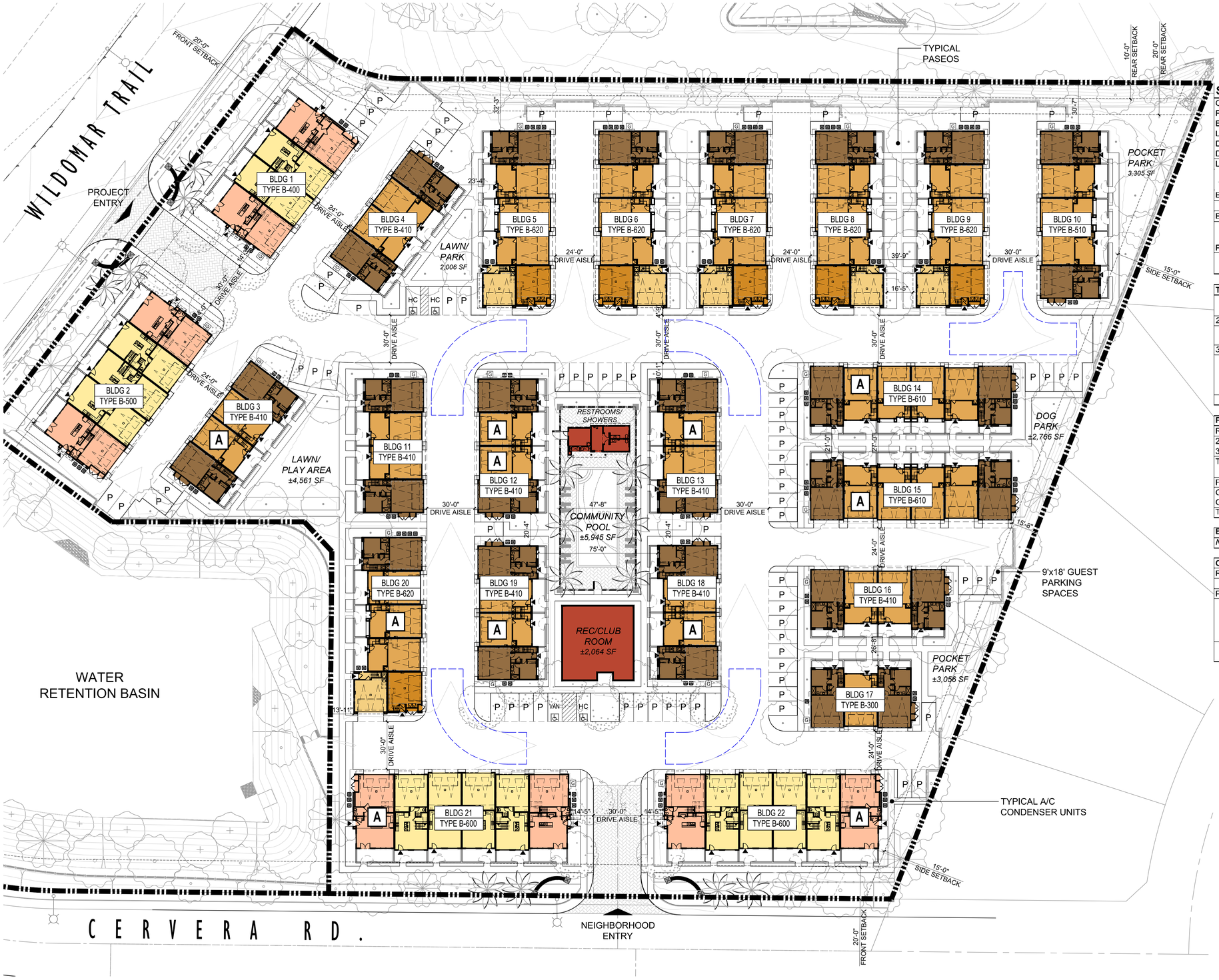
WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA # 2018-1182

SCHEMATIC DESIGN

Plot Date:	April 28, 2021
1st Submittal :	April 24, 2020
2nd Submittal :	September 28, 2020
3rd Submittal :	February 26, 2021

TITLE SHEET

A0.00



Site Summary

Site Area		
Current Zoning	C-P-S (Scenic Highway Commercial) + Mixed Use Overlay	
Proposed Zoning	R-3 (General Residential)	
Basin Acreage	75,551	1.7 ± AC
Lot Acreage	264,409	6.1 ± AC
Dwelling Units	**109 DU**	
Density	**18.0 DU/AC**	
Lot Coverage	50% Max **per Wildomar Municipal Code Sec 17.44.020.D*	
Proposed	35%	
Total Building Footprint	*92,021 SF*	
Building Height	*50' *per Wildomar Municipal Code Sec 17.44.020.F*	
Proposed	*40' Max*	
Building Setbacks	**per Wildomar Municipal Code Sec 17.44.020.B & C*	
Front/ Rear:	10' +2' *for every 1' higher than 35' height*	
Side:	5' + 2' *for ever 1' higher than 35' height*	
Proposed		
Front/ Rear:	20' @ *40' height*	
Side:	15' @ *40' height*	

Townhomes Plan Summary

	#	GFA	Beds	Total S.F.	%	Private Open Space	Total Private Open Space
2-STORIES							
P1	13	1,502	3 BEDS	19,526	11.9%	144	1,872
P2	8	1,841	3 BEDS	14,728	7.3%	191	1,528
3-STORIES							
P3	6	1,257	2 BEDS	7,542	5.5%	0	0
P4	6	1,206	2 BEDS	7,236	5.5%	56	336
P5	46	1,710	3 BEDS	78,660	42.2%	195	8,970
P6	30	1,949	4 BEDS	58,470	27.5%	98	2,940
Total	**109**			**186,162**	**100.0%**		**12,246**

Parking Summary (per Wildomar Municipal code sec. 17.188.030)

Required	Total Units	Cover /Unit	Spaces Req.
2 beds	12	2.25	27
3+ beds	97	2.75	267
Total Required Parking			**294**

Parking Provided	Spaces Provided	
Garage Spaces	218	
Guest Spaces (On-Site Residential)	76	*(4 Accessible)*
Total Provided Parking	**294**	

Bicycle Parking (per Wildomar Municipal code sec. 17.188.060)

No Bicycle Parking required for residential uses per section listed above.

Open Space

Required (per Wildomar Multi-Family Residential Objective Design Standards pg. 35)

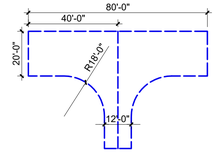
400 sf/ unit: 43,600 SF

Provided:

Common Open Space	*(20' MIN)*	72,190 SF
Private Open Space	*(7' MIN)*	12,246 SF
Total Open Space		**84,436 SF**
		775 SF/ UNIT

LEGEND

- 2-STORY
  - PLAN 1
  - PLAN 2
- 3-STORY
  - PLAN 3
  - PLAN 4
  - PLAN 5
  - PLAN 6
- A — ACCESSIBLE UNIT
- UNIT ENTRY
- G — GAS METERS
- AC UNITS



Approved turnaround per Riverside County Fire Dept. Technical Policy #TP 16-001

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WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA # 2018-1182

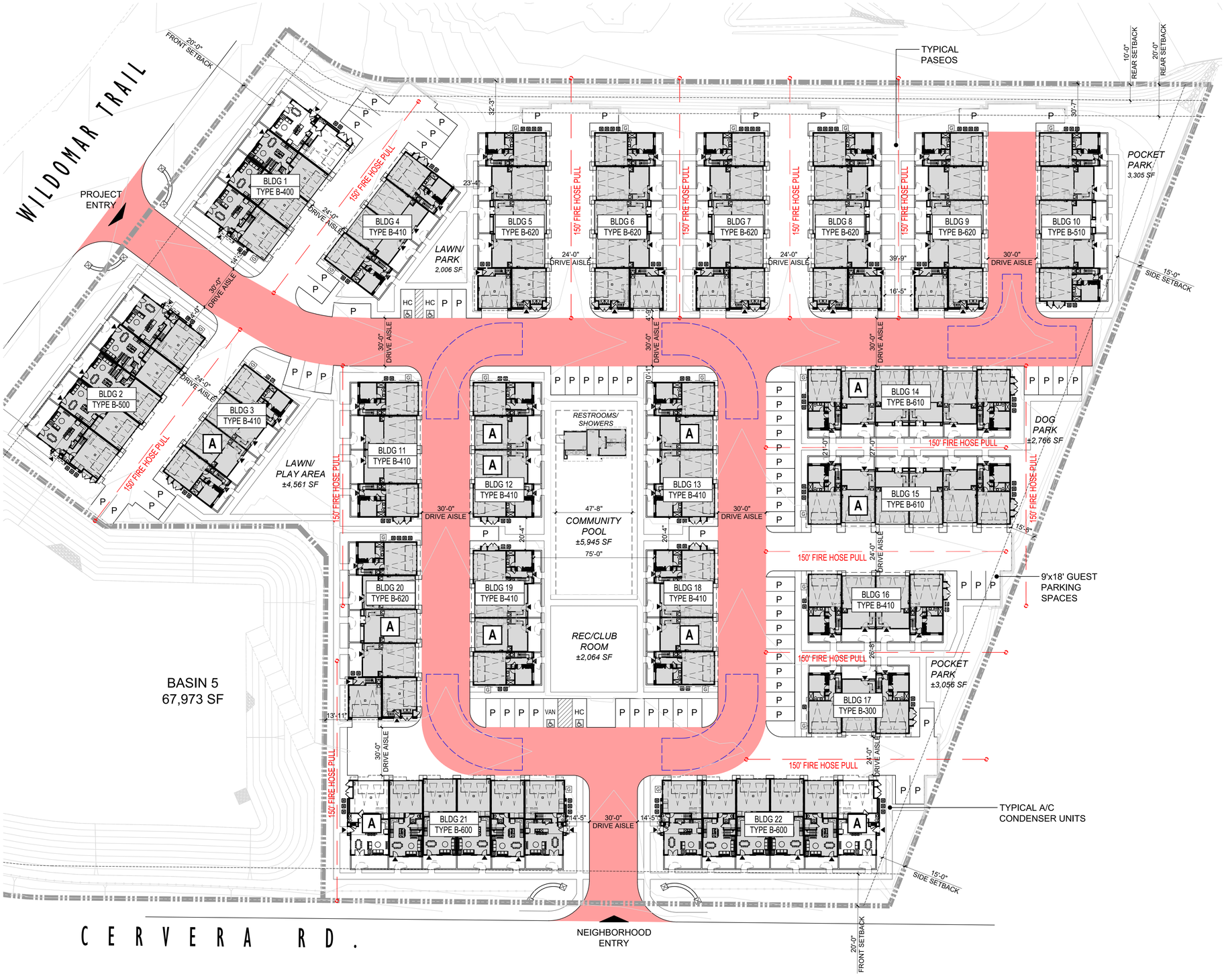
SCHEMATIC DESIGN

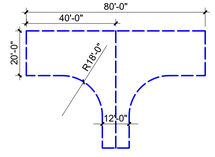
Plot Date:	February 25, 2021
1st Submittal :	April 24, 2020
2nd Submittal :	September 28, 2020
3rd Submittal :	February 26, 2021

SCALE 1" = 30'
0 15 30 60

RESIDENTIAL SITE PLAN

A1.00





Approved turnaround per Riverside County Fire Dept. Technical Policy #TP 16-001

30 ft Fire Access Drive Aisle

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WILDOMAR TRAIL TOWN CENTER
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SCHEMATIC DESIGN

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1st Submittal :	April 24, 2020
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3rd Submittal :	February 26, 2021

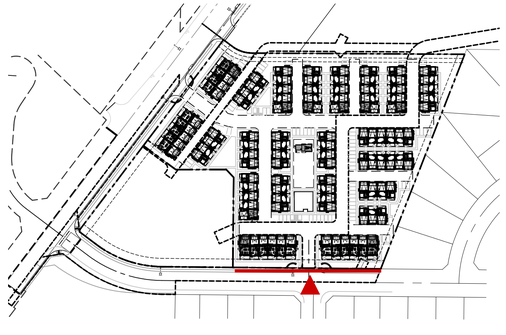
0 25 50 100

RESIDENTIAL SITE PLAN
FIRE DEPT. INFORMATION

A1.01



STREET SCENE LOOKING NORTHWARD FROM CERVERA ROAD



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3rd Submittal :	February 26, 2021

Scale: 3/32"=1'-0"
0 8 16 24

STREET SCENE

A1.10



FRONT PERSPECTIVE OF BUILDING TYPE 300 (3-PLEX)



REAR PERSPECTIVE OF BUILDING TYPE 300 (3-PLEX)

NOTE: *COLOR SCHEME 2
DEMONSTRATED ON PERSPECTIVES

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NTS

BUILDING TYPE 300 (3-PLEX)
PERSPECTIVES

A2.00



3 - REAR ELEVATION



4 - SIDE ELEVATION



1 - FRONT ELEVATION



2 - SIDE ELEVATION

MATERIALS

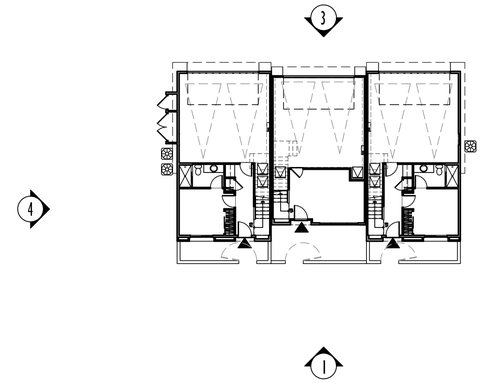
1. BOARD & BATTEN
2. FAUX WOOD CORNER TRIM
3. SHINGLE ROOF
4. TRIM/ SURROUND
5. ENTRY DOOR
6. STANDING SEAM METAL ROOF
7. FAUX VENT DETAIL
8. PAINTED VINYL WINDOW (MUNTINS AT HIGH-VISIBLE AREAS)
9. DECORATIVE SHUTTERS
10. WINDOW BOX PLANTER
11. DECO. LIGHT FIX. & ADDRESS SIGN
12. METAL SECTIONAL GARAGE DOOR
13. UTILITY DOOR
14. SLIDING GLASS DOOR
15. PORCHES WITH SIMPLE WOOD COLUMNS & KNEE BRACES
16. AWNING W/ WOOD OUTLOOKER/BRACE & BEAM
17. FAUX WOOD CORBELS
18. DECK METAL RAILING

FINISHES / COLORS

VARIES PER COLOR SCHEME

- A PRIMARY BOARD & BATTEN
- B SECONDARY BOARD & BATTEN
- C PRIMARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- D SECONDARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- E GARAGE DOOR COLOR
- F ENTRY DOOR COLOR/ SHUTTERS
- G ALT. ENTRY DOOR COLOR/ SHUTTERS
- H ROOF MATERIAL
- I ROOF MATERIAL

BUILDING KEY PLAN - SCALE: 1/16" = 1'-0"



SITE KEY PLAN - NTS



NOTE: COLOR SCHEME 2 DEMONSTRATED ON ELEVATIONS

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SCHEMATIC DESIGN

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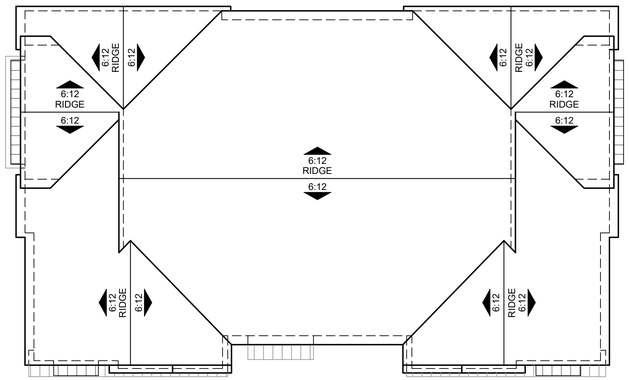
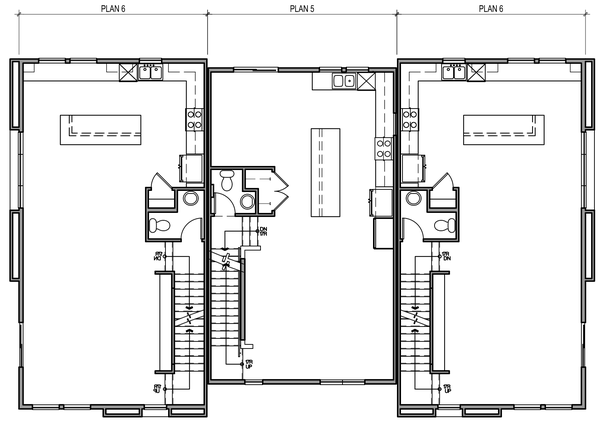
0 4 8 16

BUILDING TYPE 300 (3-PLEX)
ELEVATIONS

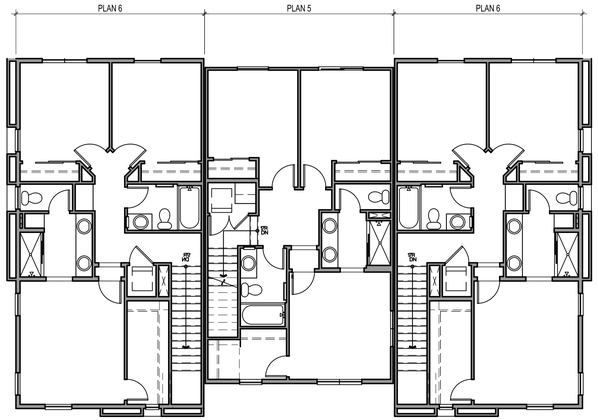
A2.01



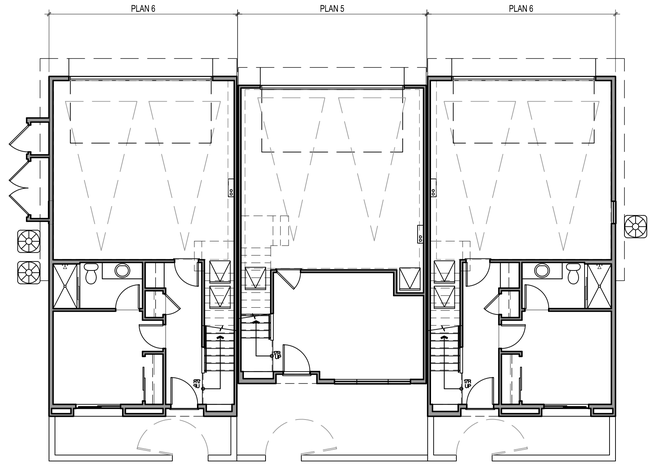
ROOF



SECOND FLOOR



THIRD FLOOR



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WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA # 2018-1182

SCHEMATIC DESIGN

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3rd Submittal :	February 26, 2021

SCALE: 1/8" = 1'-0"
0 4 8 16

BUILDING TYPE 300 (3-PLEX)
BUILDING PLANS

A2.02



FRONT PERSPECTIVE OF BUILDING TYPE 400 (4-PLEX)



REAR PERSPECTIVE OF BUILDING TYPE 400 (4-PLEX)

NOTE: *COLOR SCHEME 2
DEMONSTRATED ON PERSPECTIVES

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NTS

BUILDING TYPE 400 (4-PLEX)
PERSPECTIVES

A2.10



3 - REAR ELEVATION



4 - SIDE ELEVATION



1 - FRONT ELEVATION



2 - SIDE ELEVATION

MATERIALS

1. BOARD & BATTEN
2. FAUX WOOD CORNER TRIM
3. SHINGLE ROOF
4. TRIM/ SURROUND
5. ENTRY DOOR
6. STANDING SEAM METAL ROOF
7. FAUX VENT DETAIL
8. PAINTED VINYL WINDOW (MUNTINS AT HIGH-VISIBLE AREAS)
9. DECORATIVE SHUTTERS
10. WINDOW BOX PLANTER
11. DECO. LIGHT FIX. & ADDRESS SIGN
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16. AWNING W/ WOOD OUTLOOKER/BRACE & BEAM
17. FAUX WOOD CORBELS
18. DECK METAL RAILING

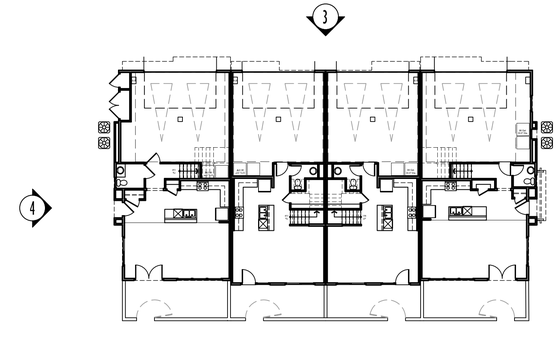
FINISHES / COLORS

VARIES PER COLOR SCHEME

- A PRIMARY BOARD & BATTEN
- B SECONDARY BOARD & BATTEN
- C PRIMARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- D SECONDARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- E GARAGE DOOR COLOR
- F ENTRY DOOR COLOR/ SHUTTERS
- G ALT. ENTRY DOOR COLOR/ SHUTTERS
- H ROOF MATERIAL
- I ROOF MATERIAL

NOTE: COLOR SCHEME 2 DEMONSTRATED ON ELEVATIONS

BUILDING KEY PLAN - SCALE: 1/16" = 1'-0"



SITE KEY PLAN - NTS



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WILDOMAR TRAIL TOWN CENTER
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SCHEMATIC DESIGN

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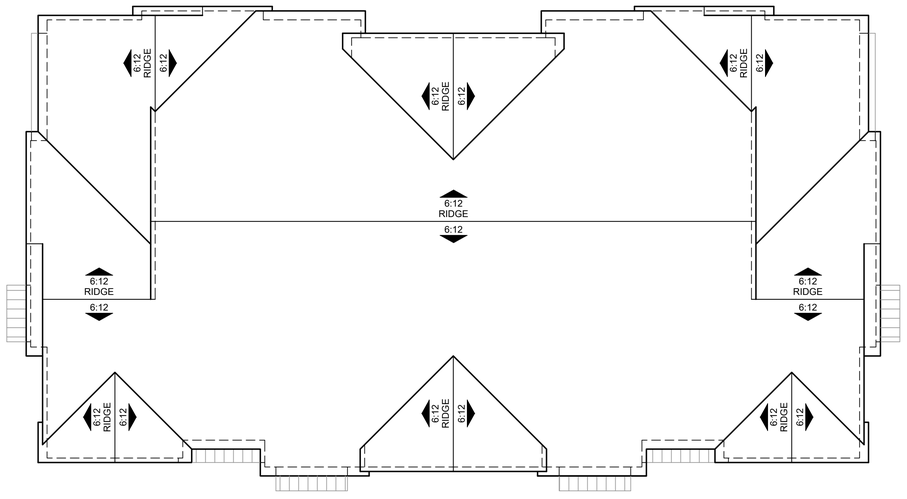
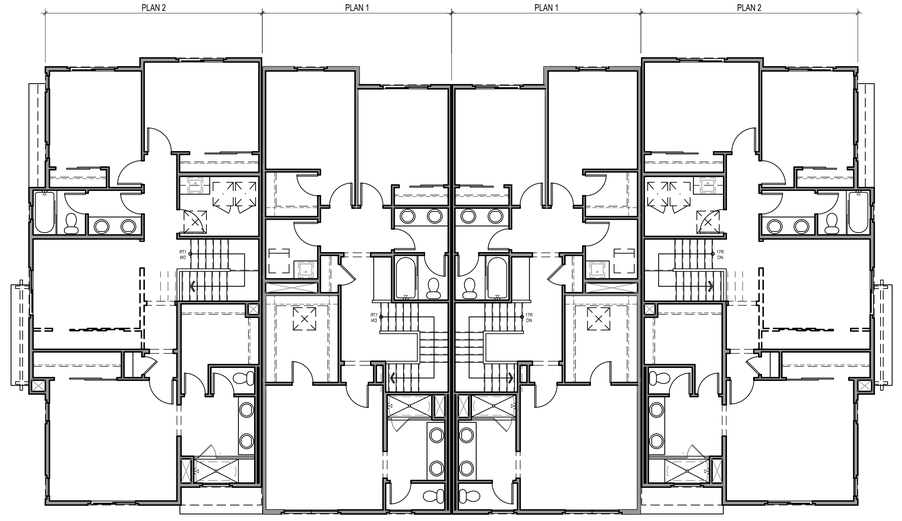
0 4 8 16

BUILDING TYPE 400 (4-PLEX)
ELEVATIONS

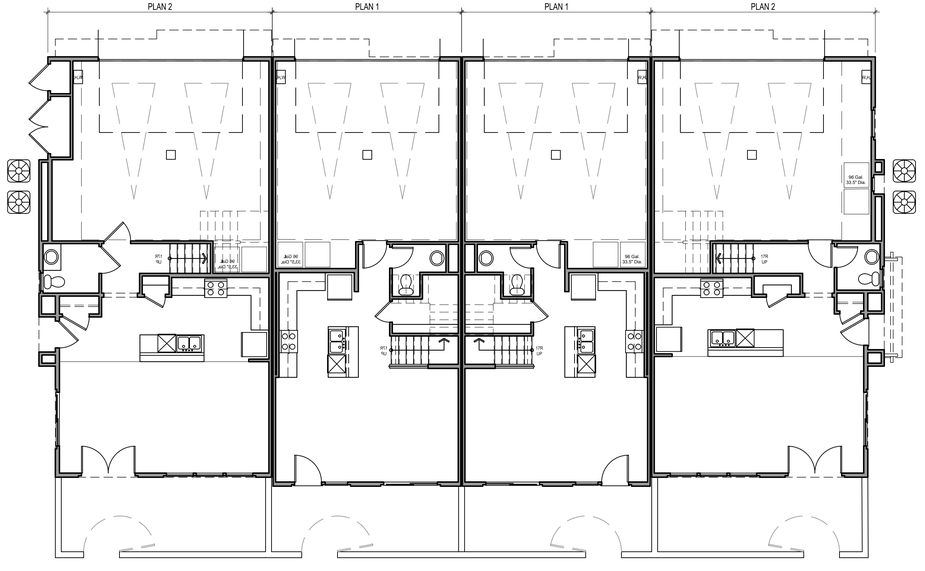
A2.11



ROOF



SECOND FLOOR



FIRST FLOOR

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WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA # 2018-1182

SCHEMATIC DESIGN

Plot Date:	February 23, 2021
1st Submittal :	April 24, 2020
2nd Submittal :	September 28, 2020
3rd Submittal :	February 26, 2021

SCALE: 1/8" = 1'-0"
0 4 8 16

BUILDING TYPE 400 (4-PLEX)
BUILDING PLANS

A2.12



FRONT PERSPECTIVE OF BUILDING TYPE 410 (4-PLEX)



REAR PERSPECTIVE OF BUILDING TYPE 410 (4-PLEX)

NOTE: *COLOR SCHEME 1
DEMONSTRATED ON PERSPECTIVES

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WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA # 2018-1182

SCHEMATIC DESIGN

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1st Submittal :	April 24, 2020
2nd Submittal :	September 28, 2020
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BUILDING TYPE 410 (4-PLEX)
PERSPECTIVES

A2.20



3 - REAR ELEVATION



4 - SIDE ELEVATION



1 - FRONT ELEVATION



2 - SIDE ELEVATION

MATERIALS

1	BOARD & BATTEN
2	FAUX WOOD CORNER TRIM
3	SHINGLE ROOF
4	TRIM/ SURROUND
5	ENTRY DOOR
6	STANDING SEAM METAL ROOF
7	FAUX VENT DETAIL
8	PAINTED VINYL WINDOW (MUNTINS AT HIGH-VISIBLE AREAS)
9	DECORATIVE SHUTTERS
10	WINDOW BOX PLANTER
11	DECO. LIGHT FIX. & ADDRESS SIGN
12	METAL SECTIONAL GARAGE DOOR
13	UTILITY DOOR
14	SLIDING GLASS DOOR
15	PORCHES WITH SIMPLE WOOD COLUMNS & KNEE BRACES
16	AWNING W/ WOOD OUTLOOKER/BRACE & BEAM
17	FAUX WOOD CORBELS
18	DECK METAL RAILING

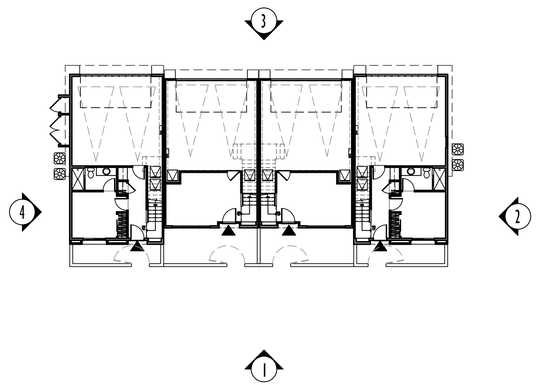
FINISHES / COLORS

VARIES PER COLOR SCHEME

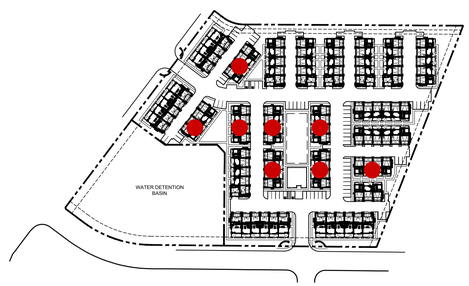
A	PRIMARY BOARD & BATTEN
B	SECONDARY BOARD & BATTEN
C	PRIMARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
D	SECONDARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
E	GARAGE DOOR COLOR
F	ENTRY DOOR COLOR/ SHUTTERS
G	ALT. ENTRY DOOR COLOR/ SHUTTERS
H	ROOF MATERIAL
I	ROOF MATERIAL

NOTE: COLOR SCHEME 1 DEMONSTRATED ON ELEVATIONS

BUILDING KEY PLAN - SCALE: 1/16" = 1'-0"



SITE KEY PLAN - NTS



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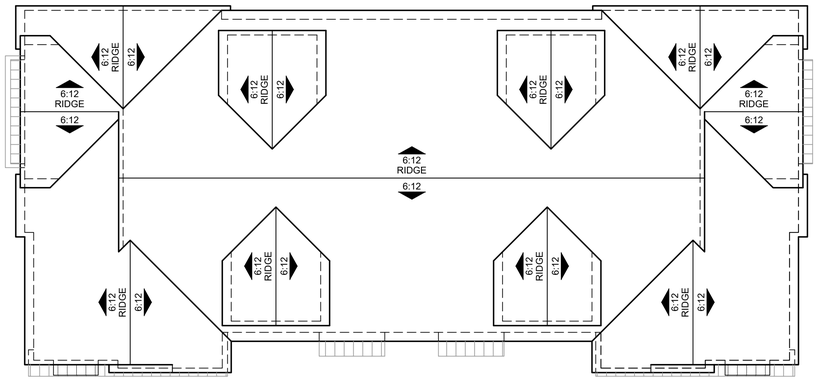
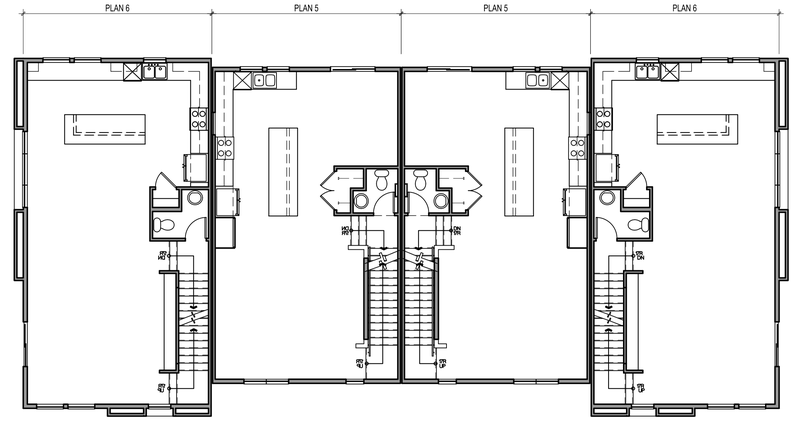
0 4 8 16

BUILDING TYPE 410 (4-PLEX)
ELEVATIONS

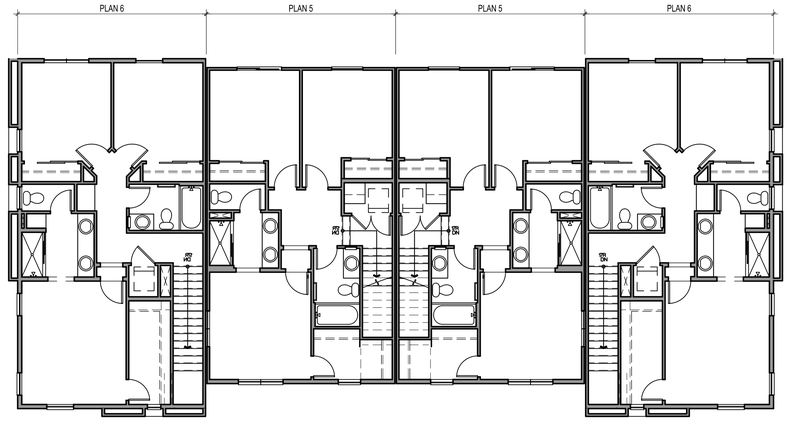
A2.21



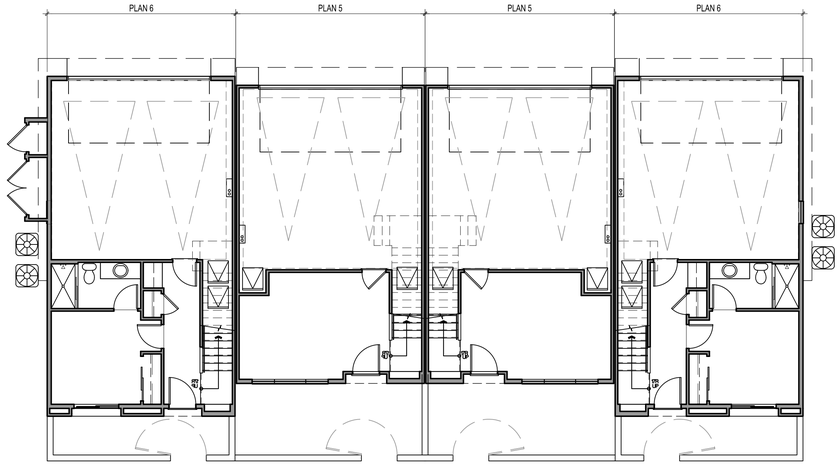
ROOF



SECOND FLOOR



THIRD FLOOR



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SCHEMATIC DESIGN

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SCALE: 1/8" = 1'-0"
0 4 8 16

BUILDING TYPE 410 (4-PLEX)
BUILDING PLANS

A2.22



FRONT PERSPECTIVE OF BUILDING TYPE 500 (5-PLEX)



REAR PERSPECTIVE OF BUILDING TYPE 500 (5-PLEX)

NOTE: *COLOR SCHEME 1
DEMONSTRATED ON PERSPECTIVES

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NTS

BUILDING TYPE 500 (5-PLEX)
PERSPECTIVES

A2.30



3 - REAR ELEVATION



4 - SIDE ELEVATION



1 - FRONT ELEVATION



2 - SIDE ELEVATION

MATERIALS

1. BOARD & BATTEN
2. FAUX WOOD CORNER TRIM
3. SHINGLE ROOF
4. TRIM/ SURROUND
5. ENTRY DOOR
6. STANDING SEAM METAL ROOF
7. FAUX VENT DETAIL
8. PAINTED VINYL WINDOW (MUNTINS AT HIGH-VISIBLE AREAS)
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10. WINDOW BOX PLANTER
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15. PORCHES WITH SIMPLE WOOD COLUMNS & KNEE BRACES
16. AWNING W/ WOOD OUTLOOKER/BRACE & BEAM
17. FAUX WOOD CORBELS
18. DECK METAL RAILING

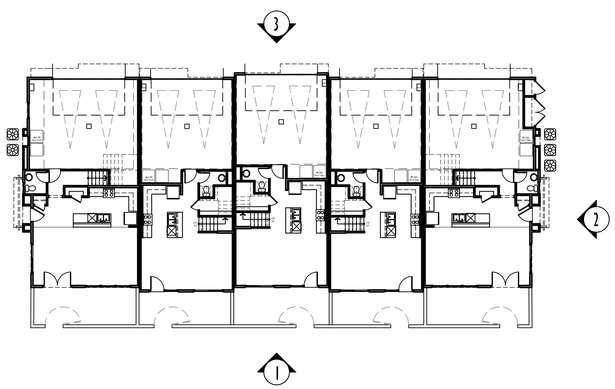
FINISHES / COLORS

VARIES PER COLOR SCHEME

- A PRIMARY BOARD & BATTEN
- B SECONDARY BOARD & BATTEN
- C PRIMARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- D SECONDARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- E GARAGE DOOR COLOR
- F ENTRY DOOR COLOR/ SHUTTERS
- G ALT. ENTRY DOOR COLOR/ SHUTTERS
- H ROOF MATERIAL
- I ROOF MATERIAL

NOTE: COLOR SCHEME 1 DEMONSTRATED ON ELEVATIONS

BUILDING KEY PLAN - SCALE: 1/16" = 1'-0"



SITE KEY PLAN - NTS



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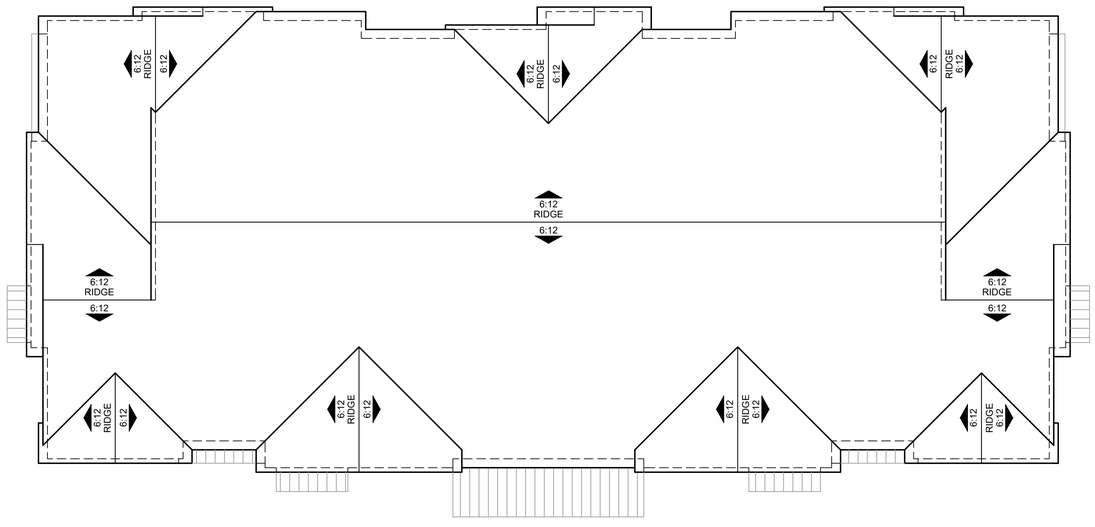
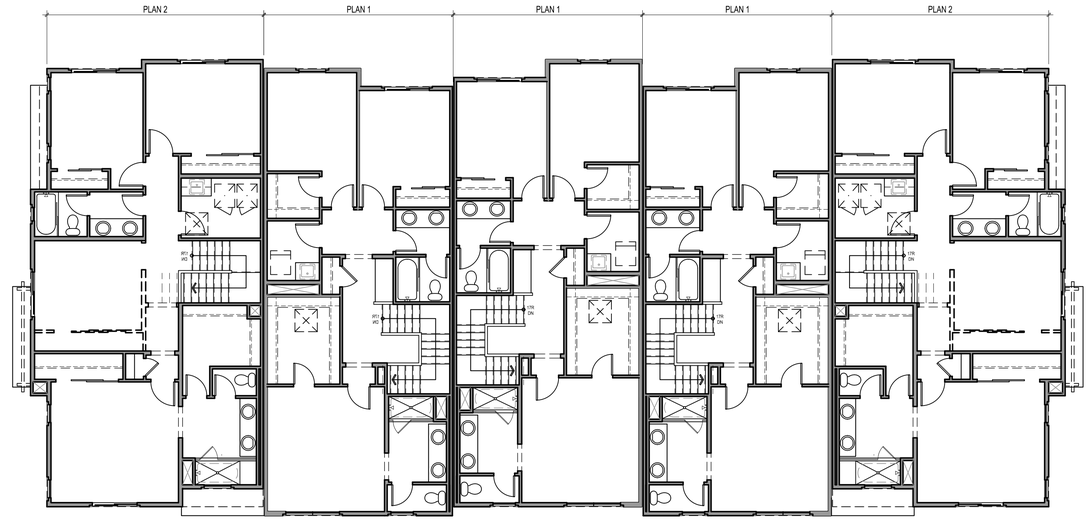
0 4 8 16

BUILDING TYPE 500 (5-PLEX)
ELEVATIONS

A2.31



ROOF



SECOND FLOOR



FIRST FLOOR

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WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA # 2018-1182

SCHEMATIC DESIGN

Plot Date:	February 23, 2021
1st Submittal :	April 24, 2020
2nd Submittal :	September 28, 2020
3rd Submittal :	February 26, 2021

SCALE: 1/8" = 1'-0"
0 4 8 16

BUILDING TYPE 500 (5-PLEX)
BUILDING PLANS

A2.32



FRONT PERSPECTIVE OF BUILDING TYPE 510 (5-PLEX)



REAR PERSPECTIVE OF BUILDING TYPE 510 (5-PLEX)

NOTE: *COLOR SCHEME 2
DEMONSTRATED ON PERSPECTIVES

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BUILDING TYPE 510 (5-PLEX)
PERSPECTIVES

A2.40



3 - REAR ELEVATION



4 - SIDE ELEVATION



1 - FRONT ELEVATION



2 - SIDE ELEVATION

MATERIALS

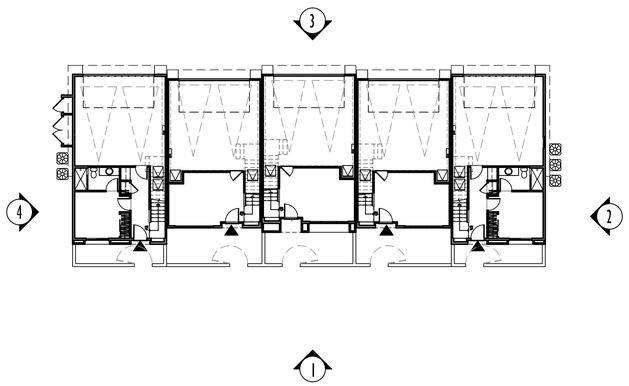
1. BOARD & BATTEN
2. FAUX WOOD CORNER TRIM
3. SHINGLE ROOF
4. TRIM/ SURROUND
5. ENTRY DOOR
6. STANDING SEAM METAL ROOF
7. FAUX VENT DETAIL
8. PAINTED VINYL WINDOW (MUNTINS AT HIGH-VISIBLE AREAS)
9. DECORATIVE SHUTTERS
10. WINDOW BOX PLANTER
11. DECO. LIGHT FIX. & ADDRESS SIGN
12. METAL SECTIONAL GARAGE DOOR
13. UTILITY DOOR
14. SLIDING GLASS DOOR
15. PORCHES WITH SIMPLE WOOD COLUMNS & KNEE BRACES
16. AWNING W/ WOOD OUTLOOKER/BRACE & BEAM
17. FAUX WOOD CORBELS
18. DECK METAL RAILING

FINISHES / COLORS

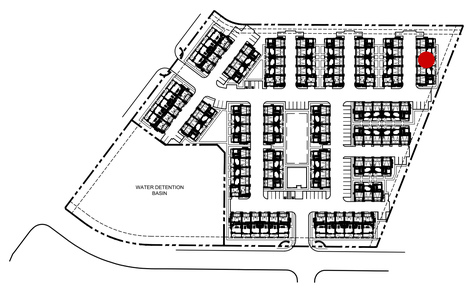
VARIES PER COLOR SCHEME

- A PRIMARY BOARD & BATTEN
- B SECONDARY BOARD & BATTEN
- C PRIMARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- D SECONDARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- E GARAGE DOOR COLOR
- F ENTRY DOOR COLOR/ SHUTTERS
- G ALT. ENTRY DOOR COLOR/ SHUTTERS
- H ROOF MATERIAL
- I ROOF MATERIAL

BUILDING KEY PLAN - SCALE: 1/16" = 1'-0"



SITE KEY PLAN - NTS



NOTE: COLOR SCHEME 2 DEMONSTRATED ON ELEVATIONS

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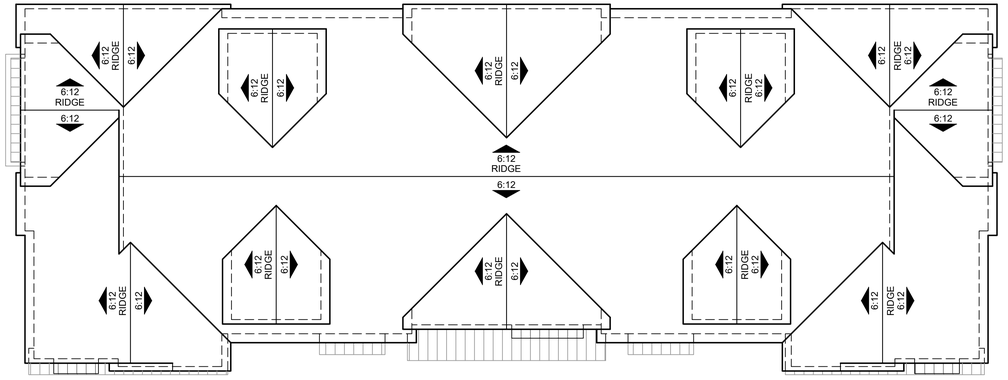
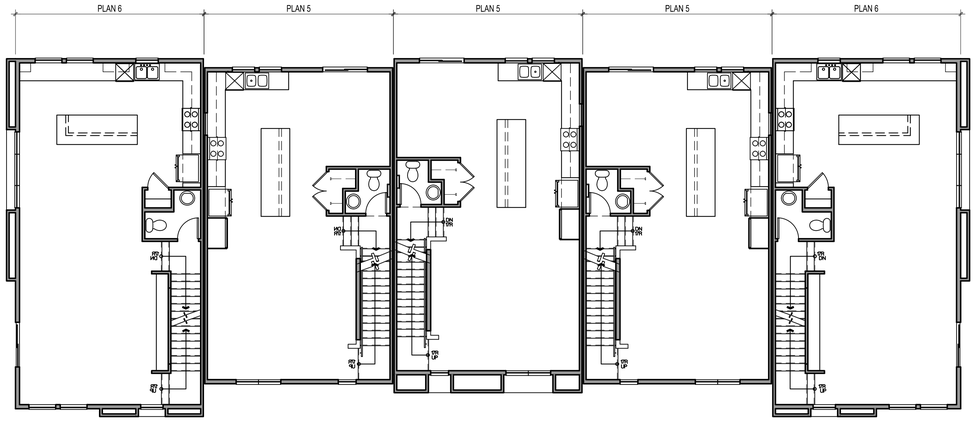
0 4 8 16

BUILDING TYPE 510 (5-PLEX)
ELEVATIONS

A2.41



ROOF



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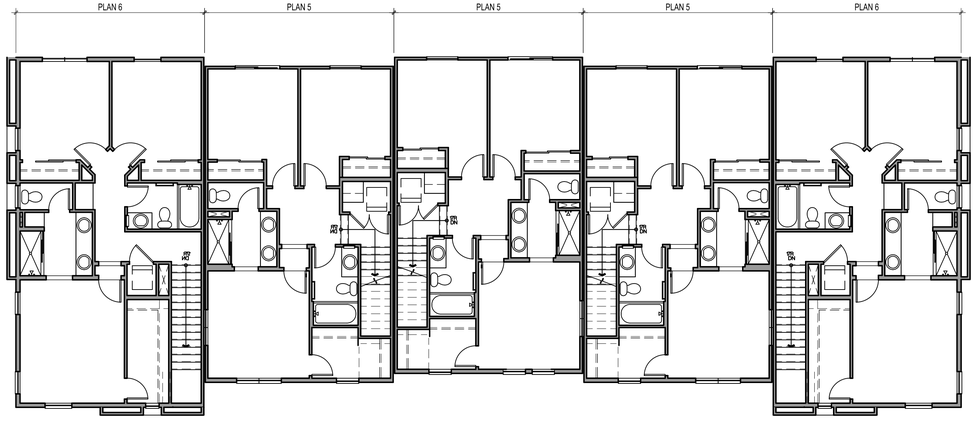
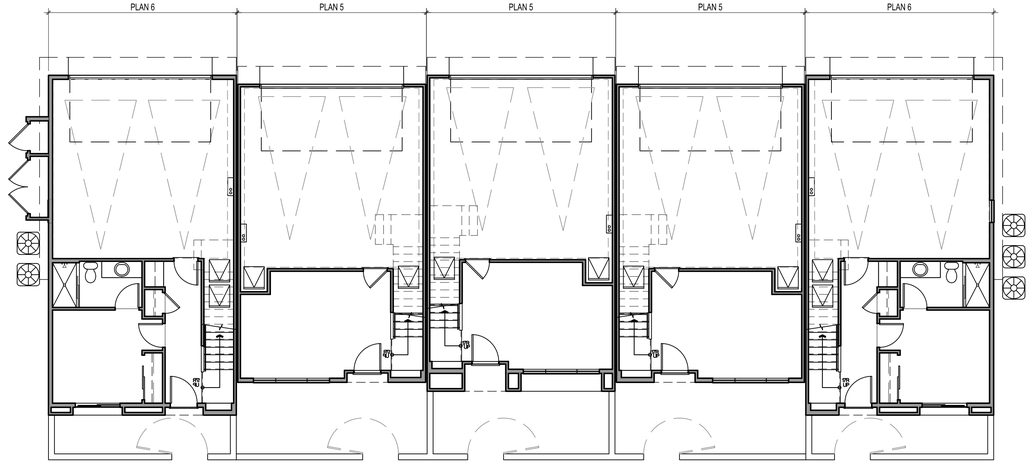


THIRD FLOOR



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SCALE: 1/8" = 1'-0"
0 4 8 16

BUILDING TYPE 510 (5-PLEX)
COMPOSITE FLOOR PLAN

A2.42



FRONT PERSPECTIVE OF BUILDING TYPE 600 (6-PLEX)



REAR PERSPECTIVE OF BUILDING TYPE 600 (6-PLEX)

NOTE: *COLOR SCHEME 1
DEMONSTRATED ON PERSPECTIVES

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BUILDING TYPE 600 (6-PLEX)
PERSPECTIVES

A2.50



3 - REAR ELEVATION



4 - SIDE ELEVATION



1 - FRONT ELEVATION



2 - SIDE ELEVATION

MATERIALS

1	BOARD & BATTEN
2	FAUX WOOD CORNER TRIM
3	SHINGLE ROOF
4	TRIM/ SURROUND
5	ENTRY DOOR
6	STANDING SEAM METAL ROOF
7	FAUX VENT DETAIL
8	PAINTED VINYL WINDOW (MUNTINS AT HIGH-VISIBLE AREAS)
9	DECORATIVE SHUTTERS
10	WINDOW BOX PLANTER
11	DECO. LIGHT FIX. & ADDRESS SIGN
12	METAL SECTIONAL GARAGE DOOR
13	UTILITY DOOR
14	SLIDING GLASS DOOR
15	PORCHES WITH SIMPLE WOOD COLUMNS & KNEE BRACES
16	AWNING W/ WOOD OUTLOOKER/BRACE & BEAM
17	FAUX WOOD CORBELS
18	DECK METAL RAILING

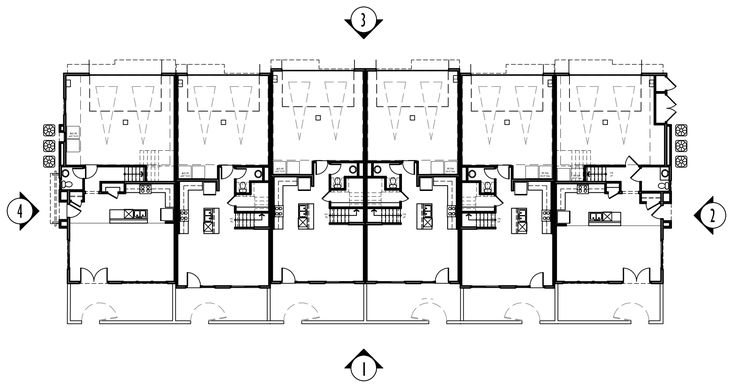
FINISHES / COLORS

VARIES PER COLOR SCHEME

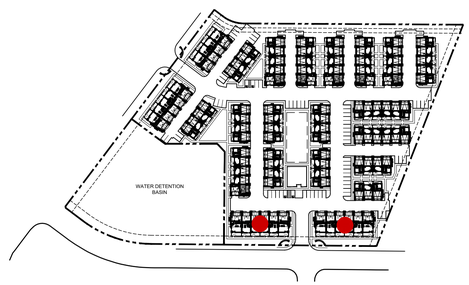
A	PRIMARY BOARD & BATTEN
B	SECONDARY BOARD & BATTEN
C	PRIMARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
D	SECONDARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
E	GARAGE DOOR COLOR
F	ENTRY DOOR COLOR/ SHUTTERS
G	ALT. ENTRY DOOR COLOR/ SHUTTERS
H	ROOF MATERIAL
I	ROOF MATERIAL

NOTE: COLOR SCHEME 1 DEMONSTRATED ON ELEVATIONS

BUILDING KEY PLAN - SCALE: 1/16" = 1'-0"



SITE KEY PLAN - NTS



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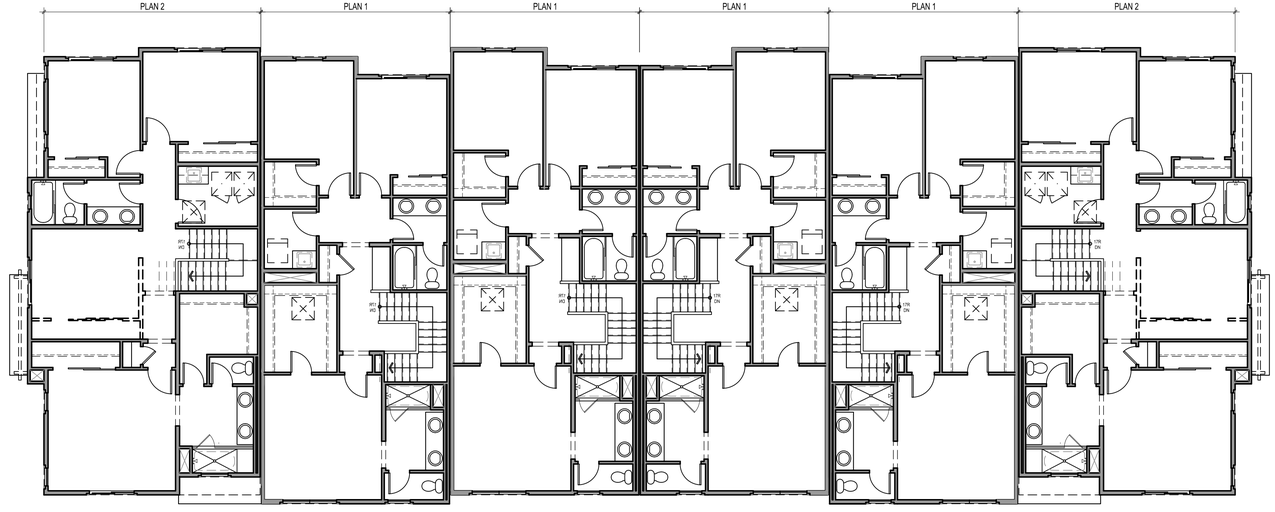
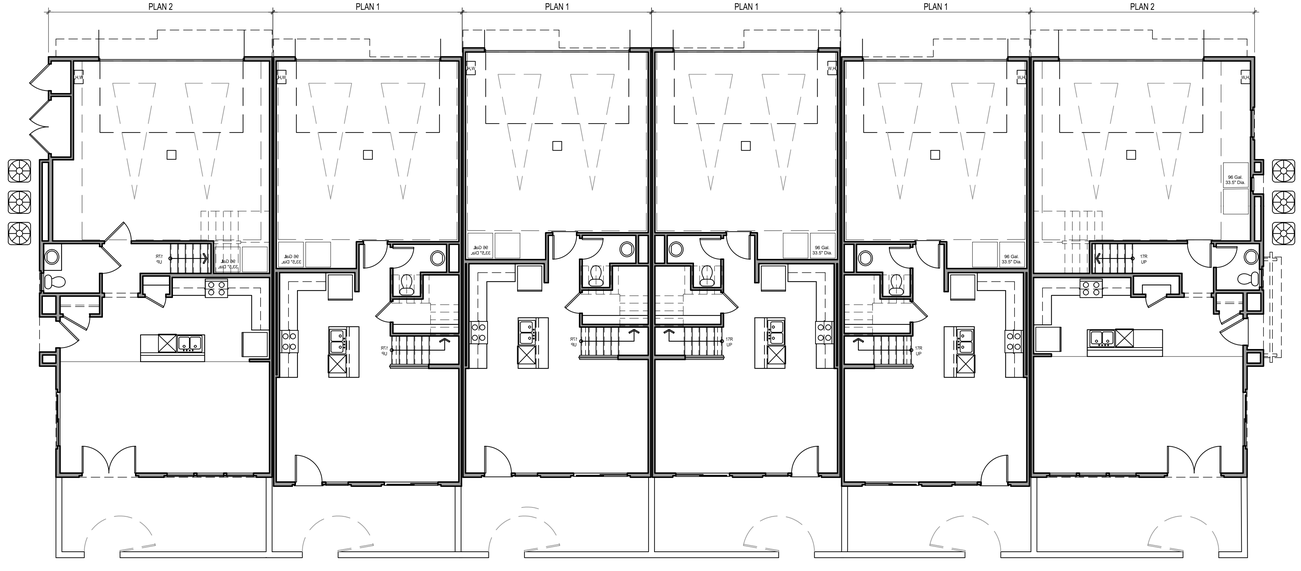
0 4 8 16

BUILDING TYPE 600 (6-PLEX)
ELEVATIONS

A2.51



SECOND FLOOR



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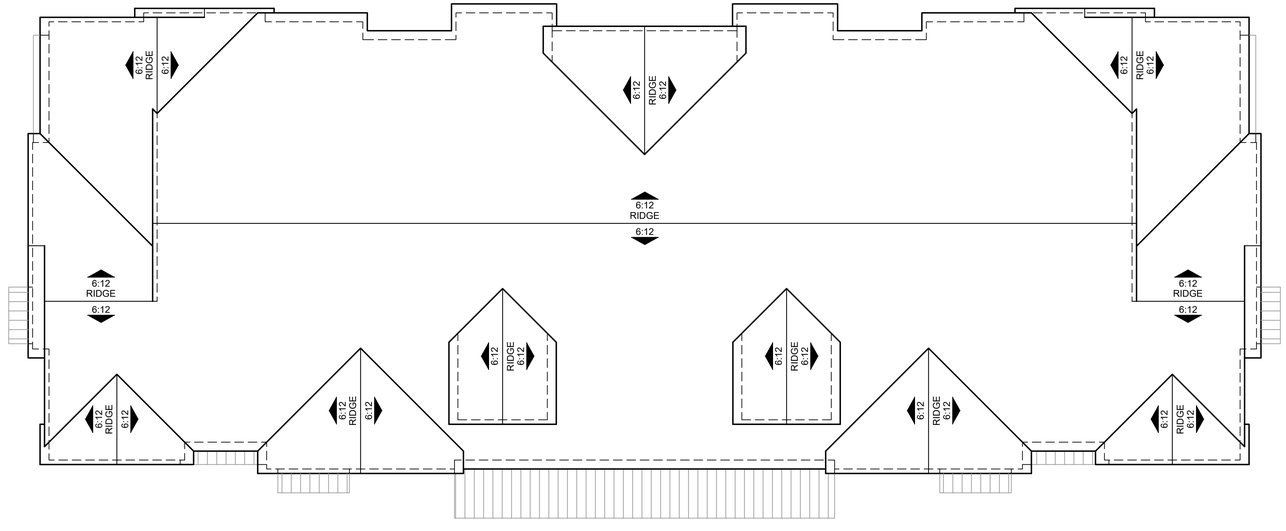
SCALE: 1/8" = 1'-0"
0 4 8 16

BUILDING TYPE 600 (6-PLEX)
BUILDING PLANS

A2.52



ROOF

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0 4 8 16

BUILDING TYPE 600 (6-PLEX)
BUILDING PLANS

A2.53



FRONT PERSPECTIVE OF BUILDING TYPE 610 (6-PLEX)

REAR PERSPECTIVE OF BUILDING TYPE 610 (6-PLEX)

NOTE: *COLOR SCHEME 1
DEMONSTRATED ON PERSPECTIVES

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NTS

BUILDING TYPE 610 (6-PLEX)
PERSPECTIVES

A2.60



3 - REAR ELEVATION



4 - SIDE ELEVATION



1 - FRONT ELEVATION



2 - SIDE ELEVATION

MATERIALS

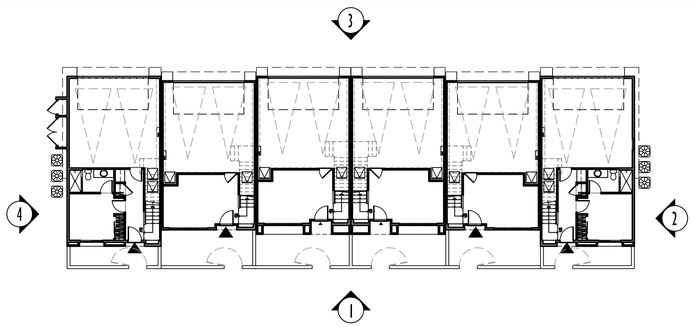
1. BOARD & BATTEN
2. FAUX WOOD CORNER TRIM
3. SHINGLE ROOF
4. TRIM/ SURROUND
5. ENTRY DOOR
6. STANDING SEAM METAL ROOF
7. FAUX VENT DETAIL
8. PAINTED VINYL WINDOW (MUNTINS AT HIGH-VISIBLE AREAS)
9. DECORATIVE SHUTTERS
10. WINDOW BOX PLANTER
11. DECO. LIGHT FIX. & ADDRESS SIGN
12. METAL SECTIONAL GARAGE DOOR
13. UTILITY DOOR
14. SLIDING GLASS DOOR
15. PORCHES WITH SIMPLE WOOD COLUMNS & KNEE BRACES
16. AWNING W/ WOOD OUTLOOKER/BRACE & BEAM
17. FAUX WOOD CORBELS
18. DECK METAL RAILING

FINISHES / COLORS

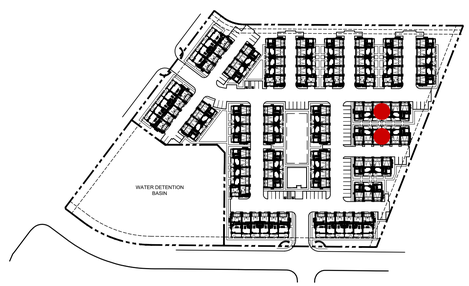
VARIES PER COLOR SCHEME

- A PRIMARY BOARD & BATTEN
- B SECONDARY BOARD & BATTEN
- C PRIMARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- D SECONDARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
- E GARAGE DOOR COLOR
- F ENTRY DOOR COLOR/ SHUTTERS
- G ALT. ENTRY DOOR COLOR/ SHUTTERS
- H ROOF MATERIAL
- I ROOF MATERIAL

BUILDING KEY PLAN - SCALE: 1/16" = 1'-0"



SITE KEY PLAN - NTS



NOTE: COLOR SCHEME 1 DEMONSTRATED ON ELEVATIONS

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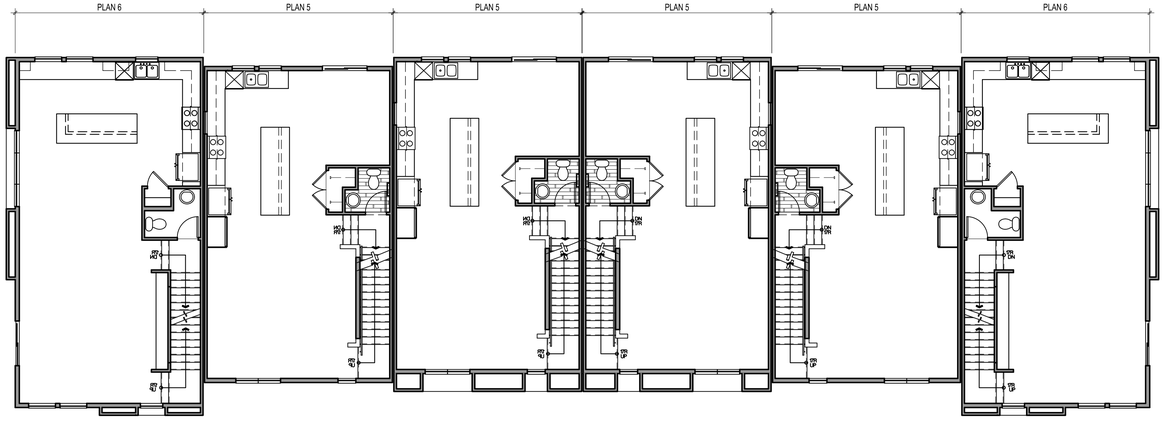
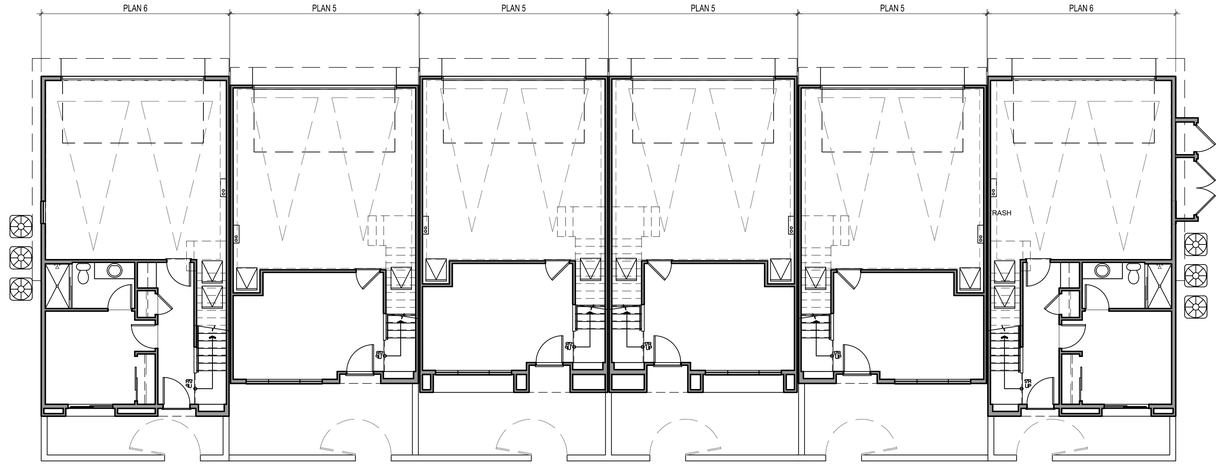
0 4 8 16

BUILDING TYPE 610 (6-PLEX)
ELEVATIONS

A2.61



SECOND FLOOR



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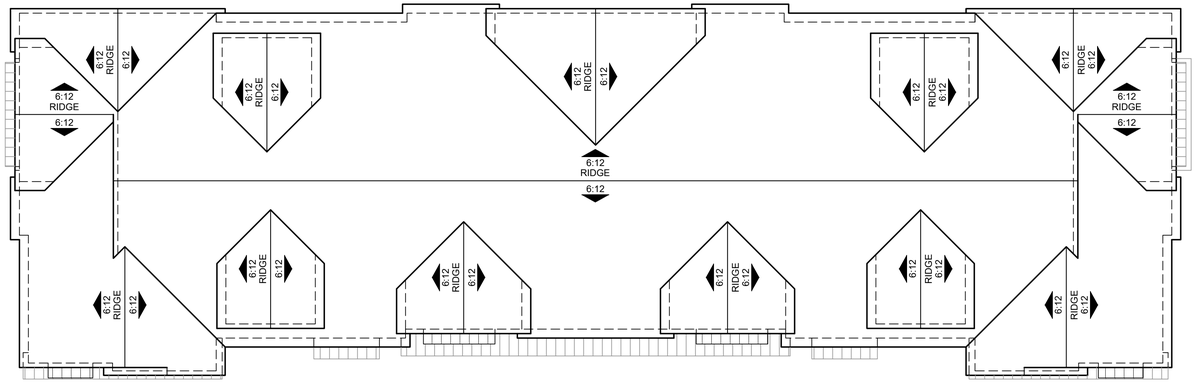
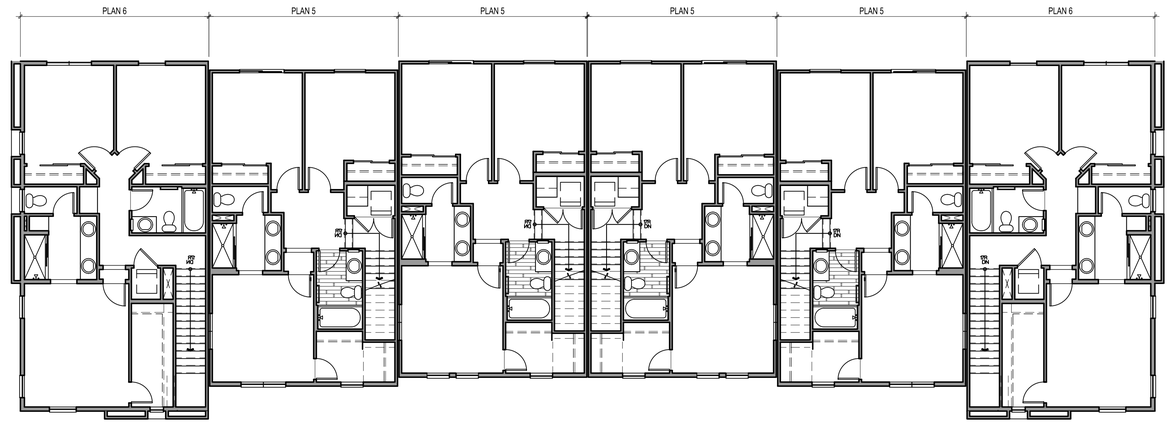
SCALE: 1/8" = 1'-0"
0 4 8 16

BUILDING TYPE 610 (6-PLEX)
COMPOSITE FLOOR PLAN

A2.62



ROOF



THIRD FLOOR

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SCALE: 1/8" = 1'-0"
0 4 8 16

BUILDING TYPE 610 (6-PLEX)
COMPOSITE FLOOR PLAN

A2.63



FRONT PERSPECTIVE OF BUILDING TYPE 620 (6-PLEX)



REAR PERSPECTIVE OF BUILDING TYPE 620 (6-PLEX)

NOTE: *COLOR SCHEME 2
DEMONSTRATED ON PERSPECTIVES

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BUILDING TYPE 620 (6-PLEX)
PERSPECTIVES

A2.70



3 - REAR ELEVATION



4 - SIDE ELEVATION



1 - FRONT ELEVATION



2 - SIDE ELEVATION

MATERIALS

1 BOARD & BATTEN
2 FAUX WOOD CORNER TRIM
3 SHINGLE ROOF
4 TRIM/ SURROUND
5 ENTRY DOOR
6 STANDING SEAM METAL ROOF
7 FAUX VENT DETAIL
8 PAINTED VINYL WINDOW (MUNTINS AT HIGH-VISIBLE AREAS)
9 DECORATIVE SHUTTERS
10 WINDOW BOX PLANTER
11 DECO. LIGHT FIX. & ADDRESS SIGN
12 METAL SECTIONAL GARAGE DOOR
13 UTILITY DOOR
14 SLIDING GLASS DOOR
15 PORCHES WITH SIMPLE WOOD COLUMNS & KNEE BRACES
16 AWNING W/ WOOD OUTLOOKER/BRACE & BEAM
17 FAUX WOOD CORBELS
18 DECK METAL RAILING

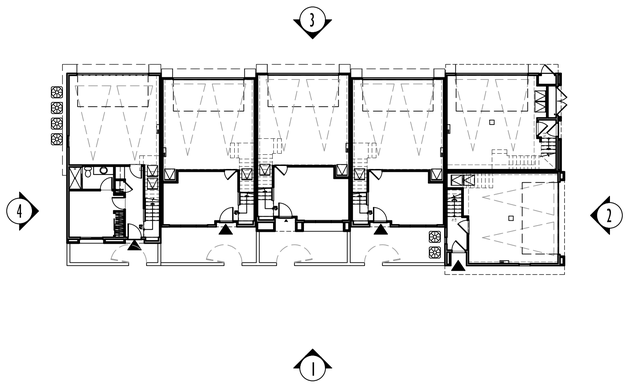
FINISHES / COLORS

VARIES PER COLOR SCHEME

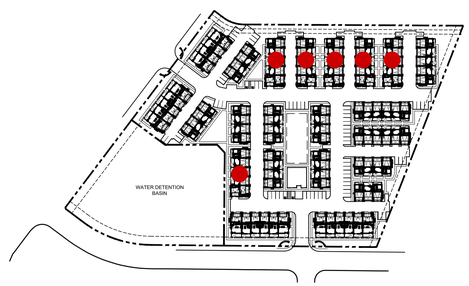
A PRIMARY BOARD & BATTEN
B SECONDARY BOARD & BATTEN
C PRIMARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
D SECONDARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
E GARAGE DOOR COLOR
F ENTRY DOOR COLOR/ SHUTTERS
G ALT. ENTRY DOOR COLOR/ SHUTTERS
H ROOF MATERIAL
I ROOF MATERIAL

NOTE: COLOR SCHEME 2 DEMONSTRATED ON ELEVATIONS

BUILDING KEY PLAN - SCALE: 1/16" = 1'-0"



SITE KEY PLAN - NTS



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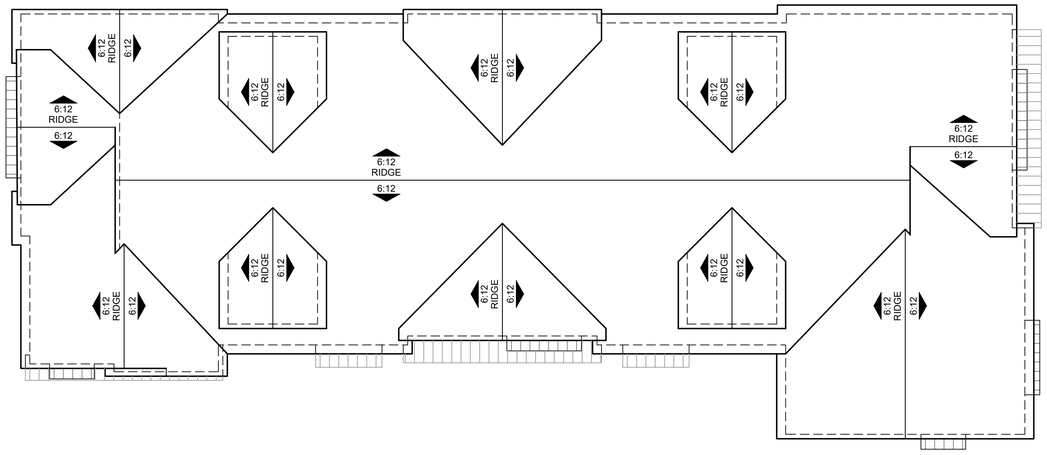
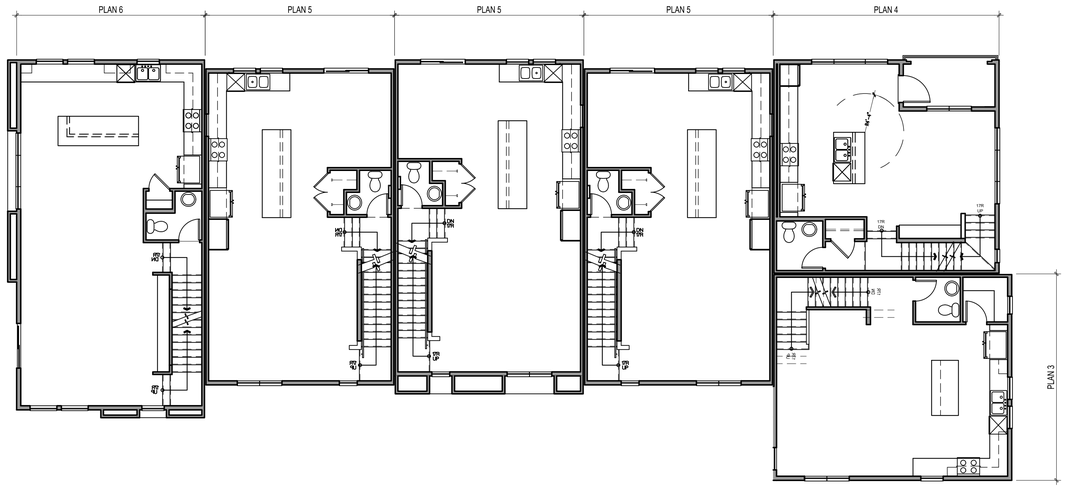
0 4 8 16

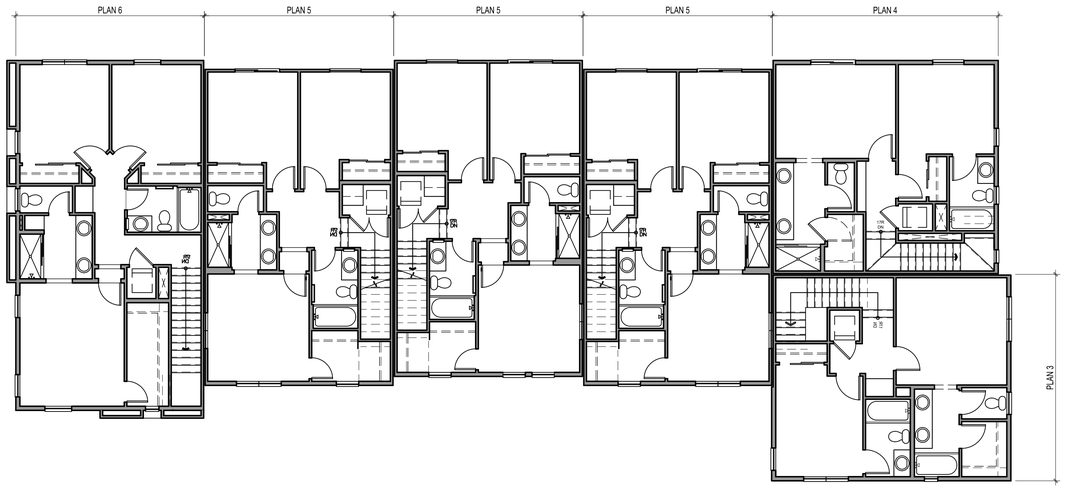
BUILDING TYPE 620 (6-PLEX)
ELEVATIONS

A2.71

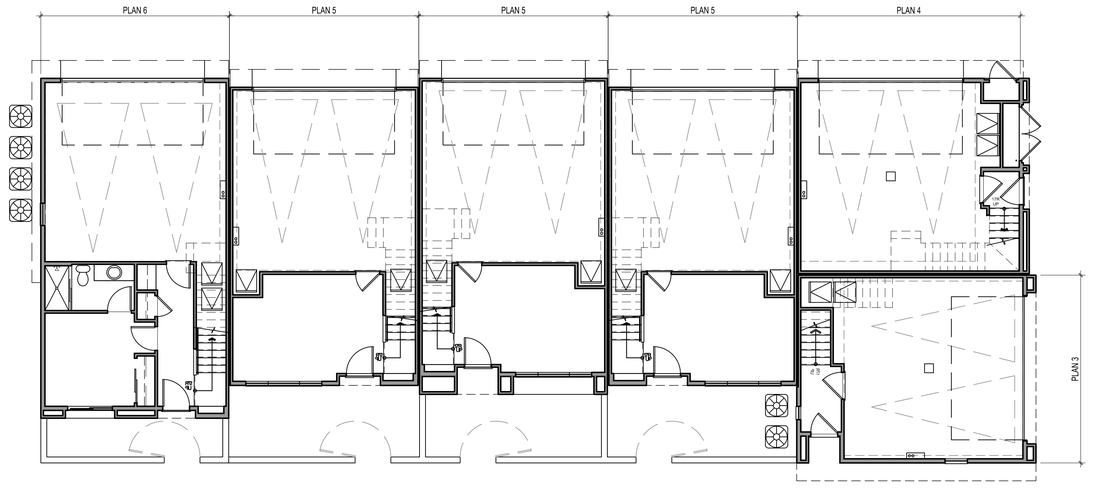




SECOND FLOOR



THIRD FLOOR



FIRST FLOOR

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WILDOMAR, CA # 2018-1182

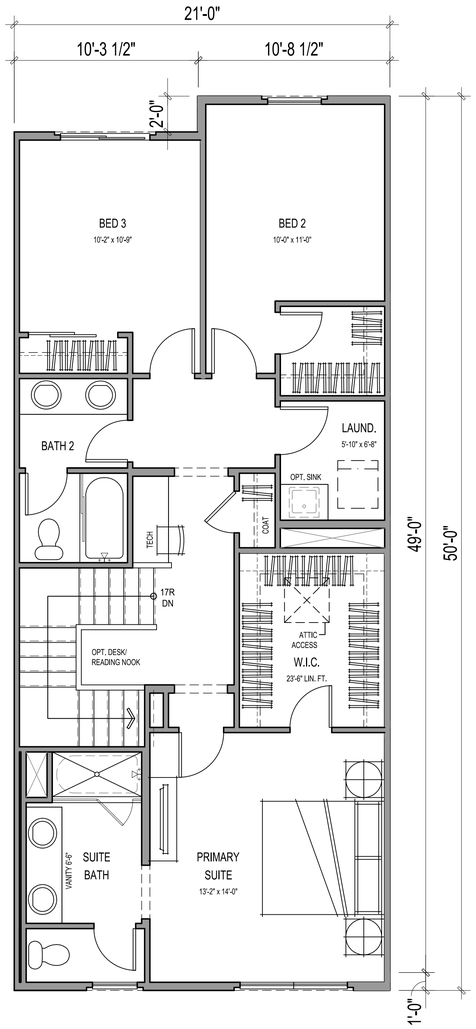
SCHEMATIC DESIGN

Plot Date:	February 23, 2021
1st Submittal :	April 24, 2020
2nd Submittal :	September 28, 2020
3rd Submittal :	February 26, 2021

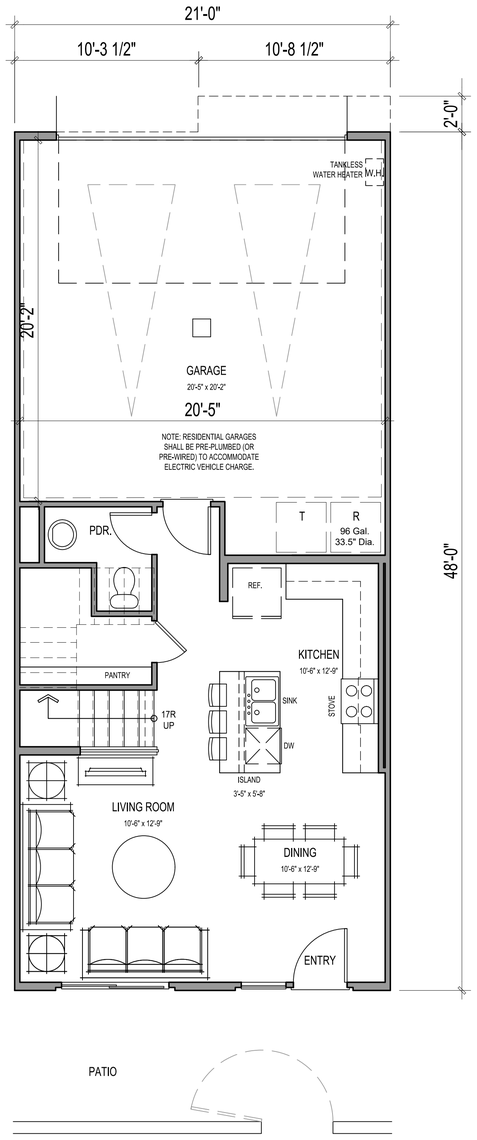
SCALE: 1/8" = 1'-0"
0 4 8 16

BUILDING TYPE 620 (6-PLEX)
COMPOSITE FLOOR PLAN

A2.72



SECOND FLOOR



FIRST FLOOR

3 BEDS / 2.5 BATHS

GROSS SF	
1ST FLOOR	547 SQ. FT.
2ND FLOOR	969 SQ. FT.
TOTAL LIVING	1516 SQ. FT.
GARAGE	434 SQ. FT.
DECK	N/A
PATIO	144 SQ. FT.

NET SF	
1ST FLOOR	505 SQ. FT.
2ND FLOOR	906 SQ. FT.
TOTAL LIVING	1411 SQ. FT.

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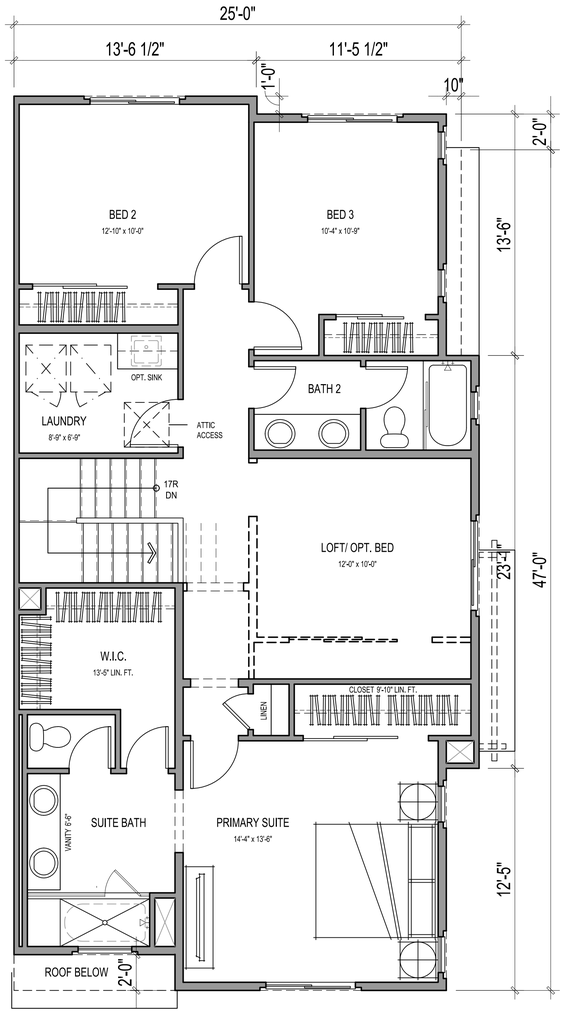
SCALE: 1/4" = 1'-0"
0 2 4 8

PLAN 1 - FLOOR PLAN

A3.00



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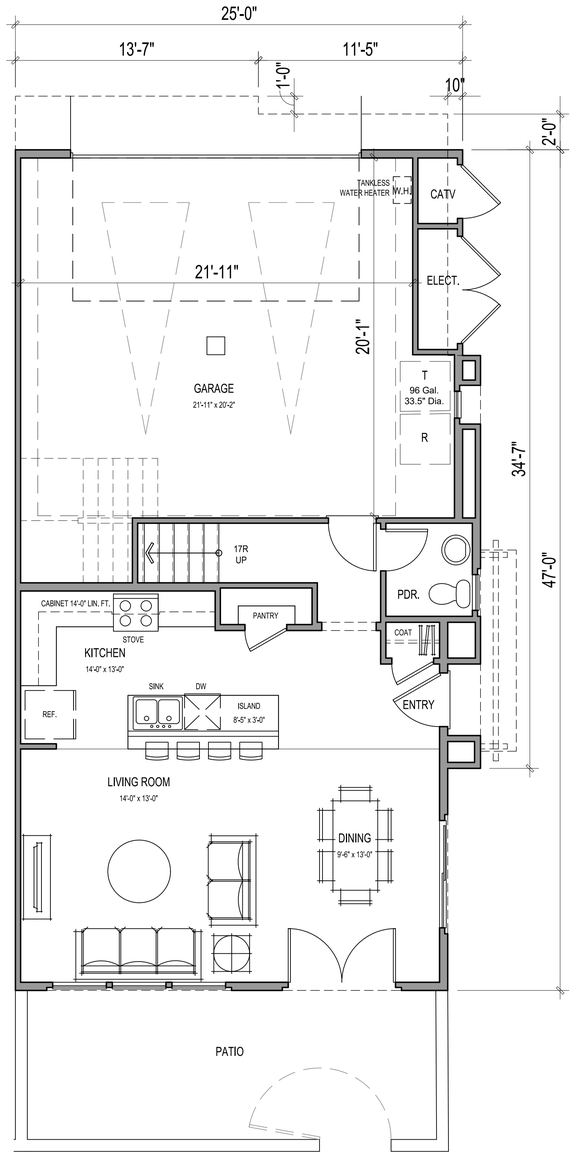
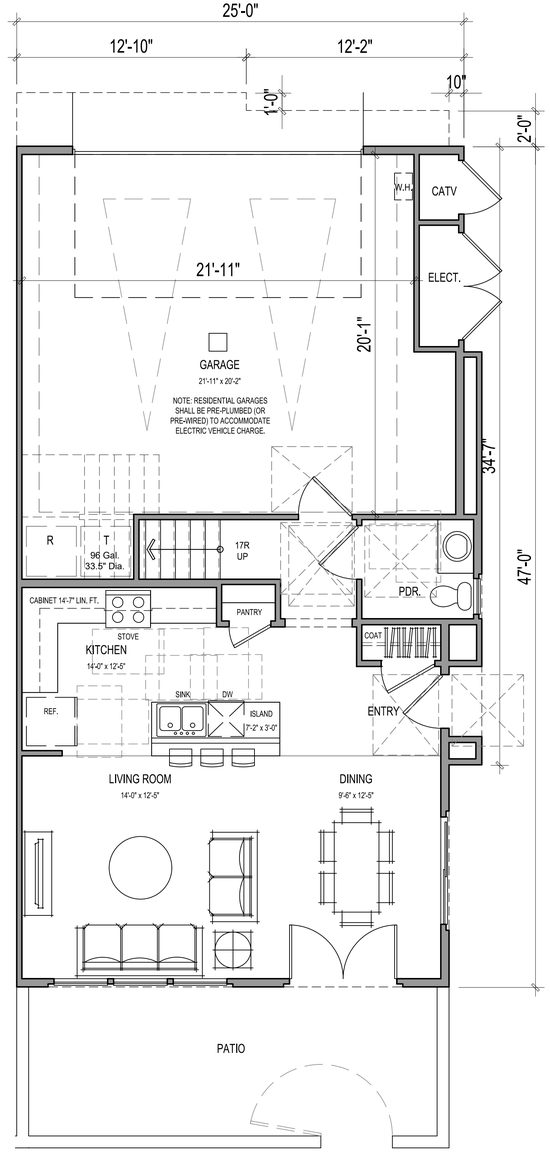


FIRST FLOOR



FIRST FLOOR - ACCESSIBLE

3 BEDS / 2.5 BATHS
+ 1 LOFT/OPT. BED

GROSS SF	
1ST FLOOR	678 SQ. FT.
2ND FLOOR	1163 SQ. FT.
TOTAL LIVING	1841 SQ. FT.
GARAGE	494 SQ. FT.
DECK	N/A
PATIO	191 SQ. FT.

NET SF	
1ST FLOOR	641 SQ. FT.
2ND FLOOR	1084 SQ. FT.
TOTAL LIVING	1725 SQ. FT.

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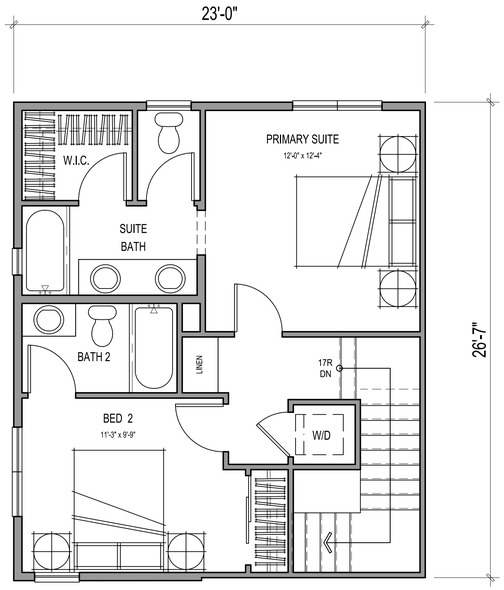
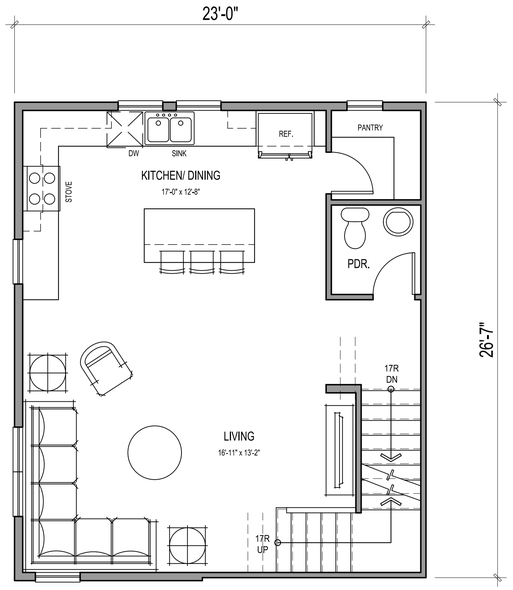
0 2 4 8

PLAN 2 - FLOOR PLAN

A3.10



THIRD FLOOR



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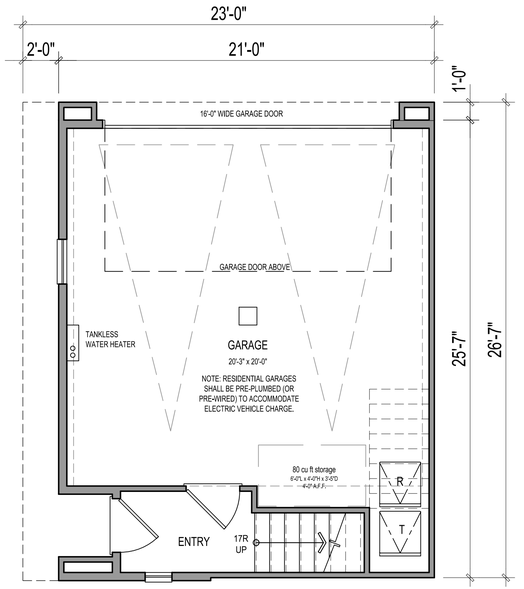

FIRST FLOOR

2 BED / 2.5 BATHS

GROSS SF	
1ST FLOOR	109 SQ. FT.
2ND FLOOR	611 SQ. FT.
3RD FLOOR	536 SQ. FT.
TOTAL LIVING	1257 SQ. FT.
GARAGE	442 SQ. FT.
DECK	N/A
PATIO	N/A

NET SF	
1ST FLOOR	89 SQ. FT.
2ND FLOOR	575 SQ. FT.
3RD FLOOR	500 SQ. FT.
TOTAL LIVING	1164 SQ. FT.

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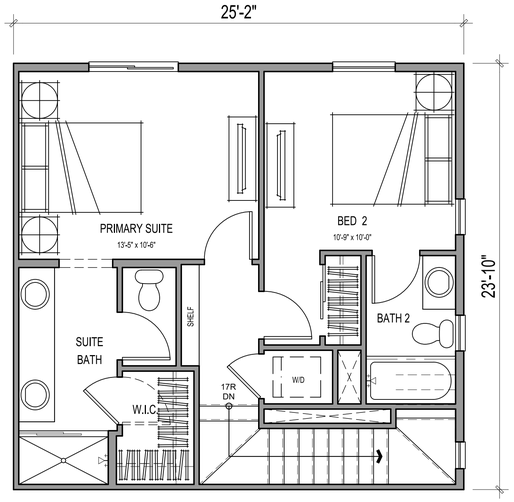
SCALE: 1/4" = 1'-0"
0 2 4 8

PLAN 3 - FLOOR PLAN

A3.20



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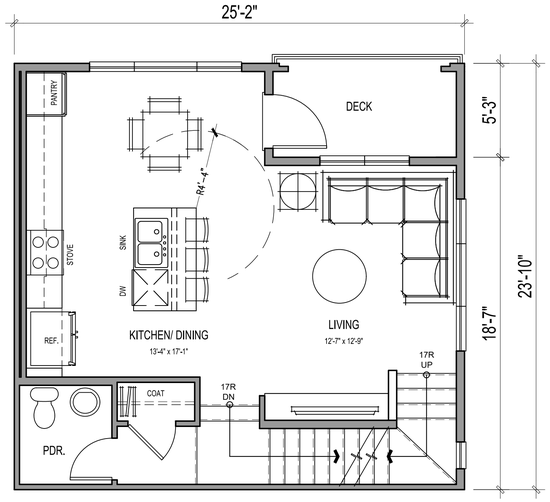
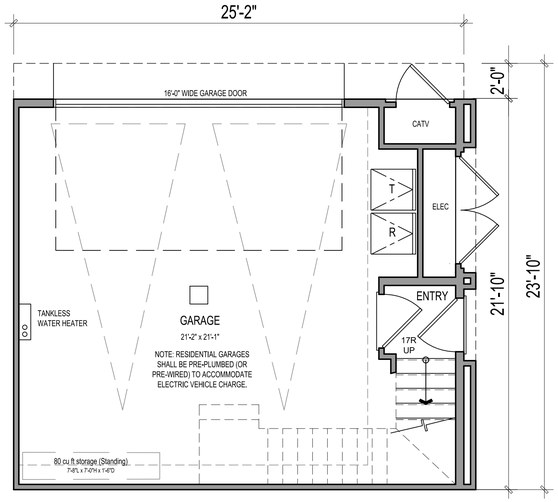


SECOND FLOOR



FIRST FLOOR

2 BEDS / 2.5 BATHS

GROSS SF	
1ST FLOOR	121 SQ. FT.
2ND FLOOR	544 SQ. FT.
3RD FLOOR	541 SQ. FT.
TOTAL LIVING	1206 SQ. FT.
GARAGE	121 SQ. FT.
DECK	56 SQ. FT.
PATIO	N/A

NET SF	
1ST FLOOR	79 SQ. FT.
2ND FLOOR	501 SQ. FT.
3RD FLOOR	492 SQ. FT.
TOTAL LIVING	1072 SQ. FT.

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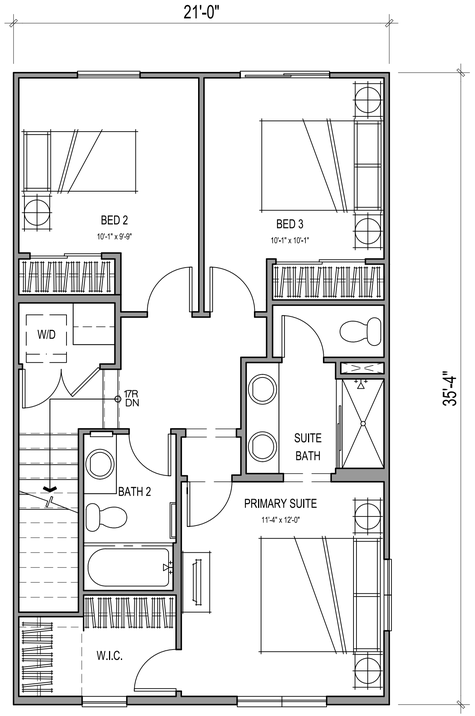
0 2 4 8

PLAN 4 - FLOOR PLAN

A3.30



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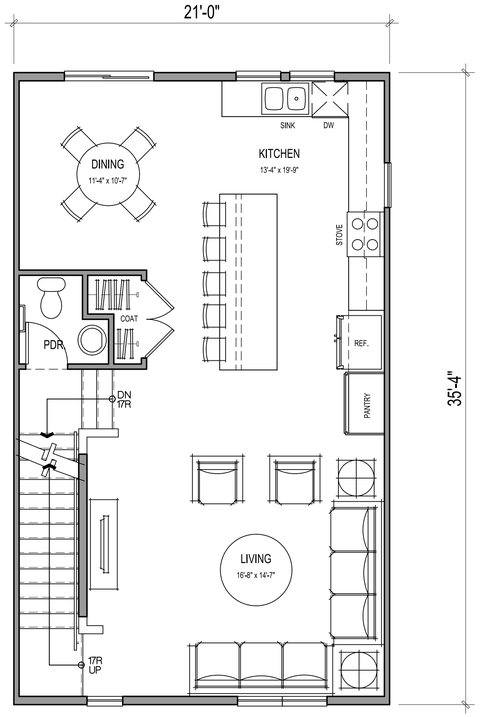

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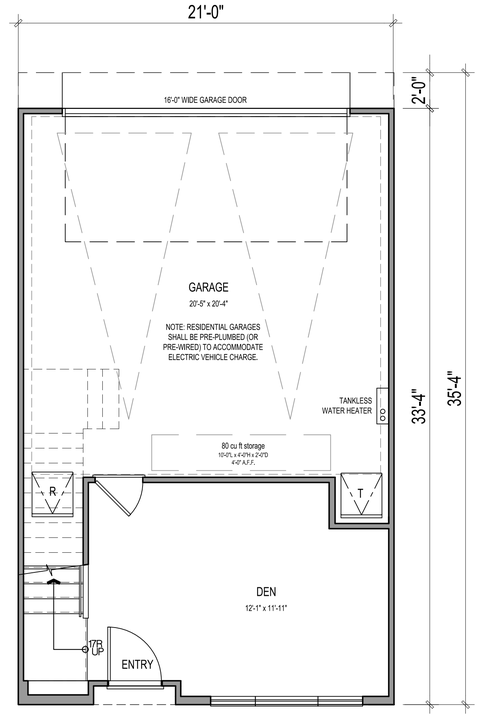
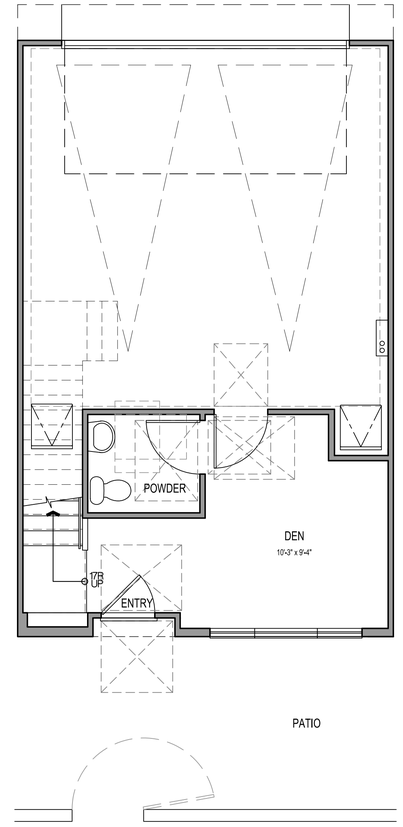


FIRST FLOOR



FIRST FLOOR - ACCESSIBLE

3 BEDS / 2.5 BATHS + DEN

GROSS SF	
1ST FLOOR	282 SQ. FT.
2ND FLOOR	742 SQ. FT.
3RD FLOOR	686 SQ. FT.
TOTAL LIVING	1710 SQ. FT.
GARAGE	449 SQ. FT.
DECK	N/A
PATIO	195 SQ. FT.

NET SF	
1ST FLOOR	261 SQ. FT.
2ND FLOOR	703 SQ. FT.
3RD FLOOR	648 SQ. FT.
TOTAL LIVING	1611 SQ. FT.

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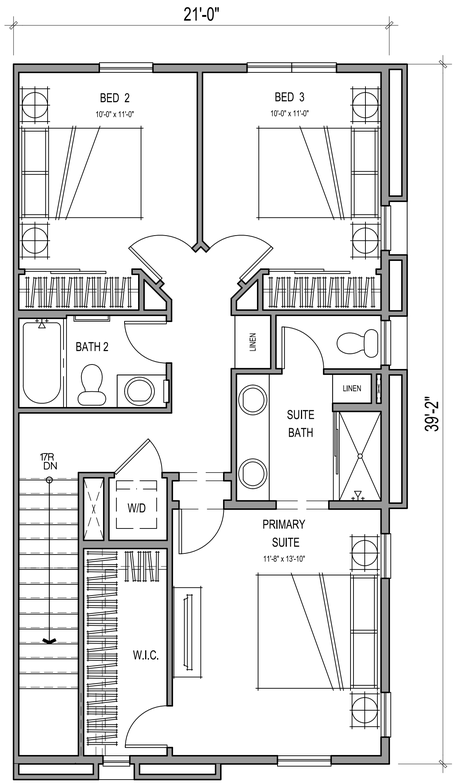
SCALE: 1/4" = 1'-0"
0 2 4 8

PLAN 5 - FLOOR PLAN

A3.40



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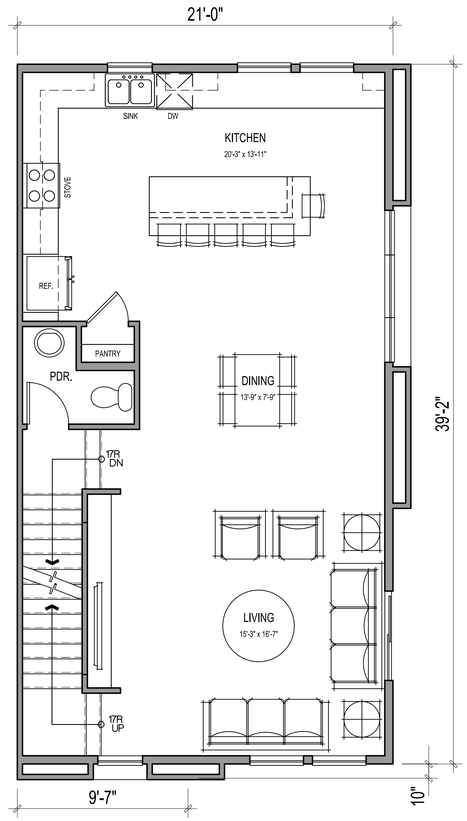
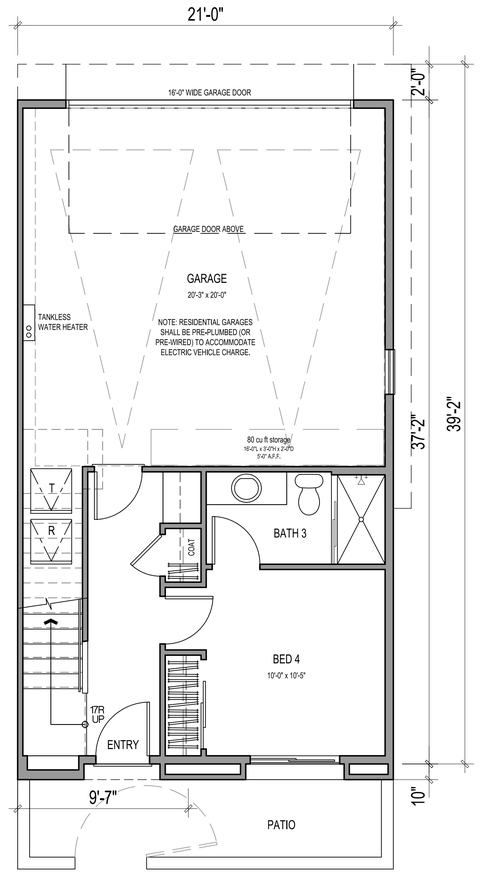


SECOND FLOOR



FIRST FLOOR

4 BEDS / 3.5 BATHS

GROSS SF	
1ST FLOOR	364 SQ. FT.
2ND FLOOR	822 SQ. FT.
3RD FLOOR	764 SQ. FT.
TOTAL LIVING	1949 SQ. FT.
GARAGE	450 SQ. FT.
DECK	N/A
PATIO	98 SQ. FT.

NET SF	
1ST FLOOR	333 SQ. FT.
2ND FLOOR	774 SQ. FT.
3RD FLOOR	718 SQ. FT.
TOTAL LIVING	1825 SQ. FT.

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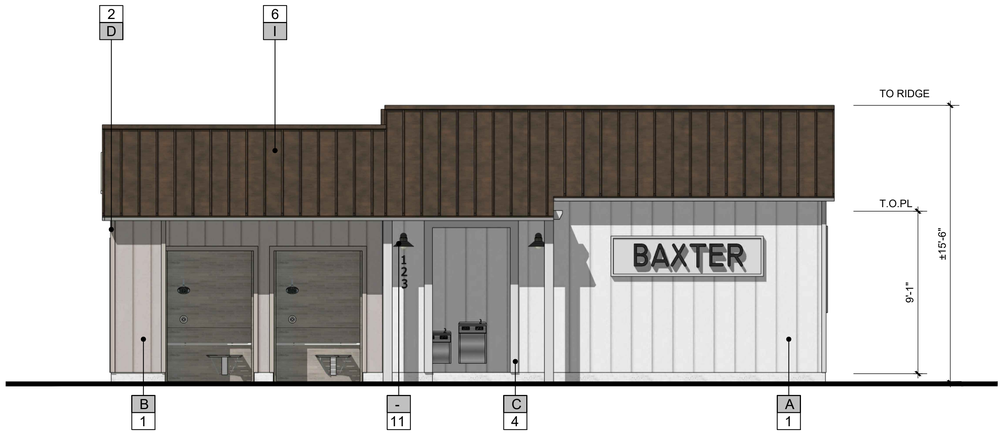
SCALE: 1/4" = 1'-0"
0 2 4 8

PLAN 6 - FLOOR PLAN

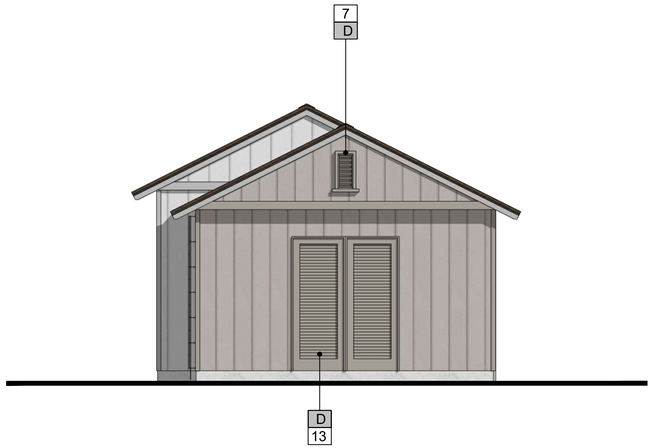
A3.50



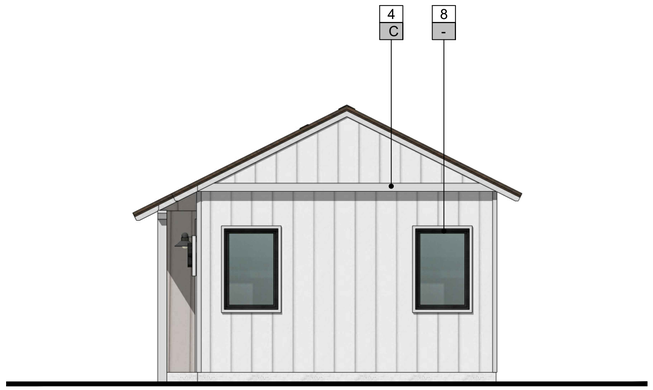
3 - REAR ELEVATION



1 - FRONT ELEVATION



4 - SIDE ELEVATION



2 - SIDE ELEVATION

MATERIALS

1 BOARD & BATTEN
2 FAUX WOOD CORNER TRIM
3 SHINGLE ROOF
4 TRIM/ SURROUND
5 ENTRY DOOR
6 STANDING SEAM METAL ROOF
7 FAUX VENT DETAIL
8 PAINTED VINYL WINDOW (MUNTINS AT HIGH-VISIBLE AREAS)
9 DECORATIVE SHUTTERS
10 WINDOW BOX PLANTER
11 DECO. LIGHT FIX. & ADDRESS SIGN
12 METAL SECTIONAL GARAGE DOOR
13 UTILITY DOOR
14 SLIDING GLASS DOOR
15 PORCHES WITH SIMPLE WOOD COLUMNS & KNEE BRACES
16 AWNING W/ WOOD OUTLOOKER/BRACE & BEAM
17 FAUX WOOD CORBELS
18 DECK METAL RAILING

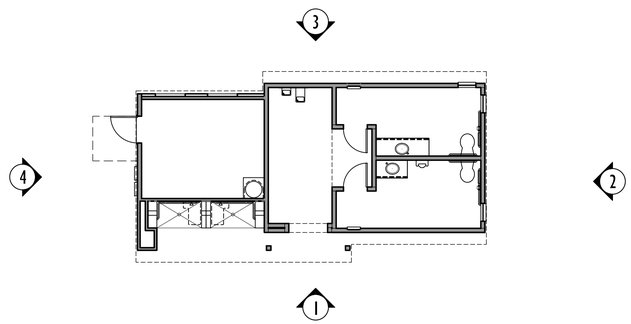
FINISHES / COLORS

VARIES PER COLOR SCHEME

A PRIMARY BOARD & BATTEN
B SECONDARY BOARD & BATTEN
C PRIMARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
D SECONDARY TRIM/ EAVE/ POST/ BOX PLANTER/ UTILITY DOOR
E GARAGE DOOR COLOR
F ENTRY DOOR COLOR/ SHUTTERS
G ALT. ENTRY DOOR COLOR/ SHUTTERS
H ROOF MATERIAL
I ROOF MATERIAL

NOTE: COLOR SCHEME 1 DEMONSTRATED ON ELEVATIONS

BUILDING KEY PLAN - SCALE: 1/8" = 1'-0"



SITE KEY PLAN - NTS



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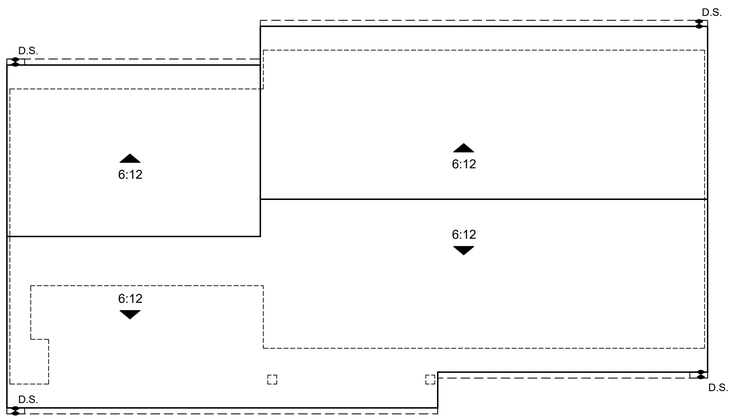
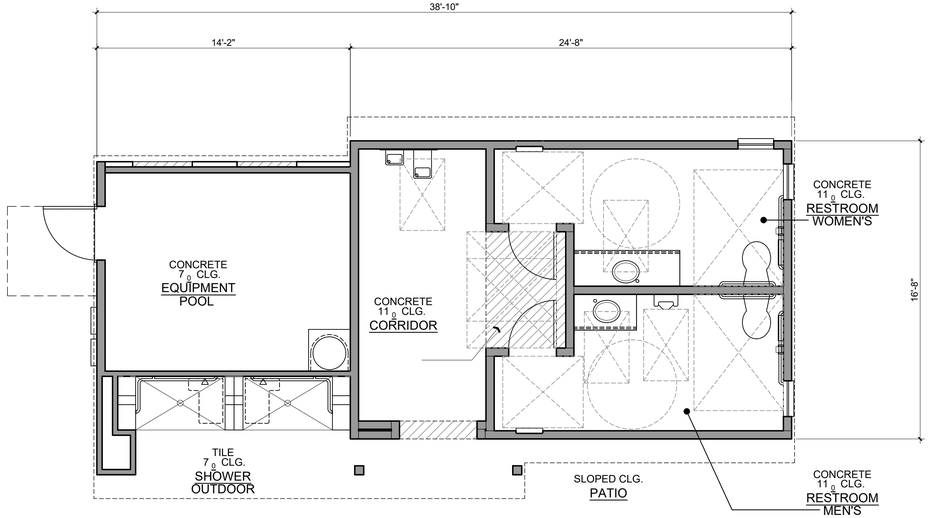
0 2 4 8

CLUBHOUSE
ELEVATIONS

A4.00



ROOF PLAN



GROUND FLOOR

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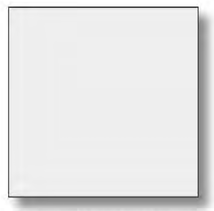
0 2 4 8

CLUBHOUSE BUILDING PLAN

A4.10

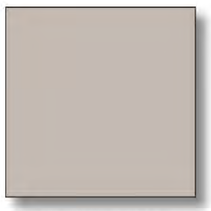
COLOR SCHEMES

SCHEME 1



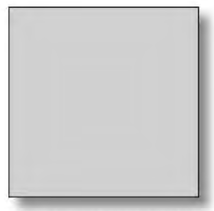
(A) PRIMARY BOARD & BATTEN

DEW 392 CRYSTAL BELL



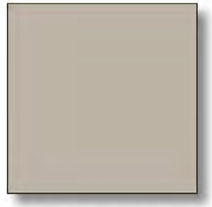
(B) SECONDARY BOARD & BATTEN

DE 6059 CHOCOLATE MILK



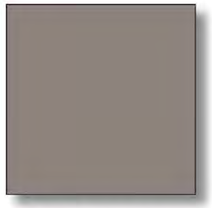
(C) PRIMARY TRIM /EAVE / POST / UTILITY DOOR

DE 6380 CLOUDED VISION



(D) SECONDARY TRIM /EAVE / POST / UTILITY DOOR

DEC 770 DRIFTING



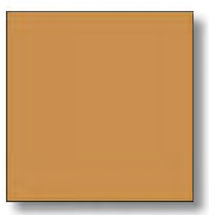
(E) GARAGE DOOR

DE 6389 FALLEN ROCK



(F) ENTRY DOOR / DECORATIVE SHUTTERS

DET 691 SPICED HOT CHOCOLATE



(G) ALT. ENTRY DOOR

DE 5299 SLIGHTLY GOLDEN



(H) ROOF MATERIAL

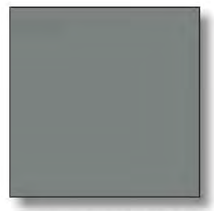
BORAL - SHAKE, CHARCOAL BROWN BLEND



(I) ROOF MATERIAL

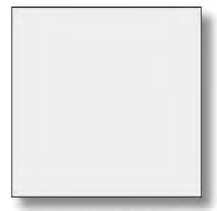
METAL STANDING SEAM MANUFACTURER TO BE DETERMINED

SCHEME 2



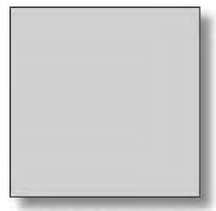
(A) PRIMARY BOARD & BATTEN

DE 6362 STORM CLOUD



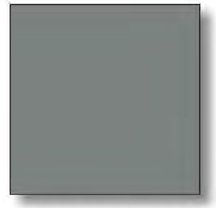
(B) SECONDARY BOARD & BATTEN

DEW 392 CRYSTAL BELL



(C) PRIMARY TRIM /EAVE / POST / UTILITY DOOR

DE 6380 CLOUDED VISION



(D) SECONDARY TRIM /EAVE / POST / UTILITY DOOR

DE 6362 STORM CLOUD



(E) GARAGE DOOR

DET 680 ESPRESSO MACCHIATO



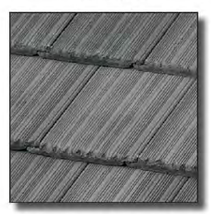
(F) ENTRY DOOR

DET 691 SPICED HOT CHOCOLATE



(G) ALT. ENTRY DOOR / DECORATIVE SHUTTERS

DEA 184 PARISIAN NIGHT



(H) ROOF MATERIAL

BORAL - SHAKE, CHARCOAL BLEND



(I) ROOF MATERIAL

METAL STANDING SEAM MANUFACTURER TO BE DETERMINED

ktgy

Architecture + Planning
17911 Von Karman Ave,
Suite 200
Irvine, CA 92614
949.851.2133
ktgy.com

J&T Business Management
139 Radio Road
Corona, CA 92879

WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA # 2018-1182

SCHEMATIC DESIGN

Plot Date:	February 23, 2021
1st Submittal :	April 24, 2020
2nd Submittal :	September 28, 2020
3rd Submittal :	February 26, 2021

ALL PAINT TO BE DUNN EDWARDS
(DUE TO VARIATIONS IN COLOR PRINTERS, SEE PAINT CHIPS FOR ACTUAL COLORS)
GARAGE: WAYNE DALTON - ENTRY DOOR: THERMA TRU - EXTERIOR LIGHTS: SEA GULL - ROOFING: BORAL

COLOR SCHEMES

A5.00



LEGEND

- SCHEME 1
- SCHEME 2

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WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA # 2018-1182

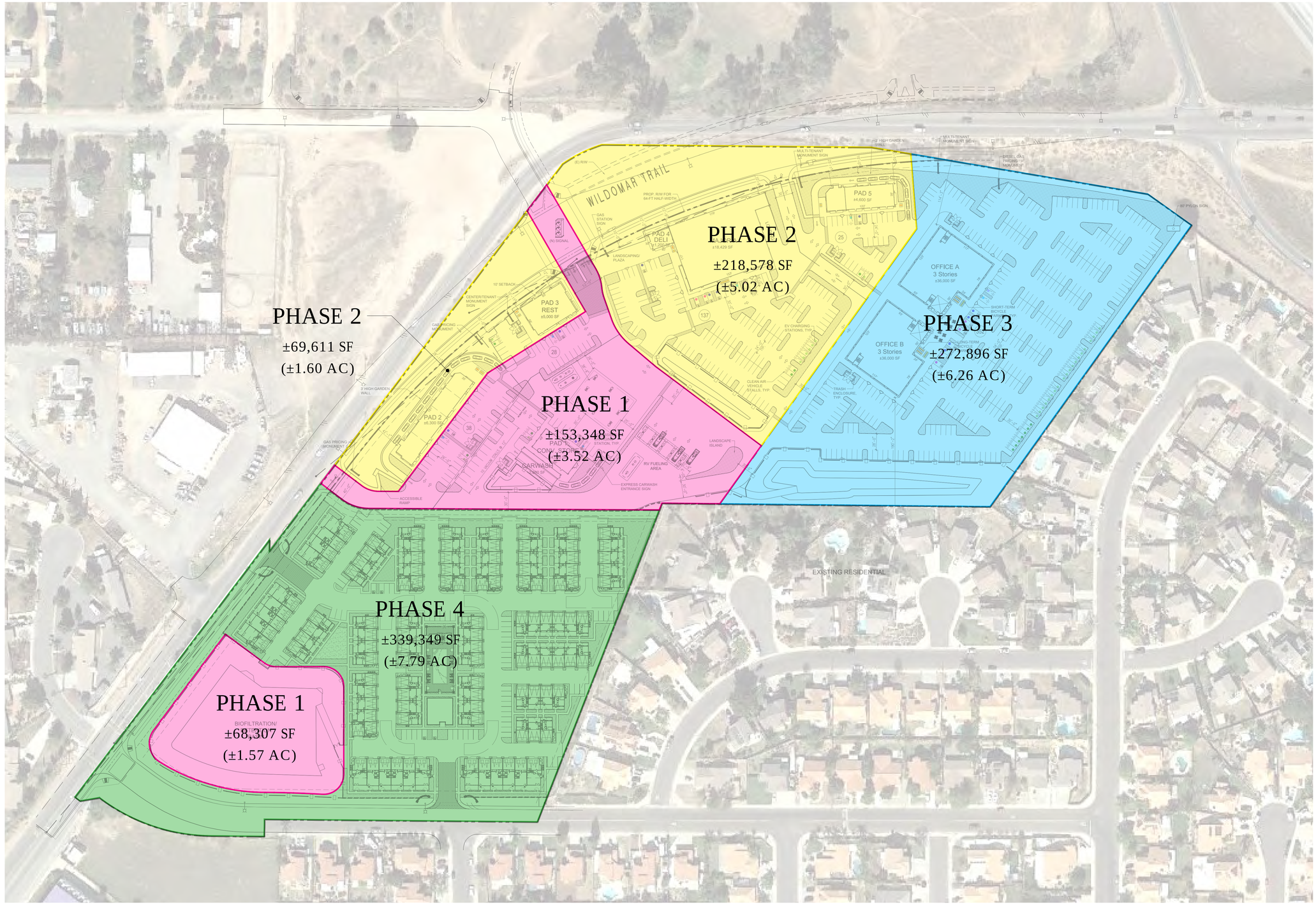
SCHEMATIC DESIGN

Plot Date:	February 23, 2021
1st Submittal :	April 24, 2020
2nd Submittal :	September 28, 2020
3rd Submittal :	February 26, 2021

SCALE 1" = 30'
0 15 30 60

COLOR SCHEME SITE PLAN

A5.10



ktgy

Architecture + Planning
888.456.5849
ktgy.com

J&T Business Management
139 Radio Road
Corona, CA 92879

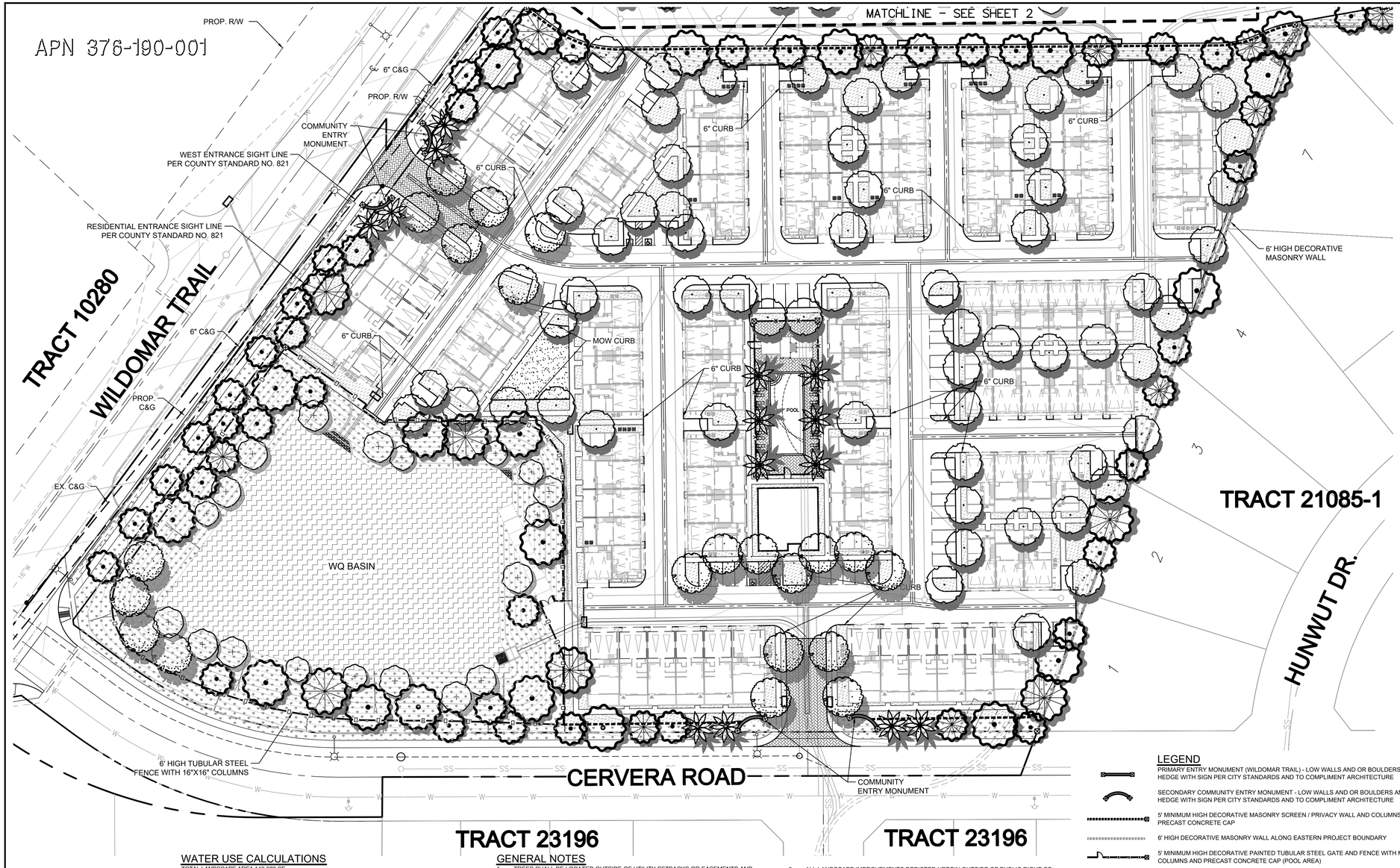
WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA # 2017-0651

ENTITLEMENT SUBMITTAL
MARCH 5TH, 2021

0 40 80 160
SCALE: 1" = 80'-0"

PHASING PLAN

A6.00



LANDSCAPE ZONES AND PLANT PALETTE

WILDOMAR TRAIL MULTI-FAMILY RESIDENTIAL NEIGHBORHOOD

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	ACCENT TREES, SUCH AS;		
	LAGERSTROEMIA INDICA	CRAPE MYRTLE	M
	OLE EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	L
	PHOENIX DACTYLIFERA	DATE PALM	L
	TABEBUIA SPECIES	TRUMPET	M
	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	L

NOTES: MIN. 15 GAL. & 24" BOX SIZES; MIN. 36" & 48" BOX SIZES AT ENTRY; PALMS SHALL BE 17'-18' B.T.H. MIN.; PALMS MAY ONLY BE USED IN LOCATIONS SHOWN ON THIS PLAN AND/ OR A MAX. OF 15% OF TREE PALETTE.

CANOPY TREES, SUCH AS;		
KOELREUTERIA SPECIES	CHINESE FLAME TREE	M
PARKINSONIA SPECIES	PALO VERDE	L
PLATANUS SPECIES	SYCAMORE	M
PROSOPIS SPECIES	MESQUITE	L
QUERCUS SPECIES	OAK	L
TIPUANA TIPU	TIPU TREE	M
TRISTANIA SPECIES	WATER GUM	M
ULMUS PARVIFOLIA	CHINESE EVERGREEN ELM	L

NOTE: MIN. 15 GAL SIZES; MINIMUM 24", 36" AND 48" BOX SIZES AT ENTRY

SHRUBS, SUCH AS;		
AGAVE SPECIES	AGAVE	L
CALANDRINIA SPECIES	ROCK PURSLANE	L
CALLISTEMON 'LITTLE JOHN'	WEEPING BOTTLEBRUSH	L
CISTUS SPECIES	ROCKROSE	L
DASYLIRION SPECIES	DESERT SPOON	L
DIANELLA REVOLUTA	FLAX LILY	L
GREVILLEAE 'NOELLI'	NOEL'S GREVILLEA	L
LEUCOPHYLLUM SPECIES	TEXAS RANGER	L
OLEA EUROPAEA 'LITTLE OLLIE'	DWARF OLIVE	L
TEUCRIUM FRUTICANS	BUSH GERMANDER	L
WESTRINGIA FRUTICOSA	COAST ROSEMARY	L

NOTE: MINIMUM 5 AND 15 GALLON SIZES

GROUND COVERS, SUCH AS;		
BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
COTONEASTER SPECIES	COTONEASTER	M
DROSANTHEMUM SPECIES	ICE PLANT	L
LANTANA SPECIES	LANTANA	L
MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L
ROSA SPECIES	CARPET ROSE	L
SENECIO MANDRALISCAE	BLUE CHALK STICKS	L

NOTE: MINIMUM I GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

DROUGHT TOLERANT VARIETIES OF TURF
NATIVE HYDROSEED

WALL CLINGING VINES, SUCH AS;		
BOUGAINVILLEA SPECIES	BOUGAINVILLEA	L
DISTICTIS SPECIES	TRUMPET VINE	M
FICUS PUMILA	CREEPING FIG	M
GELSEMIUM SEMPERVIRENS	CAROLINA JESSAMINE	M
PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	M
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	M

MINIMUM 1 GALLON SIZES

LANDSCAPED OPEN SPACE, BUFFER AND SCREEN

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	CANOPY TREES, SUCH AS;		
	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	L
	QUERCUS SPECIES	OAK	L
	PINUS SPECIES	PINE	L
	PLATANUS SPECIES	SYCAMORE	M
	POPULUS FREMONTII	FREEMONT COTTONWOOD	M
	SCHINUS MOLLE	CALIFORNIA PEPPER	L

NOTE:MINIMUM 15 GALLON SIZES

SHRUBS, SUCH AS;		
CISTUS SPECIES	ROCKROSE	L
ENCELIA FARINOSA	BRITTLEBUSH	L
HETEROMELES ARBUTIFOLIA	TOYON	L
LEUCOPHYLLUM SPECIES	TEXAS RANGER	L
RHAMNUS CALIFORNICA	COFFEE BERRY	L
RHUS INTEGRIFOLIA	LEMONADE BERRY	L
RHUS OVATA	SUGAR BUSH	L
WESTRINGIA FRUTICOSA	COAST ROSEMARY	L

NOTE: MINIMUM 5 GALLON SIZES

GROUND COVERS, SUCH AS;		
ACACIA REDOLENS	PROSTRATE ACACIA	L
BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
BACCHARIS PILULARIS	COYOTE BRUSH	L
DROSANTHEMUM SPECIES	ICE PLANT	L
SENECIO MANDRALISCAE	BLUE CHALK STICKS	L
LANTANA SPECIES	LANTANA	L
LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	L
MUHLENBERGIA RIGENS	DEER GRASS	M
MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L

NOTE: MINIMUM I GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

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

HYDROSEED, SUCH AS;
ANNUAL & PERENNIAL NATIVE GRASSES (BASIN BOTTOM & SIDES BELOW HIGH WATER ELEVATION)

LEGEND

- PRIMARY ENTRY MONUMENT (WILDOMAR TRAIL) - LOW WALLS AND OR BOULDERS AND OR HEDGE WITH SIGN PER CITY STANDARDS AND TO COMPLIMENT ARCHITECTURE
- 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
- 6' HIGH DECORATIVE MASONRY WALL ALONG EASTERN PROJECT BOUNDARY
- 5' MINIMUM HIGH DECORATIVE PAINTED TUBULAR STEEL GATE AND FENCE WITH MASONRY COLUMNS AND PRECAST CONCRETE CAP (POOL AREA)
- 6' HIGH DECORATIVE PAINTED TUBULAR STEEL GATE AND FENCE (BASIN AREA)
- RETAINING WALL PER CONCEPTUAL GRADING PLANS
- DECORATIVE PAVEMENT SUCH AS INTERLOCKING PAVERS, STAMPED CONCRETE OR EXPOSED AGGREGATE CONCRETE
- BOUNDARY LINE
- RIGHT OF WAY
- CENTER LINE
- PROPOSED LOT LINE
- PROPOSED EASEMENT
- SD — PROPOSED STORM DRAIN & CATCH BASIN
- S — PROPOSED SWEWER LINE
- W — PROPOSED WATER LINE
- FIRE HYDRANT
- W — EX. WATER LINE
- T — EX. OVERHEAD TEL. LINES
- STREET LIGHT

WATER USE CALCULATIONS

TOTAL LANDSCAPE AREA 142,220 SF

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)
MAWA = (ETO)X(0.55)X(LA)X(0.62) = GALLONS PER YEAR
MAWA = 55.00 X 0.55 X 142,220 X 0.62 = 2,667,336 GALLONS PER YEAR
MAWA = 8.05 X 0.55 X 142,220 X 0.62 = 390,401 GALLONS (PEEK DEMAND IN AUGUST)

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 - 74 SPACES (OPEN)
TOTAL AREA OF PARKING SPACES = 12,318 SF

TREE SHADE QUANTITY @ FULL (100%) - 0 @ 600 SF
TREE SHADE QUANTITY @ HALF (50%) - 20,91 @ 300 SF
TOTAL SHADE PROVIDED 6,273 SF
PERCENT SHADE = 50.9%

SCALE 1"=40'

40 20 0 40 80 120

SCALE: 1"=40'

GENERAL NOTES

1. 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 TO BE NO TALLER THAN 20' IF PLANTED UNDER UTILITY WIRES
2. STREET TREE SPECIES AND SPACING SHALL CONFORM TO ADJACENT TRACTS.
3. SIGHT DISTANCE TRIANGLES AT INTERSECTIONS AND DRIVEWAYS SHALL BE IN ACCORDANCE WITH COUNTY STANDARD NO. 821. VEGETATION WILL BE 30" MAXIMUM HEIGHT IN LIMITED USE AREAS.
4. 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 (AUGUST 2014), 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 OF OVERHEAD SPRAY TYPE SYSTEMS AND INCORPORATE DRIP OR BUBBLER TYPE IRRIGATION SYSTEMS.
5. ALL LANDSCAPE IMPROVEMENTS DEPICTED HEREIN OUTSIDE OF PUBLIC RIGHT OF WAY TO BE MAINTAINED BY PRIVATE PROPERTY ASSOCIATION(S) OR HOMEOWNERS ASSOCIATION(S).
6. 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.
7. 3" MINIMUM DEPTH OF SHREDDED BARK MULCH IN ALL PLANTER AREAS EXCLUDING HYDROSEED AREAS.
8. AGRONOMIC SOILS REPORT WILL BE PROVIDED DURING FINAL DESIGN.

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: REGISTERED LANDSCAPE ARCHITECT — JEREMY FRANZINI LIC. NO 4514 — SIGNATURE — JUNE 30, 2021 — RENEWAL 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 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. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
LANDSCAPE SUBMITTAL
CONCEPTUAL LANDSCAPE PLAN

SHEET No. 3
OF 3 SHTS

H:\PDATA\163508\CADD\LARCH\EXHIBITS\CONCEPT\163508-LS-COMM-01-4TH SUBMITTAL.DWG ELISE.CAILLE 2/22/21 6:04 PM



LANDSCAPE ZONES AND PLANT PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	ACCENT TREES, SUCH AS;		
	LAGERSTROEMIA INDICA	CRAPE MYRTLE	M
	OLE EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	L
	PHOENIX DACTYLIFERA	DATE PALM	L
	TABEBUIA SPECIES	TRUMPET	M
	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	L

NOTES: MIN. 15 GAL. (RESIDENTIAL) & 24" BOX (COMMERCIAL) SIZES; MIN. 36" & 48" BOX SIZES AT ENTRY; PALMS SHALL BE 17-18' B.T.H. MIN.; PALMS MAY ONLY BE USED IN LOCATIONS SHOWN ON THIS PLAN AND/ OR A MAX. OF 15% OF TREE PALETTE.

	CANOPY TREES, SUCH AS;		
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	PARKINSONIA SPECIES	PALO VERDE	L
	PLATANUS SPECIES	SYCAMORE	M
	PROSOPIS SPECIES	MESQUITE	L
	QUERCUS SPECIES	OAK	L
	TIPUANA TIPU	TIPU TREE	M
	TRISTANIA SPECIES	WATER GUM	M
	ULMUS PARVIFOLIA	CHINESE EVERGREEN ELM	L

NOTE: MIN. 15 GAL. (RESIDENTIAL) & 24" BOX (COMMERCIAL.) SIZES; MINIMUM 24", 36" AND 48" BOX SIZES AT ENTRY

	SHRUBS, SUCH AS;		
	AGAVE SPECIES	AGAVE	L
	CALANDRINIA SPECIES	ROCK PURSLANE	L
	CALLISTEMON 'LITTLE JOHN'	WEEPING BOTTLEBRUSH	L
	CISTUS SPECIES	ROCKROSE	L
	DASYLIRION SPECIES	DESERT SPOON	L
	DIANELLA REVOLUTA	FLAX LILY	L
	GREVILLEAE 'NOELLI'	NOEL'S GREVILLEA	L
	LEUCOPHYLLUM SPECIES	TEXAS RANGER	L
	OLEA EUROPAEA 'LITTLE OLLIE'	DWARF OLIVE	L
	TEUCRIUM FRUTICANS	BUSH GERMANDER	L
	WESTRINGIA FRUTICOSA	COAST ROSEMARY	L

NOTE: MINIMUM 5 AND 15 GALLON SIZES

	GROUND COVERS, SUCH AS;		
	BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
	COTONEASTER SPECIES	COTONEASTER	M
	DROSANTHEMUM SPECIES	ICE PLANT	L
	LANTANA SPECIES	LANTANA	L
	MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
	ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L
	ROSA SPECIES	CARPET ROSE	L
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	L

NOTE: MINIMUM I GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

DROUGHT TOLERANT VARIETIES OF TURF
NATIVE HYDROSEED

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	WALL CLINGING VINES, SUCH AS;		
	BOUGAINVILLEA SPECIES	BOUGAINVILLEA	L
	DISTICTIS SPECIES	TRUMPET VINE	M
	FICUS PUMILA	CREEPING FIG	M
	GELSEMIUM SEMPERVIRENS	CAROLINA JESSAMINE	M
	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	M
	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	M

MINIMUM 1 GALLON SIZES

LANDSCAPED OPEN SPACE, BUFFER AND SCREEN

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	CANOPY TREES, SUCH AS;		
	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	L
	QUERCUS SPECIES	OAK	L
	PINUS SPECIES	PINE	L
	PLATANUS SPECIES	SYCAMORE	M
	POPULUS FREMONTII	FREEMONT COTTONWOOD	M
	SCHINUS MOLLE	CALIFORNIA PEPPER	L

NOTE:MINIMUM 15 GALLON SIZES

	SHRUBS, SUCH AS;		
	CISTUS SPECIES	ROCKROSE	L
	ENCELIA FARINOSA	BRITTLEBUSH	L
	HETEROMELES ARBUTIFOLIA	TOYON	L
	LEUCOPHYLLUM SPECIES	TEXAS RANGER	L
	RHAMNUS CALIFORNICA	COFFEE BERRY	L
	RHUS INTEGRIFOLIA	LEMONADE BERRY	L
	RHUS OVATA	SUGAR BUSH	L
	WESTRINGIA FRUTICOSA	COAST ROSEMARY	L

NOTE: MINIMUM 5 GALLON SIZES

	GROUND COVERS, SUCH AS;		
	ACACIA REDOLENS	PROSTRATE ACACIA	L
	BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
	BACCHARIS PILULARIS	COYOTE BRUSH	L
	DROSANTHEMUM SPECIES	ICE PLANT	L
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	L
	LANTANA SPECIES	LANTANA	L
	LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	L
	MUHLENBERGIA RIGENS	DEER GRASS	M
	MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
	ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L

NOTE: MINIMUM I GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

WATER QUALITY BASIN

BOTANICAL NAME	COMMON NAME	WUCOLS
TREES, SUCH AS;		
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	M
POPULUS FREMONTII	WESTERN COTTONWOOD	M

NOTE: 5 AND 15 GALLON SIZES

SHRUBS, SUCH AS;
ANNUAL & PERENNIAL NATIVE GRASSES (BASIN BOTTOM & SIDES BELOW HIGH WATER ELEVATION)

NOTE: MINIMUM 4" POT SIZES AND PLUGS FROM FLATS.

LEGEND

- PRIMARY ENTRY MONUMENT (WILDOMAR TRAIL) - LOW WALLS AND OR BOULDERS AND OR HEDGE WITH SIGN PER CITY STANDARDS AND TO COMPLIMENT ARCHITECTURE
- 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
- 6' HIGH DECORATIVE MASONRY WALL ALONG EASTERN PROJECT BOUNDARY
- 5' MINIMUM HIGH DECORATIVE PAINTED TUBULAR STEEL GATE AND FENCE WITH MASONRY COLUMNS AND PRECAST CONCRETE CAP (POOL AREA)
- 6' HIGH DECORATIVE PAINTED TUBULAR STEEL GATE AND FENCE (BASIN AREA)
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- DECORATIVE PAVEMENT SUCH AS INTERLOCKING PAVERS, STAMPED CONCRETE OR EXPOSED AGGREGATE CONCRETE
- BOUNDARY LINE
- RIGHT OF WAY
- CENTER LINE
- PROPOSED LOT LINE
- PROPOSED EASEMENT
- PROPOSED STORM DRAIN & CATCH BASIN
- PROPOSED SWEWER LINE
- PROPOSED WATER LINE
- FIRE HYDRANT
- EX. WATER LINE
- EX. OVERHEAD TEL. LINES
- STREET LIGHT

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:

REGISTERED LANDSCAPE ARCHITECT
JEROM FRANZINI LIC. NO. 4514
SIGNATURE
JUNE 30, 2023
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 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. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
LANDSCAPE SUBMITTAL
CONCEPTUAL LANDSCAPE PLAN

SHEET No. 1
OF 1 SHTS

H:\PDATA\163508\CADD\LARCH\EXHIBITS\CONCEPT\163508-LS-COMM-01-4TH SUBMITTAL-COLOR.DWG ALAAC 8/9/21 3:25 PM

WILDOMAR TRAIL TOWN CENTER

COMMERCIAL, RETAIL, AND PROFESSIONAL OFFICE DEVELOPMENT PLANS (PA 20-0039)

PROJECT DIRECTORY

OWNER/DEVELOPER:
J & T MANAGEMENT, INC.
139 RADIO RD
CORONA, CA 92879
KARINE KOFDARALI
(951) 280-3833 EXT. 11
karine@jntmgmt.com

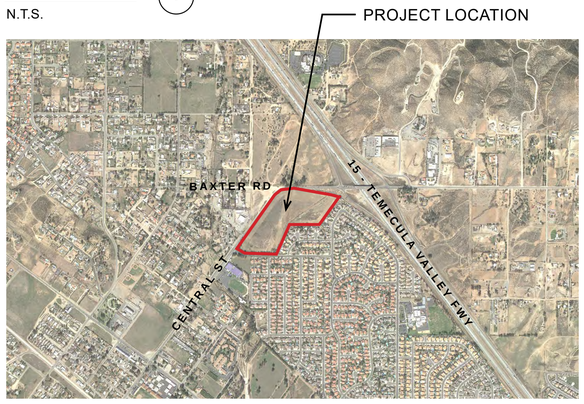
ARCHITECT:
KTGY GROUP, INC.
17911 VON KARMAN AVE, STE 200
IRVINE, CA 92614
JENNIFER WEIGAND
(949) 797-8306
jweigand@ktgy.com

LANDSCAPE ARCHITECT:
MICHAEL BAKER INTERNATIONAL
40810 COUNTY CENTER DRIVE, STE 200
TEMECULA, CA 92591
KAVEH HAGHIGHI
(951) 676-8042
khaghighi@mbakerintl.com

CIVIL ENGINEER:
MICHAEL BAKER INTERNATIONAL
40810 COUNTY CENTER DRIVE, STE 200
TEMECULA, CA 92591
KAVEH HAGHIGHI
(951) 676-8042
khaghighi@mbakerintl.com

VICINITY MAP

N.T.S.



PROJECT INFORMATION

SCOPE OF WORK: PROPOSED DEVELOPMENT OF ±25.8 AC SITE WHICH INCLUDES ±41,609 SF RETAIL, ±72,000 SF OFFICE AND 109 RESIDENTIAL UNITS AND ON-SITE IMPROVEMENTS. PROPOSED RETAIL USES INCLUDE MARKET, RESTAURANTS, SHOPS, GAS STATION AND CAR WASH.

ASSESSOR'S PARCEL NUMBERS:
376-190-002-6 & 376-180-006-9

LAND USE: MUPA
CURRENT ZONING: C-P-S SCENIC HIGHWAY COMMERCIAL
PROPOSED ZONING: C-P-S AND R-3

LEGAL DESCRIPTION:

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

PARCEL 1 (APN: 376-190-002-6):

THOSE PORTIONS OF PARCELS 1 AND 2 OF PARCEL MAP NO. 8063, AS SHOWN BY MAP ON FILE IN BOOK 31, PAGES 33 AND 34 OF PARCEL MAPS, RIVERSIDE COUNTY RECORDS, MORE PARTICULARLY DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID PARCEL 1; THENCE NORTH 89°57'39" EAST ALONG THE SOUTHERLY LINE OF SAID PARCEL 1, A DISTANCE OF 477.79 FEET; THENCE NORTH 20°46'43" EAST, A DISTANCE OF 599.11 FEET; THENCE NORTH 89°57'39" EAST, A DISTANCE OF 575.00 FEET; THENCE NORTH 35°02'05" EAST, A DISTANCE OF 606.46 FEET TO THE SOUTHWESTERLY LINE OF INTERSTATE 15, AS DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED MAY 25, 1978 AS INSTRUMENT NO. 104993 OF OFFICIAL RECORDS OF THE COUNTY OF RIVERSIDE; THENCE NORTH 55°00'46" WEST ALONG THE SOUTHWESTERLY LINE, A DISTANCE OF 94.14 FEET TO AN ANGLE POINT THEREIN; THENCE NORTH 80°57'02" WEST CONTINUING ALONG SAID SOUTHWESTERLY LINE, A DISTANCE OF 490.32 FEET, TO A POINT ON THE NORTHERLY LINE OF SAID PARCEL 2; THENCE SOUTH 89°57'24" WEST, A DISTANCE OF 473.59 FEET; THENCE SOUTHWESTERLY TO A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 270.00 FEET, THROUGH AN ANGLE OF 16°22'18" AN ARC LENGTH OF 77.15 FEET (THE INITIAL RADIAL LINE BEARS NORTH 18°34'30" WEST); THENCE SOUTH 36°31'18" WEST, A DISTANCE OF 850.04 FEET; THENCE SOUTH 00°29'19" WEST, A DISTANCE OF 470.45 FEET TO THE POINT OF BEGINNING.

THE PRECEDING FOUR (4) AREAS AND DISTANCES BEING ALONG THE NORTHERLY AND NORTHWESTERLY LINES OF SAD PARCELS 1 AND 2.

PARCEL 2 (APN: 376-180-006-9):

THAT PORTION OF THE NORTHWEST ONE-QUARTER OF FRACTIONAL SECTION 35, TOWNSHIP 6 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF PARCEL 1 OF PARCEL MAP NO. 7381, AS PER MAP RECORDED IN BOOK 26, PAGE 38 OF PARCEL MAPS, SAID CORNER BEING ON THE WESTERLY LINE OF PARCEL 4 OF PARCEL MAP NO. 8063, AS PER MAP RECORDED IN BOOK 31, PAGES 33 AND 34 OF PARCEL MAPS; THENCE NORTH 00°29'40" EAST, 322.70 FEET AND THE WESTERLY LINE OF SAID PARCEL 4, TO A POINT ON A LINE PARALLEL WITH AND 30.00 FEET SOUTHERLY MEASURED AT RIGHT ANGLES FROM THE NORTHERLY LINE OF SAID PARCEL 4, SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH 89°58'39" WEST, 93.10 FEET ON SAID PARALLEL LINE; THENCE NORTHWESTERLY ON A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 330.00 FEET, THROUGH AN ANGLE OF 36°32'31", AN ARC LENGTH OF 210.47 FEET; THENCE SOUTH 79°08'01" WEST, 33.97 FEET TO A LINE PARALLEL WITH AND 44.00 FEET SOUTHEASTERLY, MEASURED AT RIGHT ANGLES FROM THE CENTER LINE OF CENTRAL AVENUE AS SHOWN ON SAID PARCEL MAP NO. 7381; THENCE NORTH 53°28'50" WEST, 14.00 FEET TO THE SOUTHEASTERLY LINE OF SAID CENTRAL AVENUE; THENCE NORTH 36°31'10" EAST 569.25 FEET ON SAID SOUTHEASTERLY LINE, TO THE WESTERLY LINE OF LOT "B" AS SHOWN ON SAID PARCEL MAP NO. 8063; THENCE SOUTH 00°29'40" WEST 524.19 FEET ON THE WESTERLY LINE OF LOT "B", PARCEL 1 AND PARCEL 4 OF SAID PARCEL MAP NO. 8363, TO THE TRUE POINT OF BEGINNING

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LANDSCAPE

1 CONCEPTUAL LANDSCAPE PLAN
2 CONCEPTUAL LANDSCAPE PLAN
3 CONCEPTUAL LANDSCAPE PLAN

CONDITIONALLY APPROVED

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

FOR THE CITY OF WILDOMAR ON 09 / 08 / 2021
APPLICATION NOS. PA 20-0039
PLANNER Matthew Bassi
SIGNATURE Matthew Bassi

Site Summary					
Retail Site Area	±	441,537	SF	10.14	AC
Office Site Area	±	272,896	SF	6.26	AC
Gross Area	±	714,433	SF	16.40	AC
Retail Building Area	±	41,609	SF		
Office Building Area	±	72,000	SF		
Total Building Area	±	113,609	SF		
Building Footprints	±	67,209	SF[1]		
Lot Coverage:		9.4%			

Parking Calculations				
Stalls required for General Retail	229	Stalls[2]		
Stalls required for Professional Business Office	360	Stalls[2]		
Total Parking Stalls Required	589	Stalls	Parking Stalls Provided	609 Stalls
Clean Air/Vanpool/ EV stalls required	49	Stalls[3]	Clean Air/Vanpool/ EV stalls provided	51 Stalls
EVCS Stalls required	37	Stalls[4]	EVCS Stalls provided	38 Stalls
Bicycle Parking required			Bicycle Parking provided	
Short Term Parking	31	Stalls[5]	Short Term Parking	32 Stalls
Long Term Parking	25	Stalls[6]	Long Term Parking	26 Stalls

Notes

1 Lot Coverage is based on building footprints of Retail (±41,609 SF) and Office (±25,600 SF)

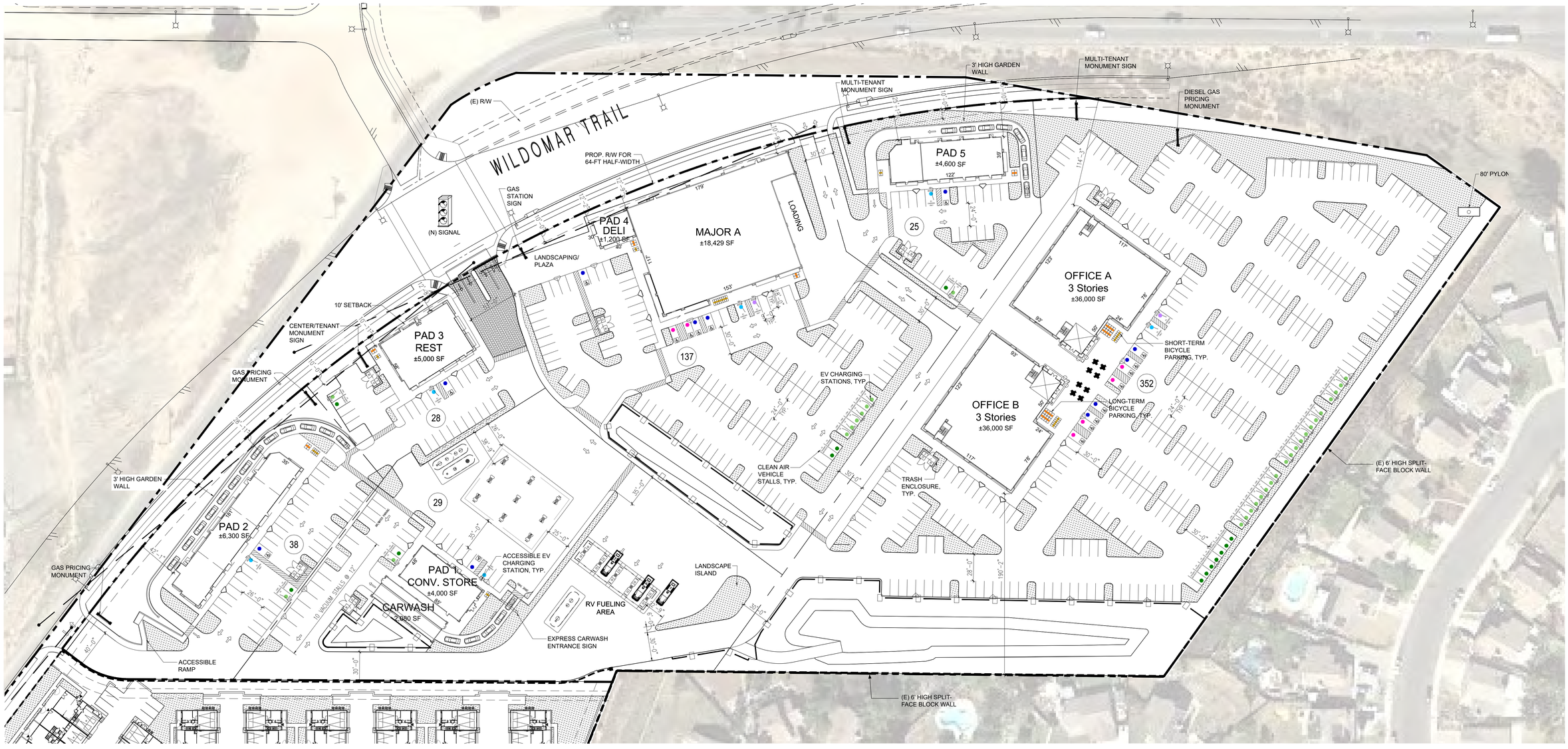
2 Required parking is per the City of Wildomar Municipal Code 17.188.030:
General Retail: 5.5 Stalls / 1000 SF
Professional Business Office: 1 Stall / 200 SF

3 Clean Air/Vanpool/EV Stalls include the required EVCS Stalls.
Per 2019 CAGBSC: Clean Air/Vanpool/EV Stalls = 8% of Total Stalls Provided

4 Per 2019 CAGBSC: EVCS Stalls = 6% of Total Stall Provided

5 Short Term Bicycle parking requirements is per 2019 CAGBSC

6 Long Term Bicycle parking requirements is per City of Wildomar Municipal Code 17.188.060



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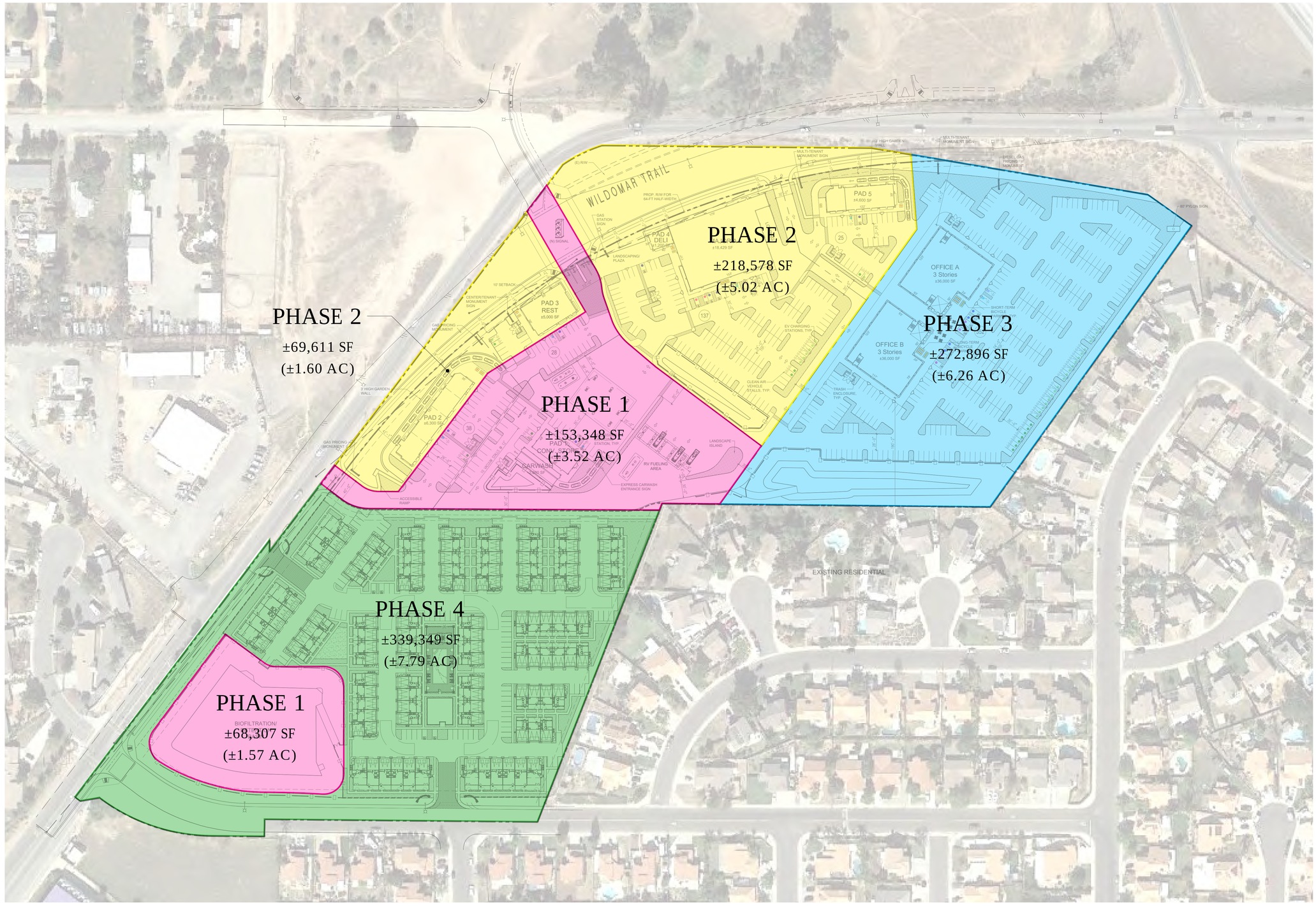
WILDOMAR, CA # 2017-0651

ENTITLEMENT SUBMITTAL
APRIL 28TH, 2021

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

ENLARGED CONCEPTUAL SITE PLAN COMMERCIAL AND OFFICE SITE



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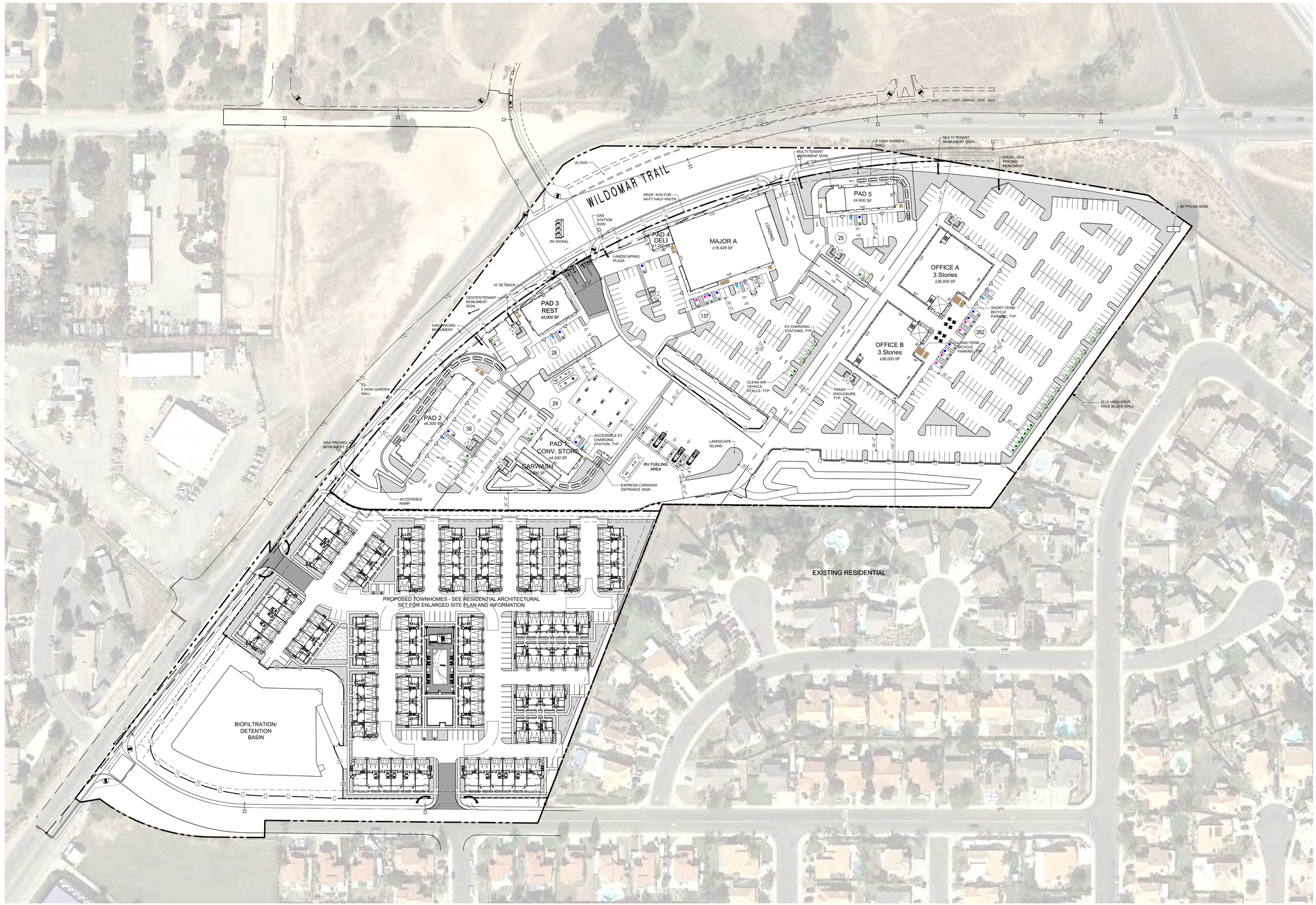
0 40 80 160
SCALE: 1" = 80'-0"

PHASING PLAN



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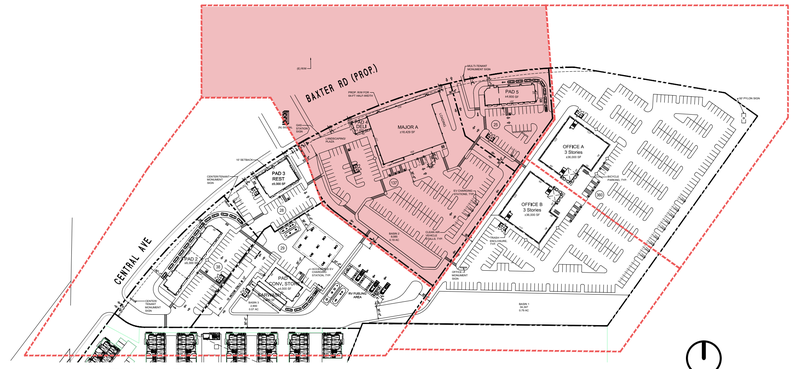
0 40 80 160
SCALE: 1" = 80'-0"

OVERALL CONCEPTUAL SITE PLAN





KEY MAP

PARKING STALL LEGEND

- CLEAN AIR/ VANPOOL / EV
- ELECTRIC VEHICLE CHARGING STATION (EVCS)
- EVCS - STANDARD ACCESSIBLE
- EVCS - VAN ACCESSIBLE
- LONG-TERM BICYCLE PARKING
- SHORT-TERM BICYCLE PARKING
- STANDARD ACCESSIBLE
- VAN ACCESSIBLE

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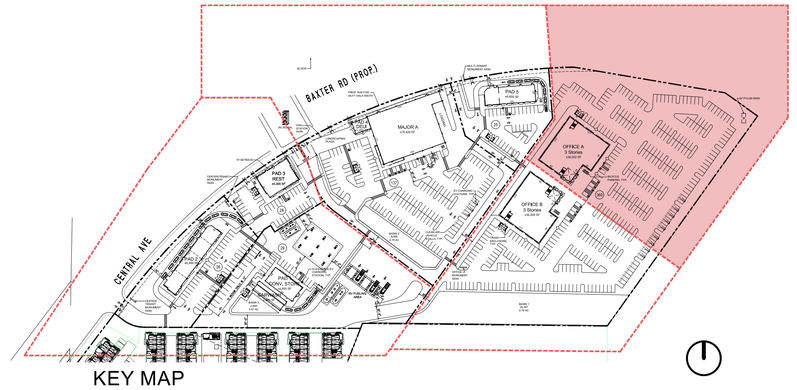
APRIL 28TH, 2021

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

ENLARGED CONCEPTUAL SITE PLAN - 1





KEY MAP

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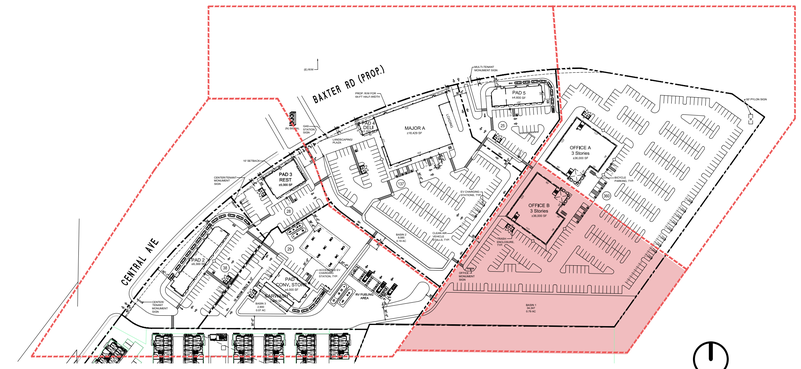
0 15 30 60
SCALE: 1" = 30'-0"

ENLARGED CONCEPTUAL SITE PLAN - 2



KEY MAP

PARKING STALL LEGEND

- CLEAN AIR/ VANPOOL / EV
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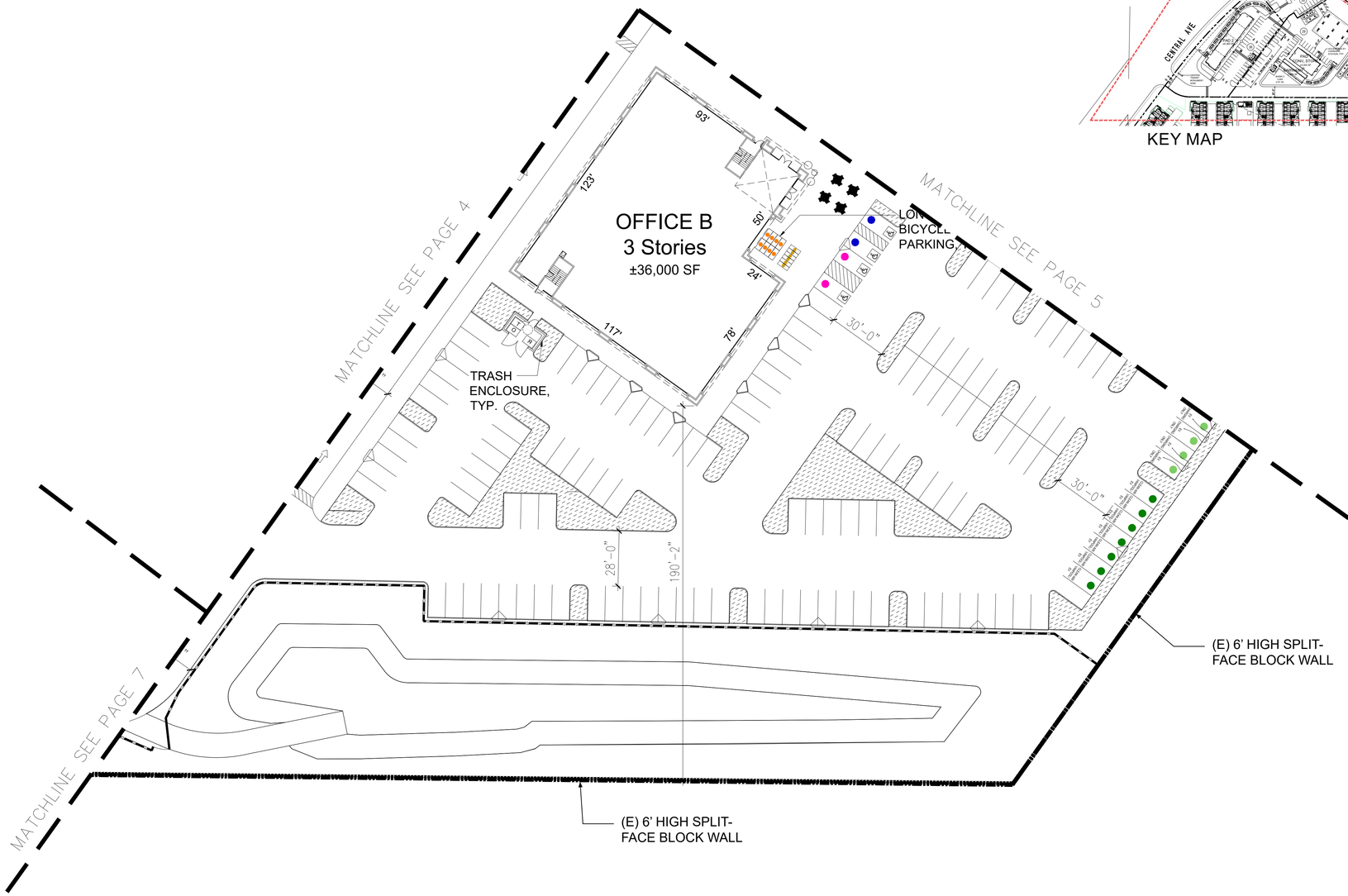
- EVCS - VAN ACCESSIBLE
- LONG-TERM BICYCLE PARKING
- SHORT-TERM BICYCLE PARKING
- STANDARD ACCESSIBLE
- VAN ACCESSIBLE



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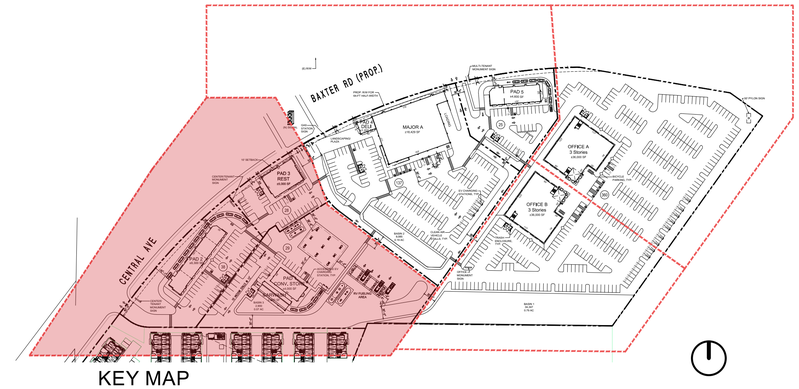
0 15 30 60
SCALE: 1" = 30'-0"

ENLARGED CONCEPTUAL SITE PLAN - 3



KEY MAP

PARKING STALL LEGEND

- CLEAN AIR/ VANPOOL / EV
- ELECTRIC VEHICLE CHARGING STATION (EVCS)
- EVCS - STANDARD ACCESSIBLE
- EVCS - VAN ACCESSIBLE
- LONG-TERM BICYCLE PARKING
- SHORT-TERM BICYCLE PARKING
- STANDARD ACCESSIBLE
- VAN ACCESSIBLE

(N) SIGT

10' SETBACK

CENTER/TENANT MONUMENT SIGN

GAS PRICING MONUMENT

PAD 3
REST
±5,000 SF

28

29

38

PAD 2
±6,300 SF

PAD 1
CONV. STORE
±4,000 SF

CARWASH
2,080 SF

3' HIGH GARDEN WALL

GAS PRICING MONUMENT

ACCESSIBLE RAMP

ACCESSIBLE EV CHARGING STATION, TYP.

EXPRESS CARWASH ENTRANCE SIGN

RV FUELING AREA

LANDSCAPE ISLAND

10 VACUUM STALLS @ 12'

MATCHLINE SEE PAGE 4

MATCHLINE SEE PAGE 6

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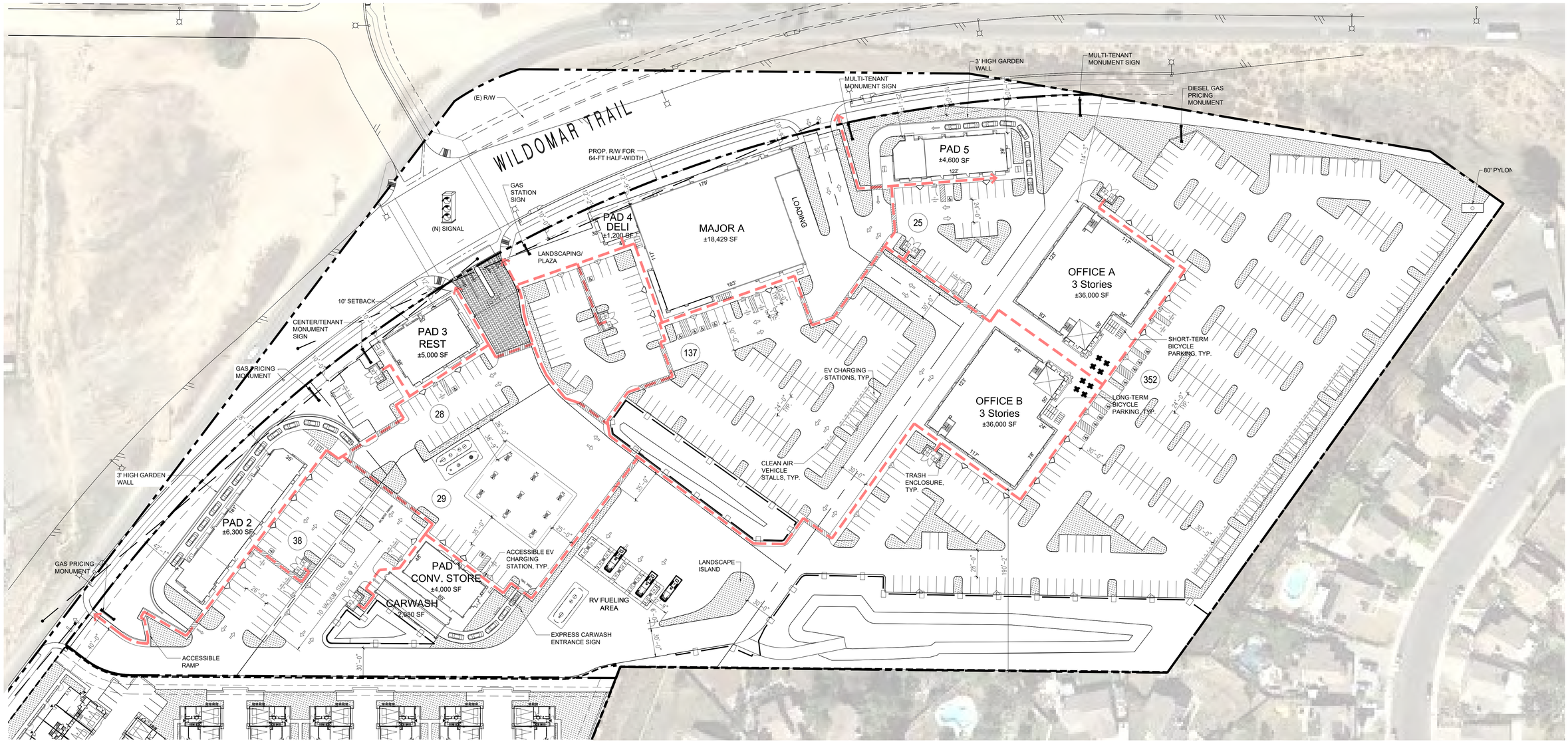
0 15 30 60
SCALE: 1" = 30'-0"

ENLARGED CONCEPTUAL SITE PLAN - 4

LEGEND

ADA PATH OF TRAVEL



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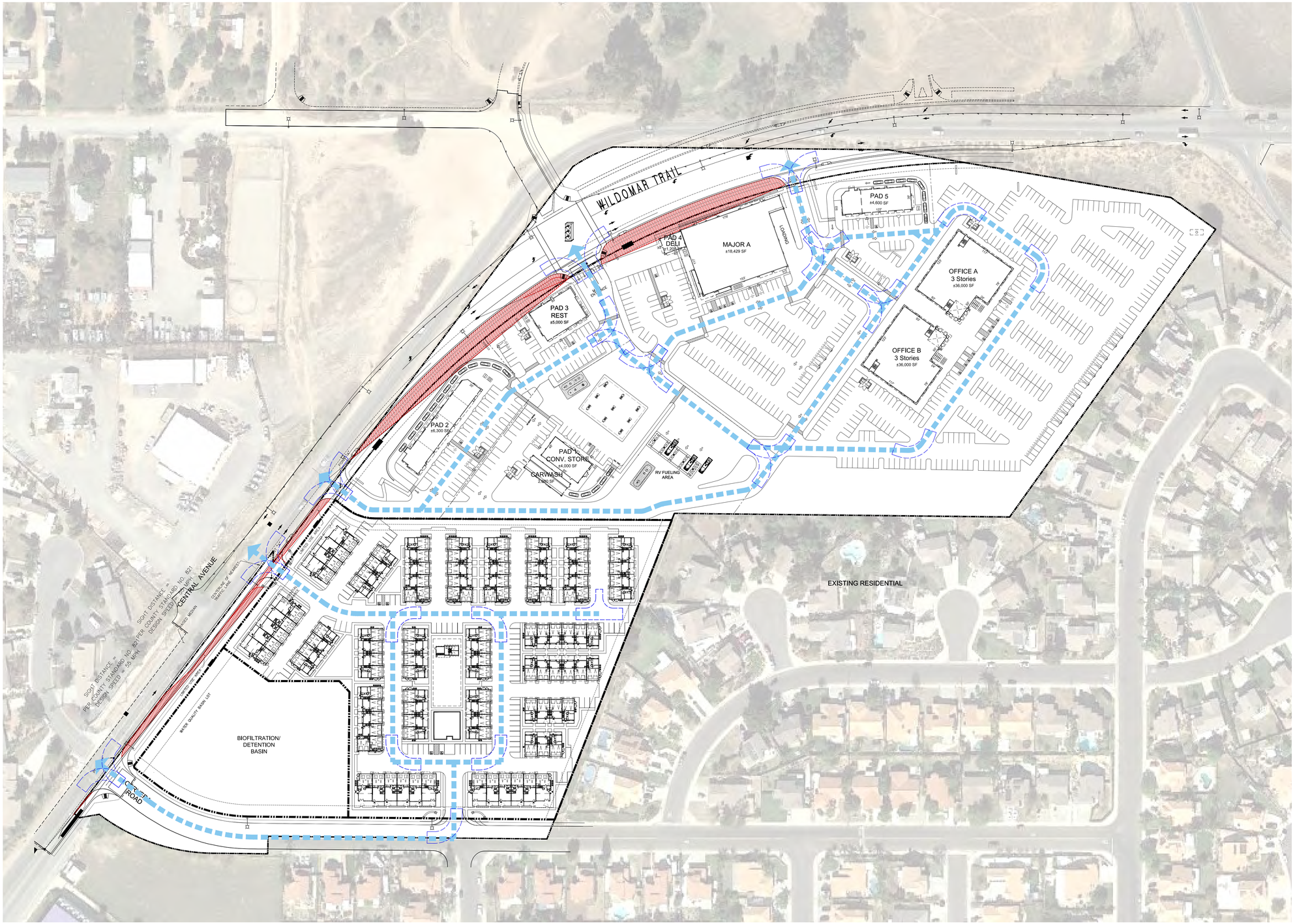
0 25 50 100
SCALE: 1" = 50'-0"

ADA PATH EXHIBIT



LEGEND

SERVICE VEHICLE PATH/
FIRE LANE

20'-0"
28' RADIUS
20'-0"

FIRE TRUCK TURNING RADIUS

DRIVEWAY SIGHT DISTANCE

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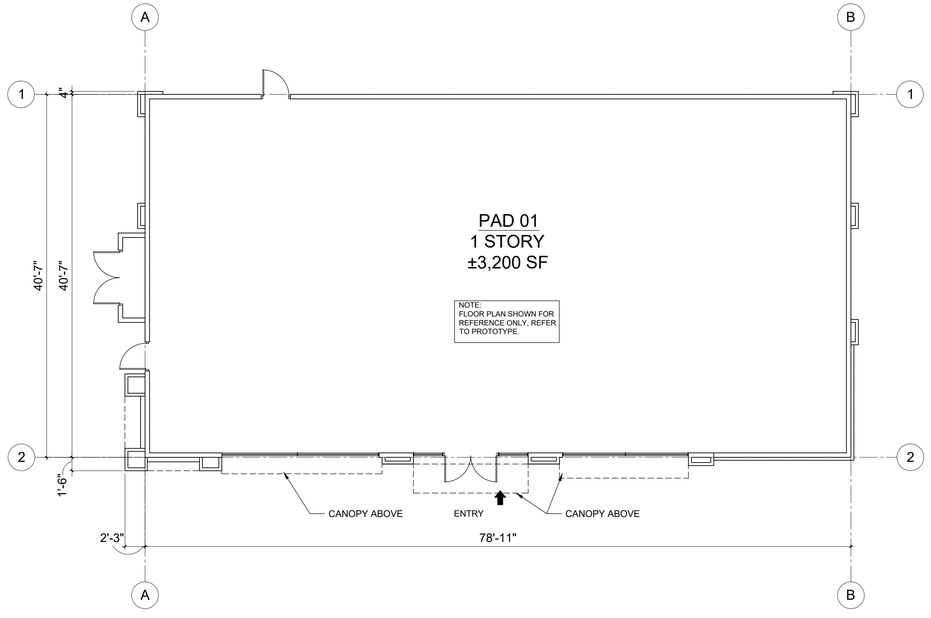
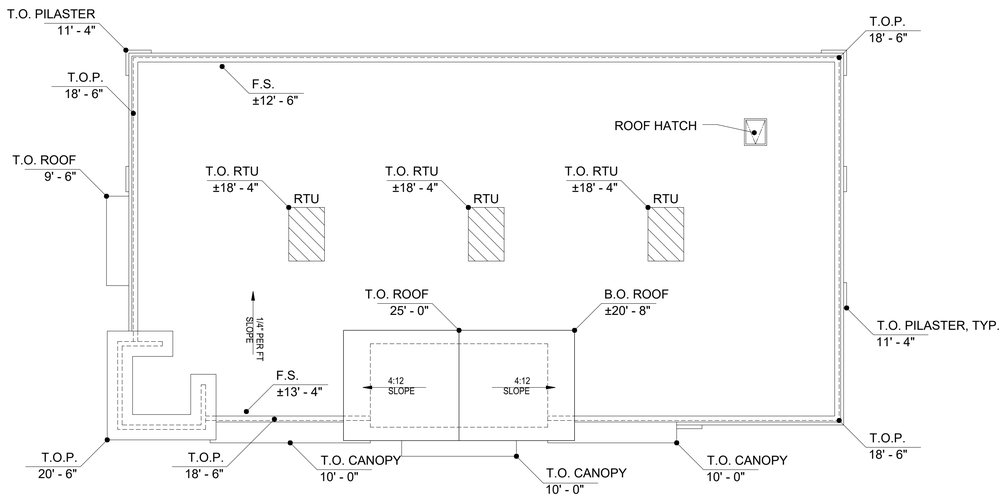
0 40 80 160
SCALE: 1" = 80'-0"

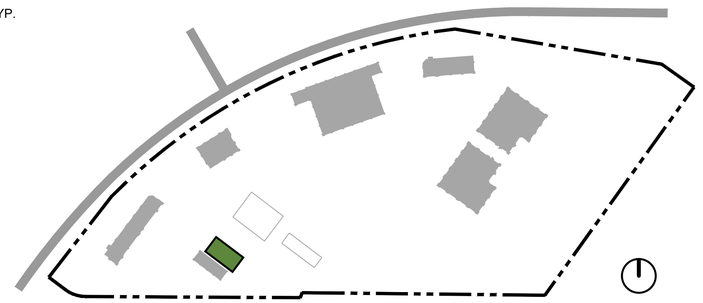
EMERGENCY VEHICLE PATH EXHIBIT



FLOOR PLAN



ROOF PLAN



KEY MAP

NOTES:

ROOFING MATERIALS WILL NOT HAVE A REFLECTIVE SHINE.

RTU LOCATION AND SIZE ARE CONCEPTUAL AND SUBJECT TO CHANGE.

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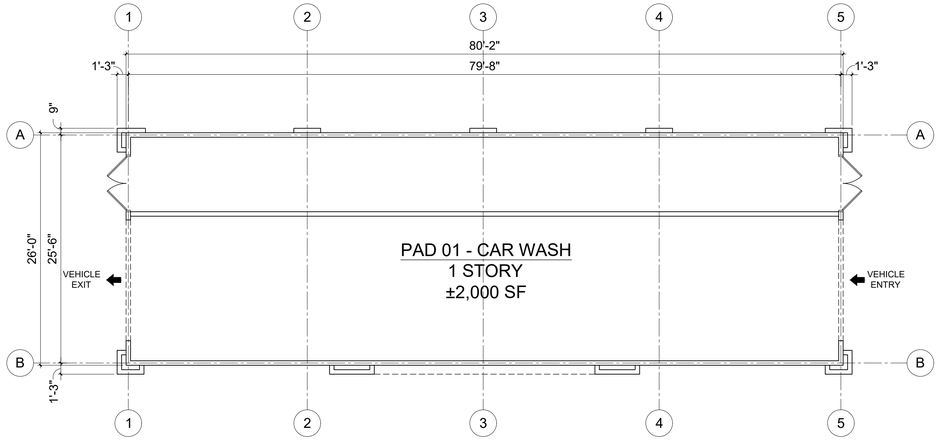
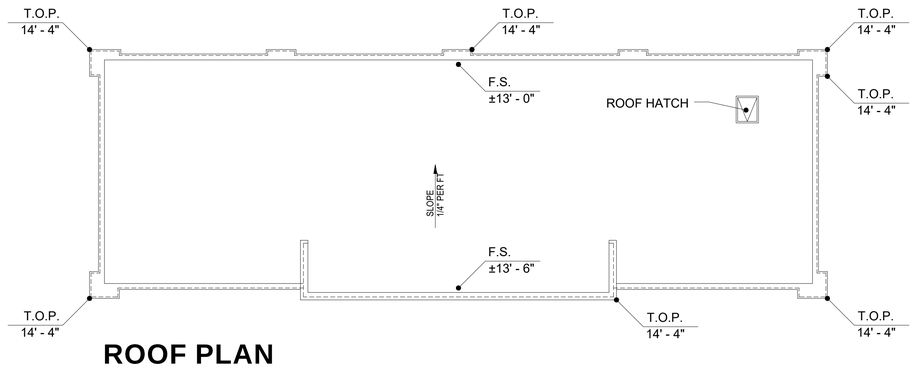
0 4 8 16
SCALE: ⅛" = 1'-0"

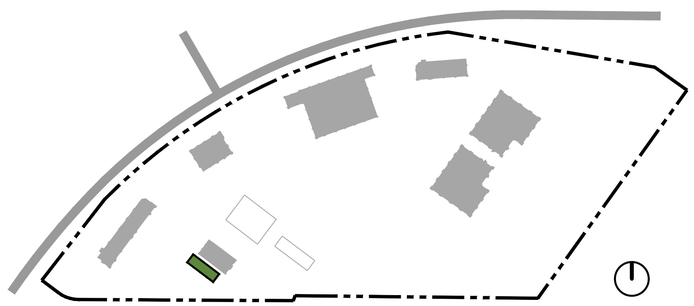
PAD 1
CONCEPTUAL PLANS



FLOOR PLAN



ROOF PLAN



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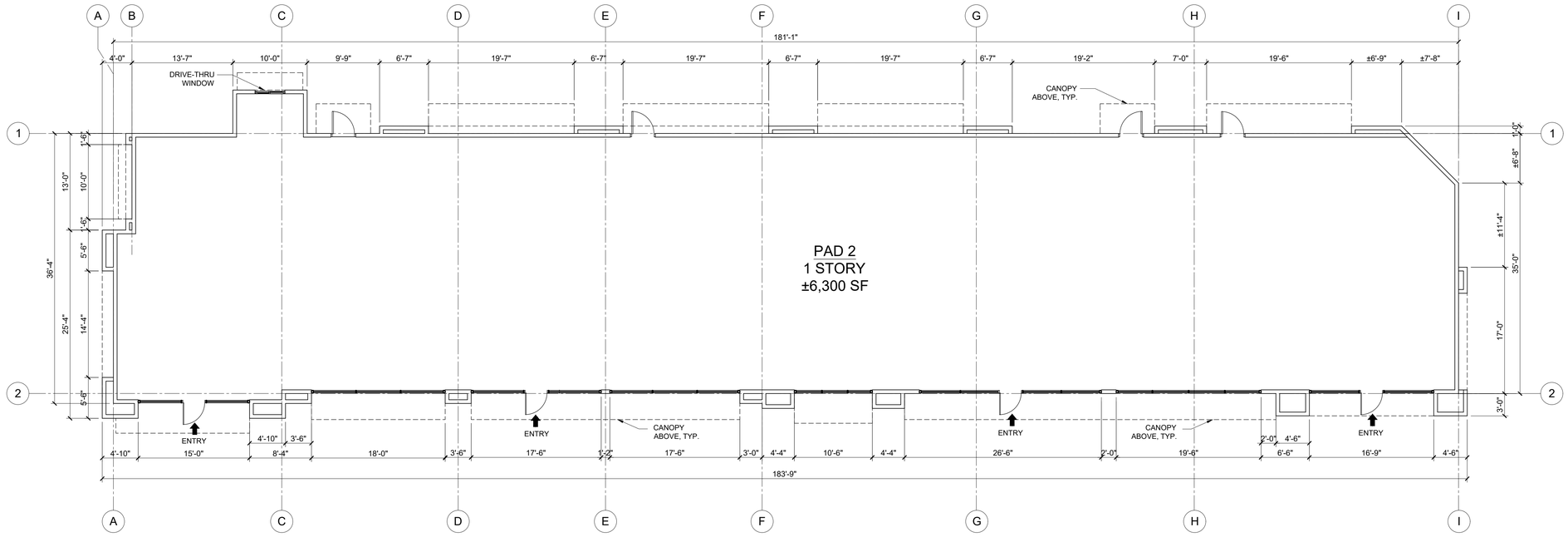
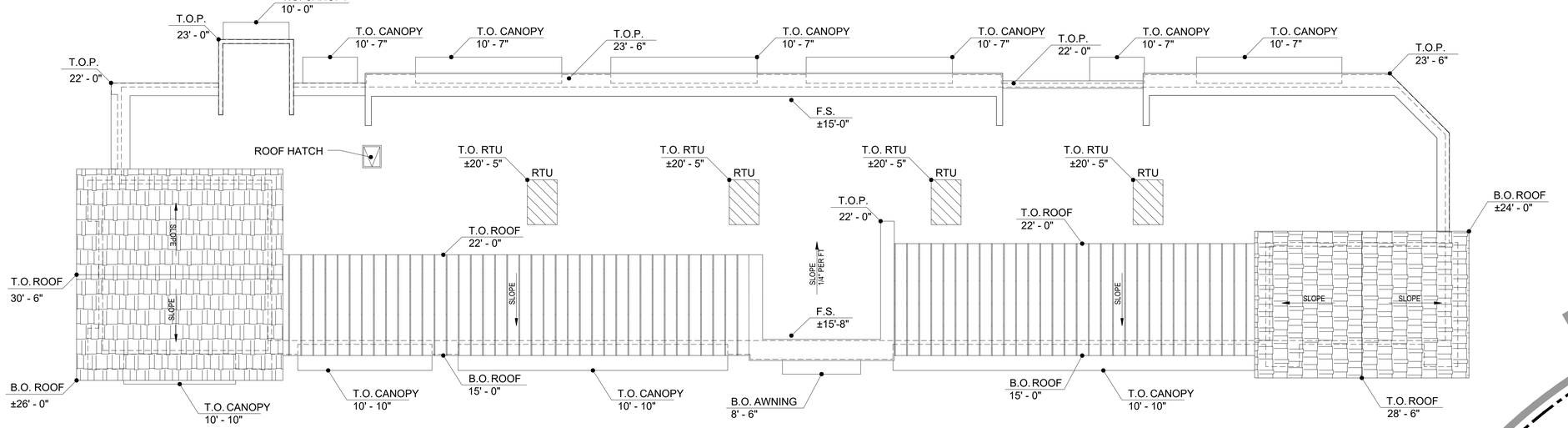
0 4 8 16
SCALE: 1/8" = 1'-0"

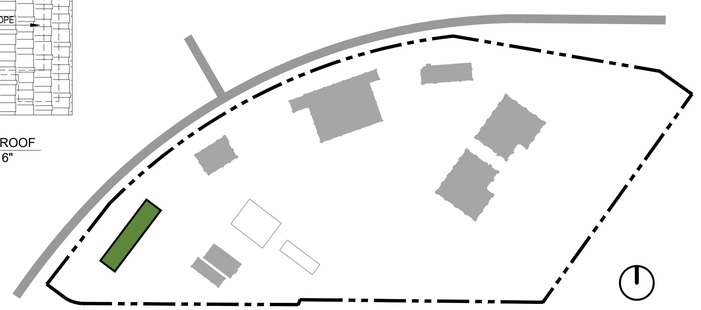
CAR WASH
CONCEPTUAL PLANS



FLOOR PLAN



ROOF PLAN



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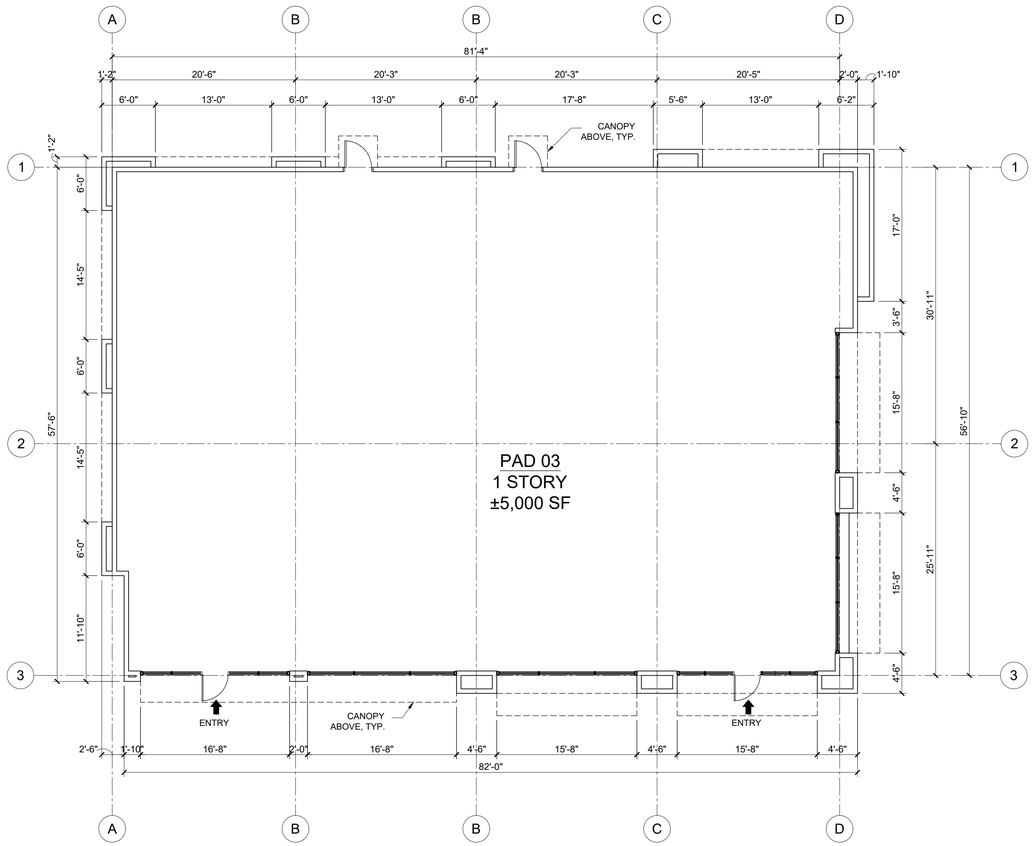
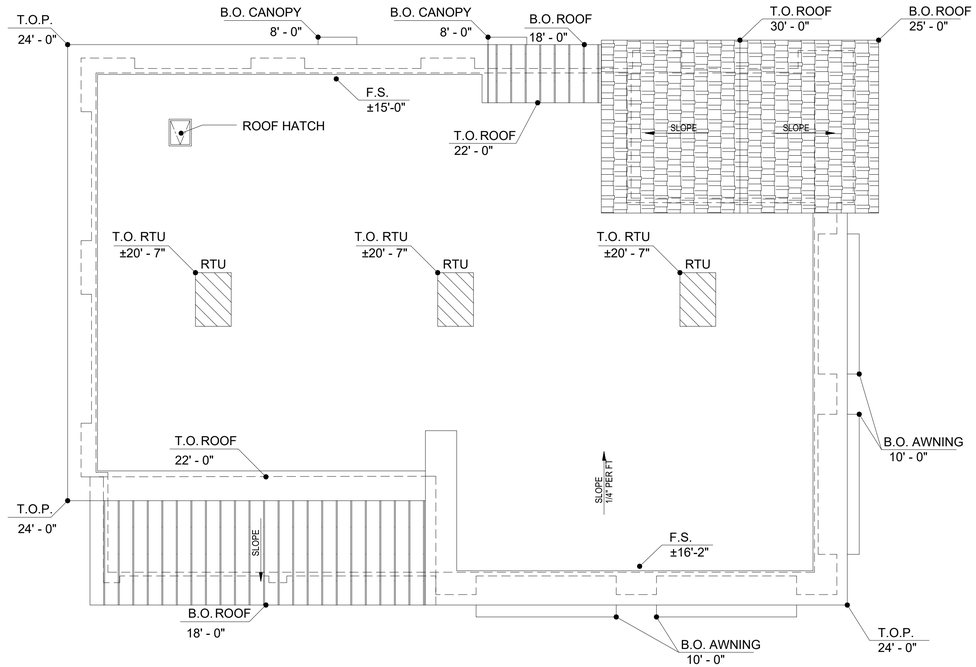
APRIL 28TH, 2021

0 4 8 16
SCALE: 1/8" = 1'-0"

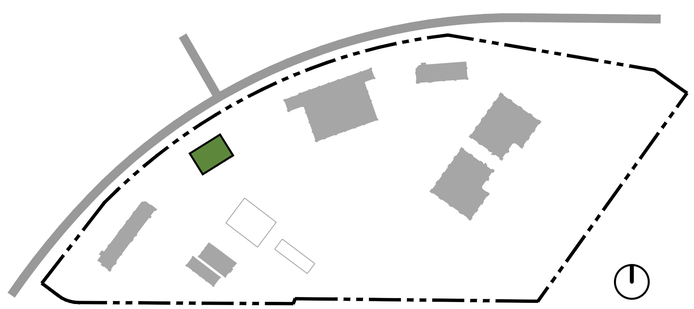
PAD 2
CONCEPTUAL PLANS



FLOOR PLAN



ROOF PLAN



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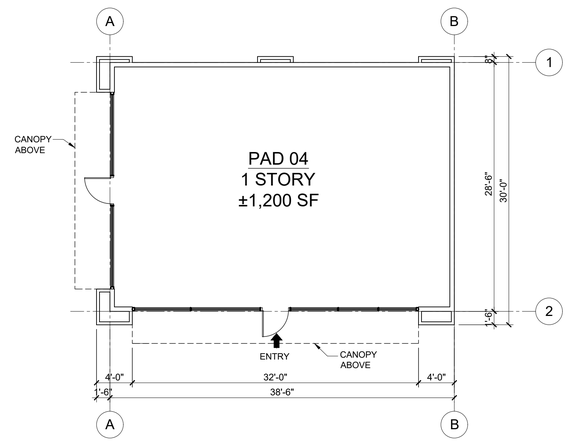
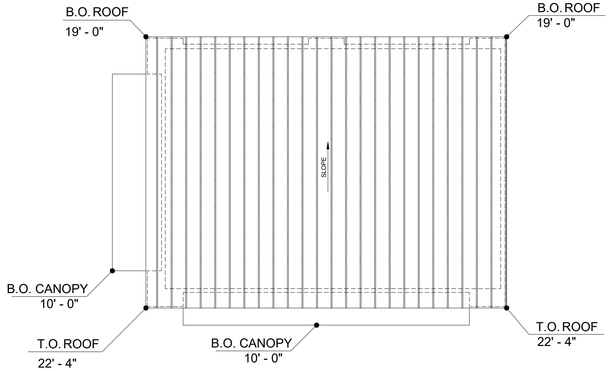
0 4 8 16
SCALE: 1/8" = 1'-0"

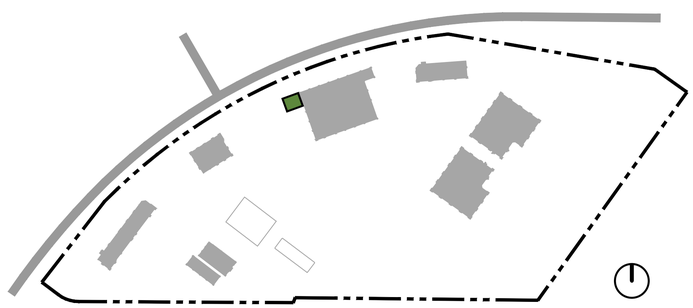
PAD 3
CONCEPTUAL PLANS



FLOOR PLAN



ROOF PLAN



KEY MAP

NOTES:

ROOFING MATERIALS WILL NOT HAVE A REFLECTIVE SHINE.

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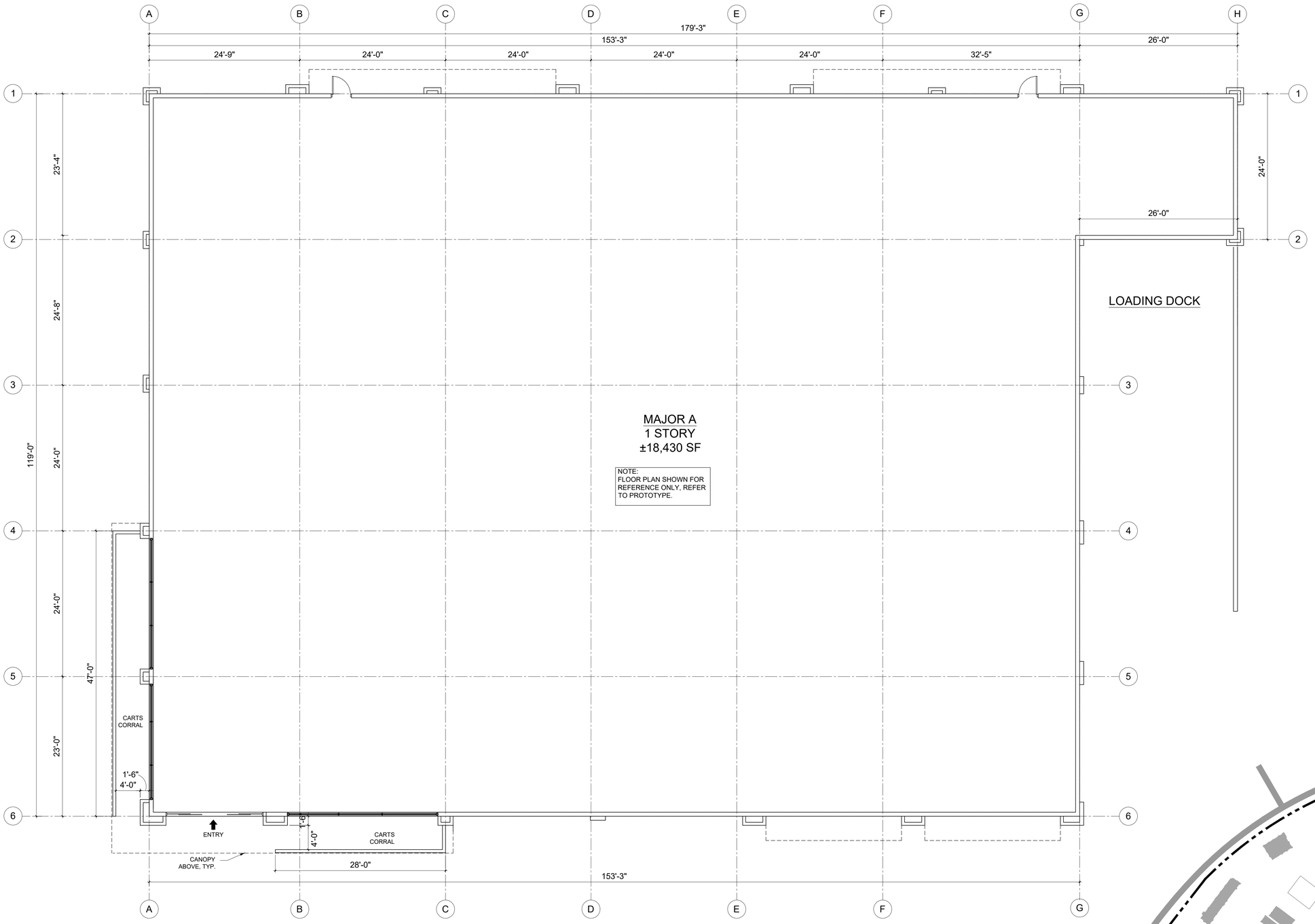
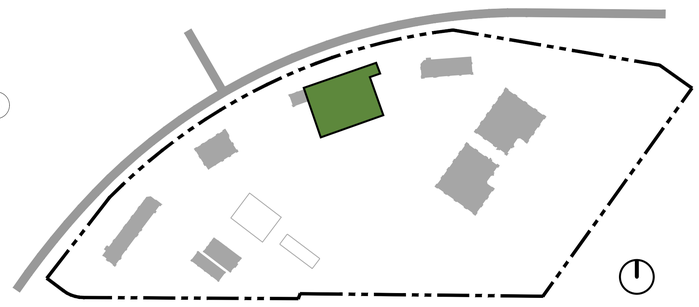
WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA # 2017-0651

ENTITLEMENT SUBMITTAL
APRIL 28TH, 2021

0 4 8 16
SCALE: ⅛" = 1'-0"

PAD 4
CONCEPTUAL PLANS





KEY MAP

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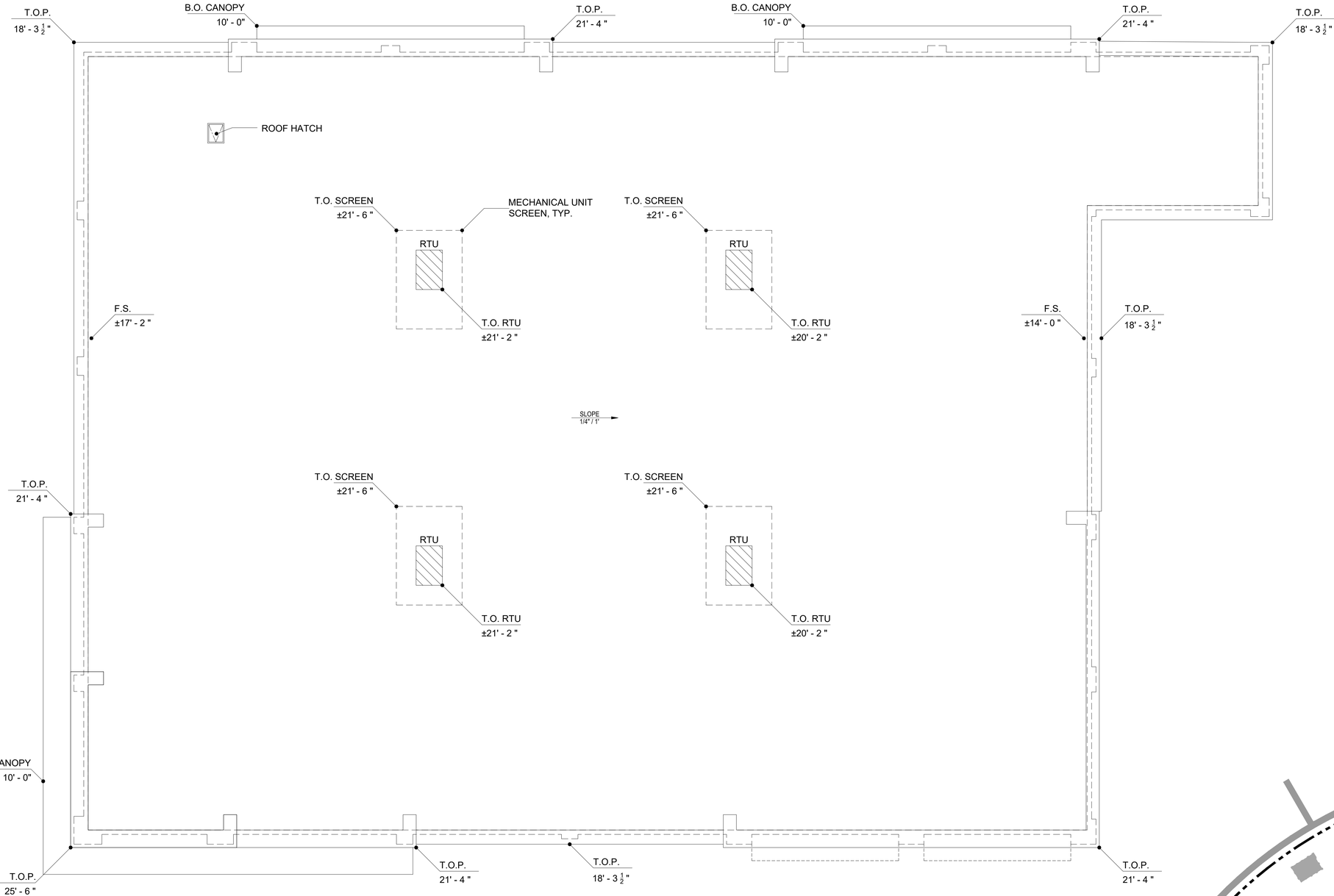
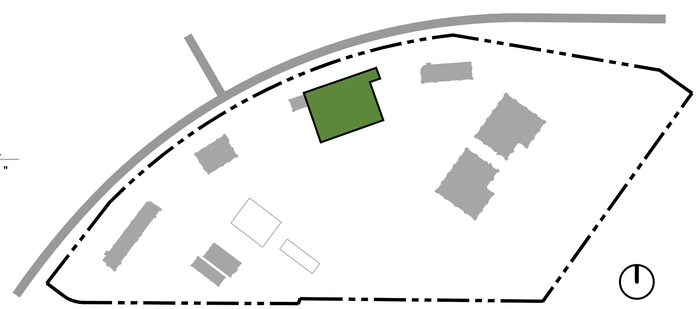
APRIL 28TH, 2021

0 4 8 16
SCALE: 1/8" = 1'-0"

MAJOR A
CONCEPTUAL FLOOR PLAN





KEY MAP

NOTES:

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RTU LOCATION AND SIZE ARE CONCEPTUAL AND SUBJECT TO CHANGE.
RTU EXTENDING PAST THE BUILDING PARAPETS WILL BE INDIVIDUALLY SCREENED BY DECORATIVE METAL PANEL. SEE SHEET 53 FOR DETAIL.

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APRIL 28TH, 2021

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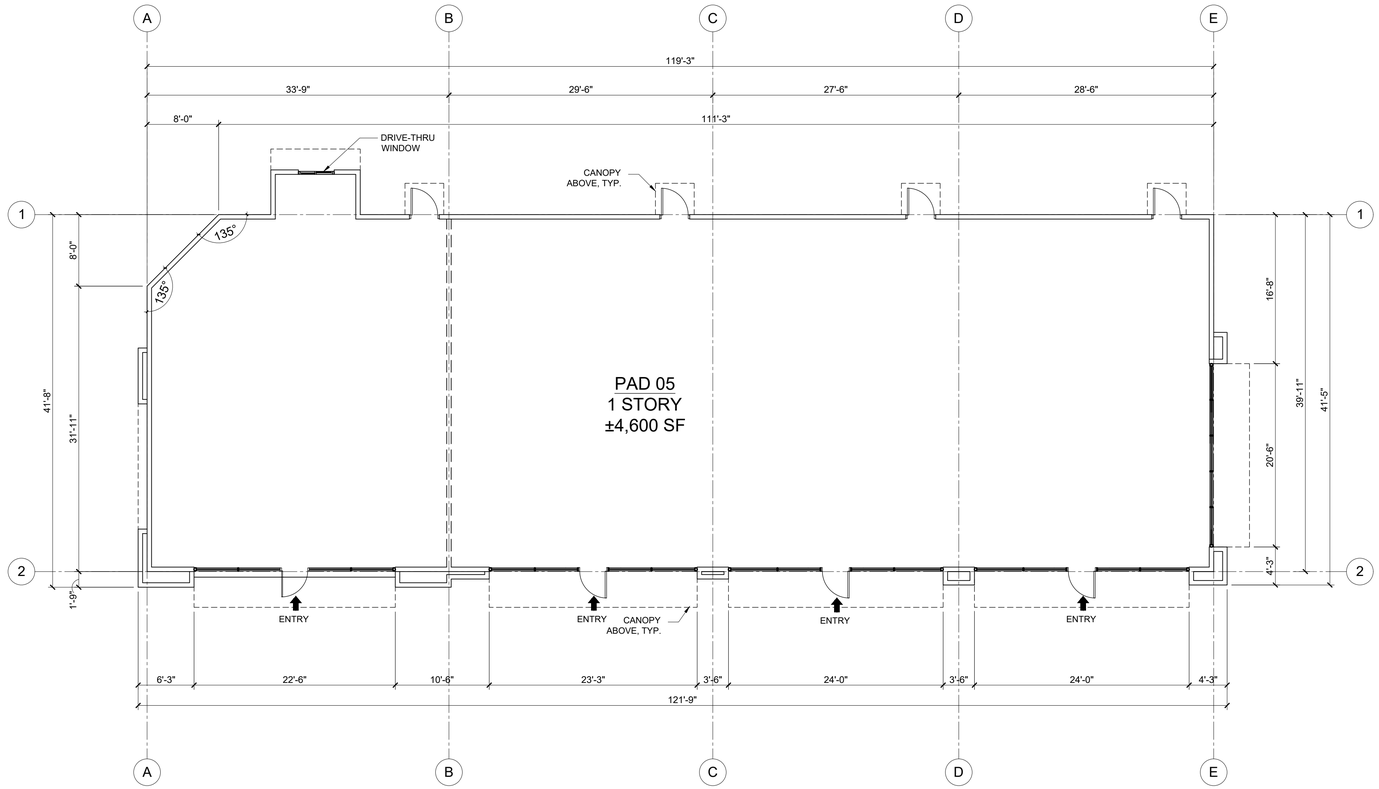
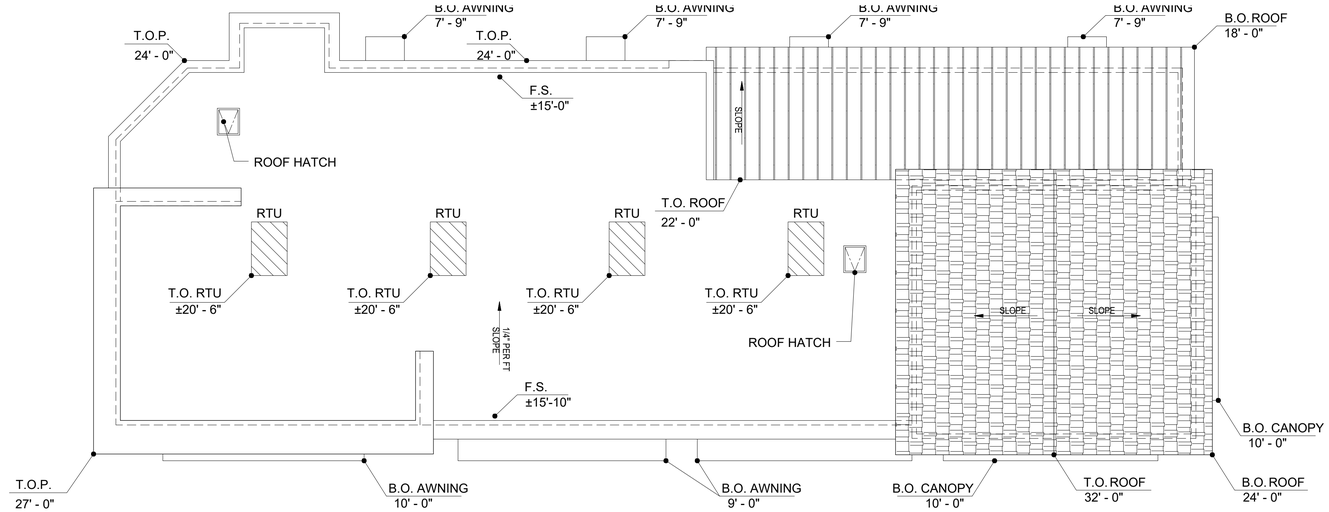
SCALE: 1/8" = 1'-0"

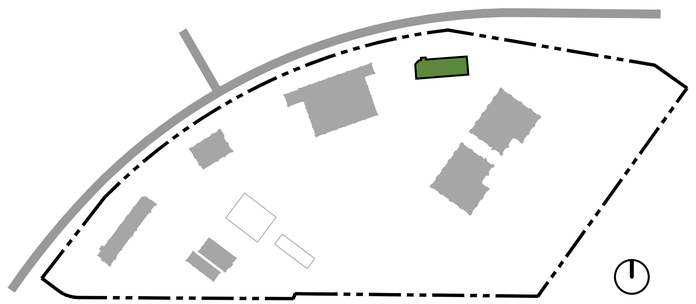
MAJOR A
CONCEPTUAL ROOF PLAN



FLOOR PLAN



ROOF PLAN



KEY MAP

NOTES:

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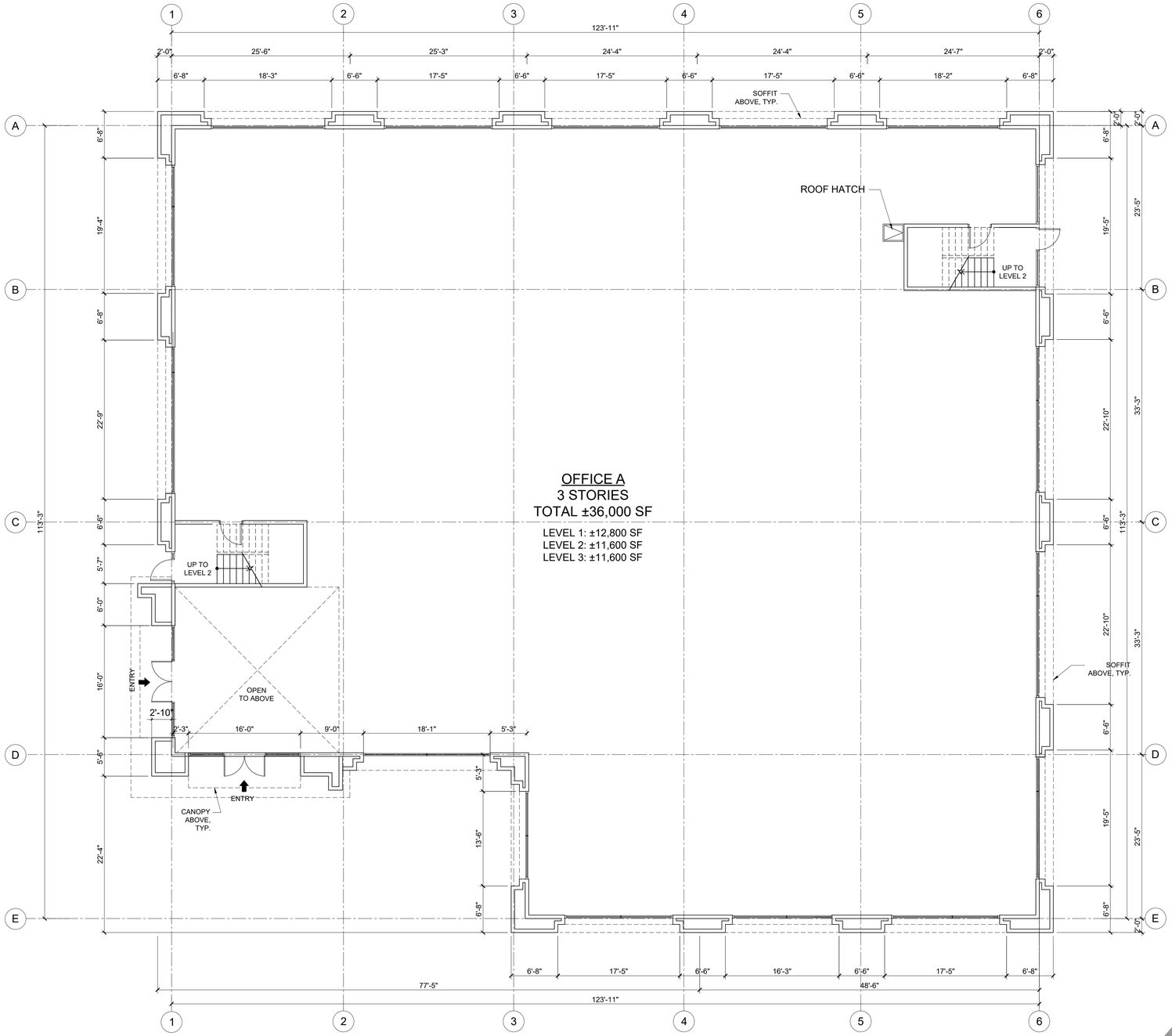
ENTITLEMENT SUBMITTAL
APRIL 28TH, 2021

0 4 8 16
SCALE: 1/8" = 1'-0"

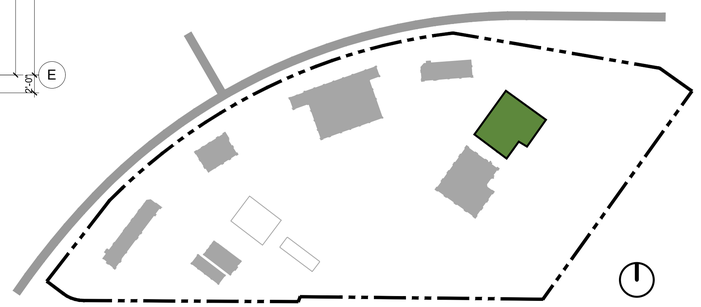
PAD 5
CONCEPTUAL PLANS

1450



OFFICE A
3 STORIES
TOTAL ±36,000 SF

LEVEL 1: ±12,800 SF
LEVEL 2: ±11,600 SF
LEVEL 3: ±11,600 SF



KEY MAP

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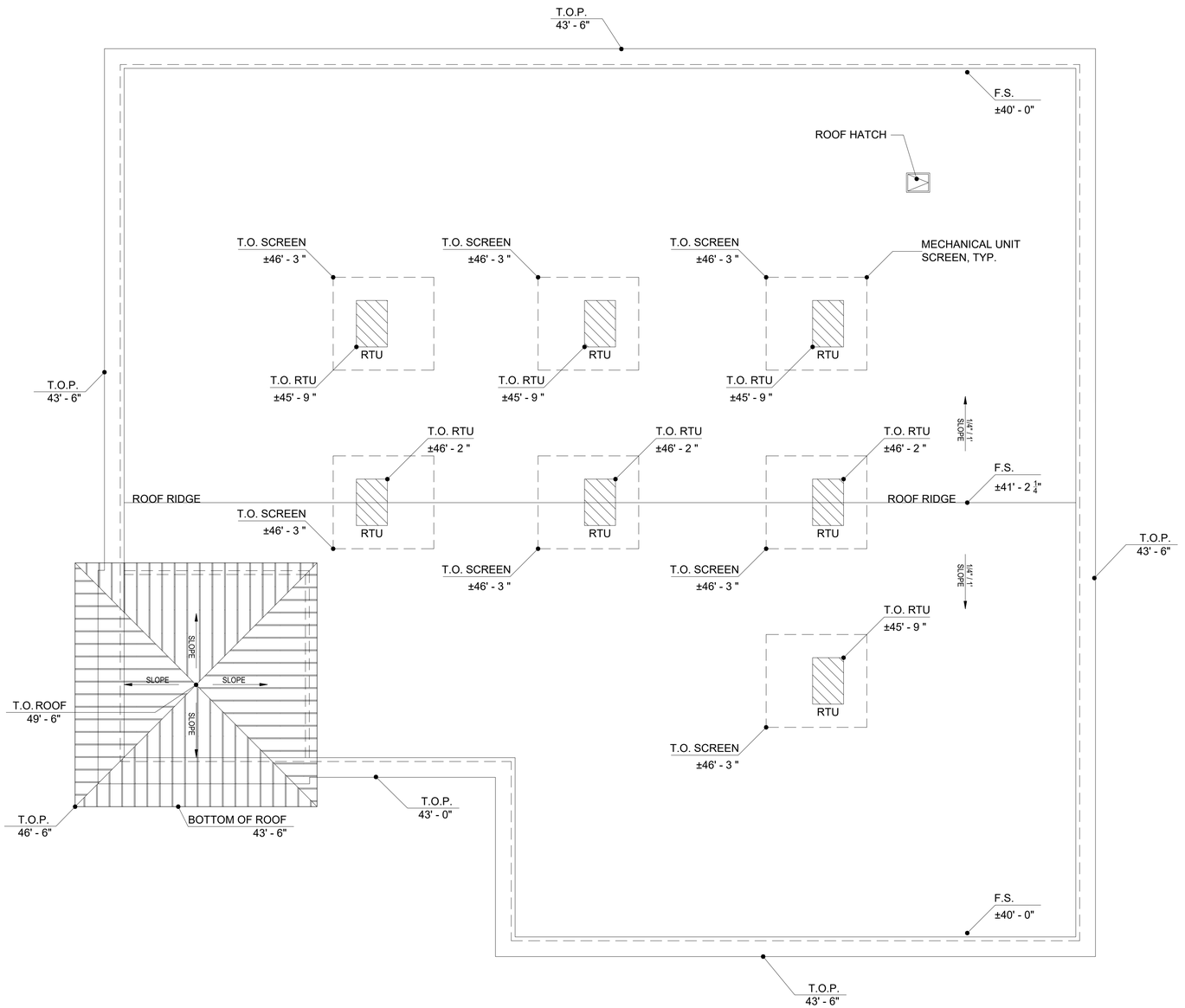
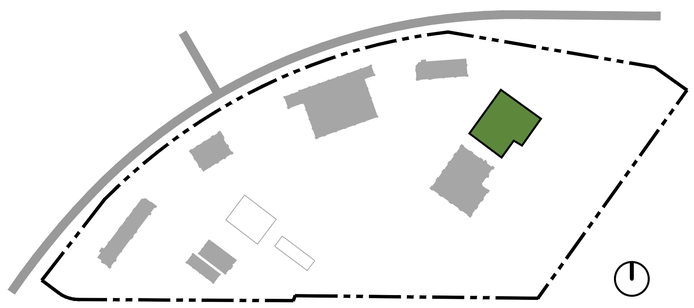
APRIL 28TH, 2021

0 4 8 16
SCALE: ⅛" = 1'-0"

OFFICE A
CONCEPTUAL FLOOR PLAN





KEY MAP

NOTES:

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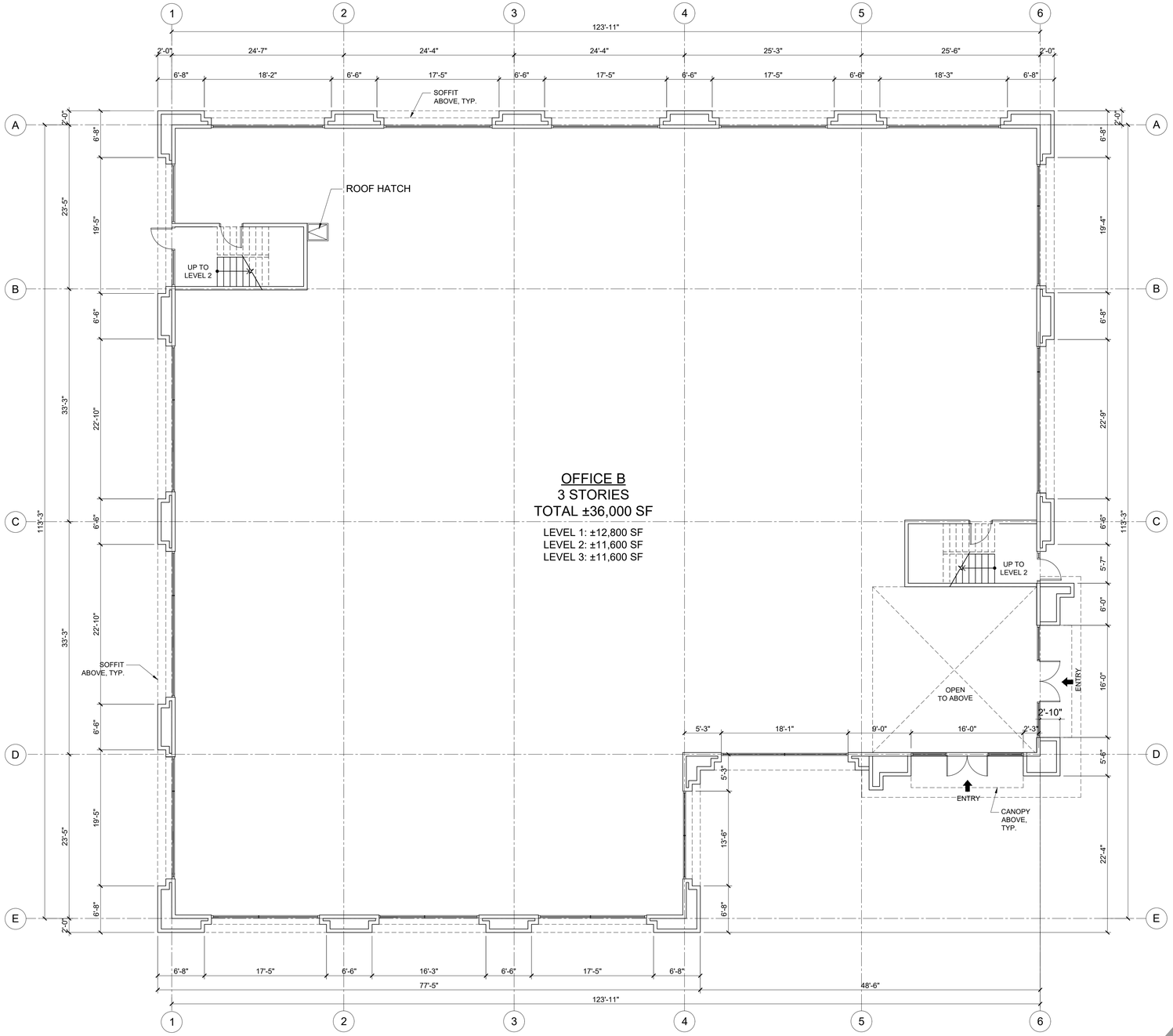
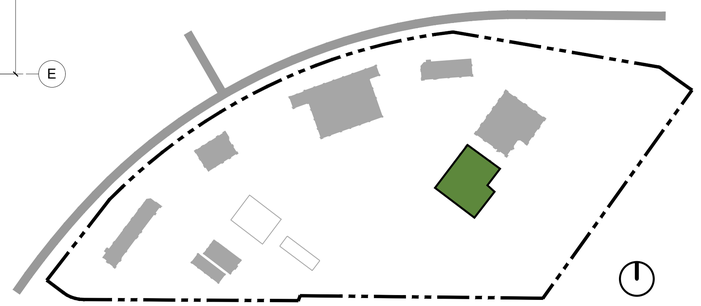
SCALE: 3/8" = 1'-0"

OFFICE A
CONCEPTUAL ROOF PLAN





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APRIL 28TH, 2021

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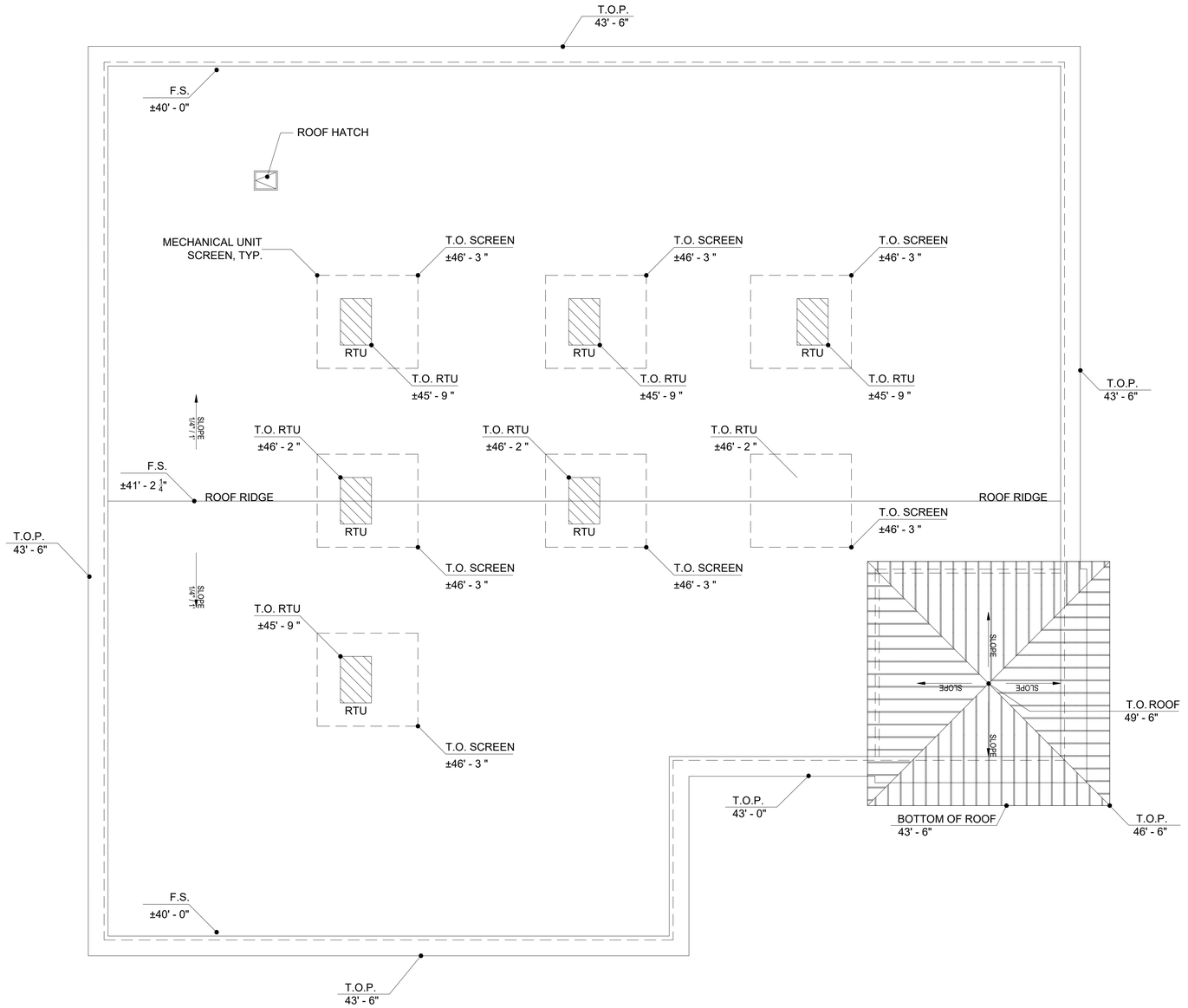
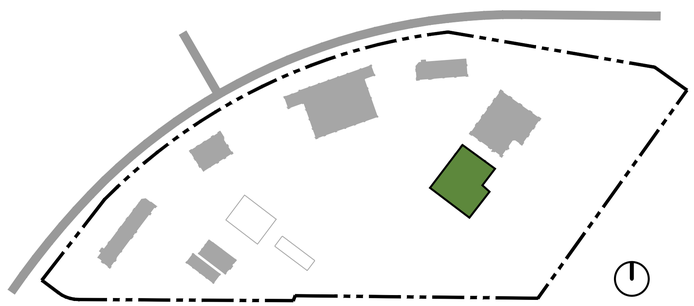
SCALE: 1/8" = 1'-0"

OFFICE B
CONCEPTUAL FLOOR PLAN





KEY MAP

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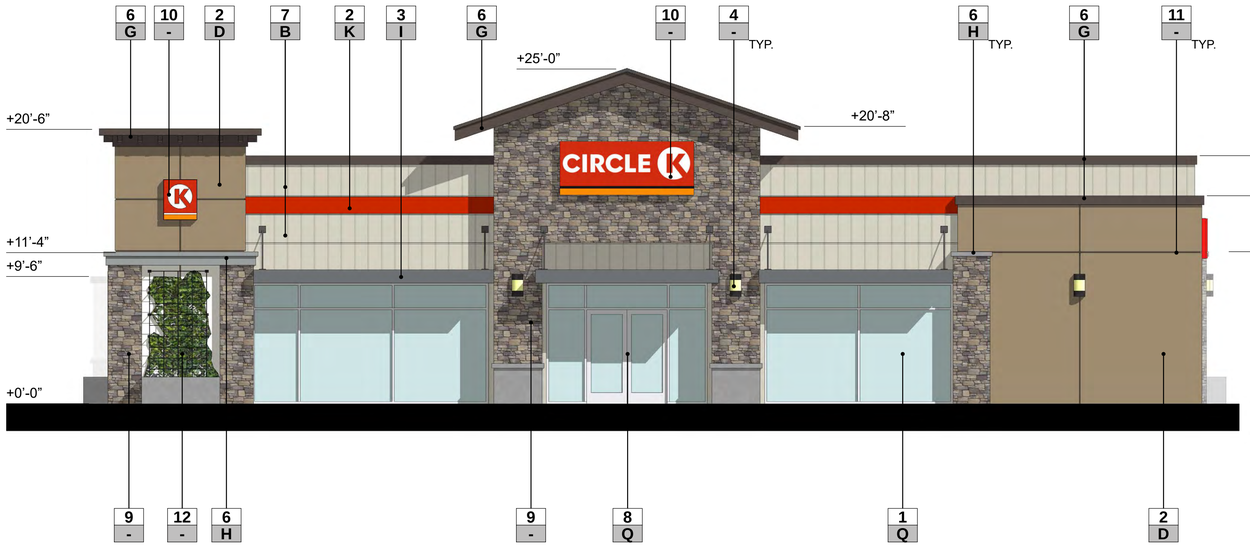
APRIL 28TH, 2021

0 4 8 16
SCALE: 3/8" = 1'-0"

OFFICE B
CONCEPTUAL ROOF PLAN

PAD 1

1 FRONT ELEVATION



2 SIDE ELEVATION



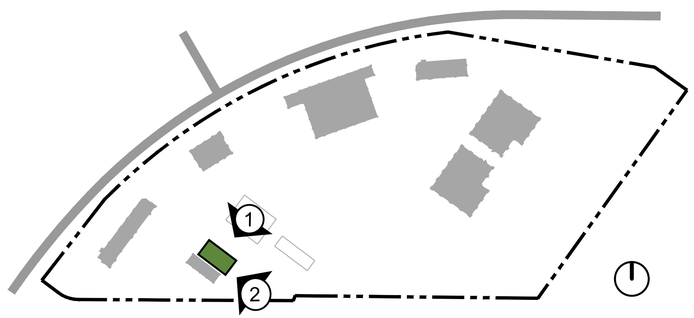
MATERIALS

1 **ALUMINUM STOREFRONT SYSTEM**
2 **STUCCO**
3 **METAL CANOPY**
4 **LIGHT FIXTURE**
5 **COPING**
6 **TRIM**
7 **COMPOSITE SIDING** -
"HARDIEPANEL VERTICAL SIDING"
SMOOTH, HARDIE BOARD
8 **DOOR**
9 **STONE VENEER** -
"MEADOW SPRINGS" BY CORONADO
10 **TENANT SIGNAGE** - SIGNAGE UNDER SEPARATE PERMIT
11 **REVEAL**
12 **LANDSCAPE TRELLIS**
14 **COMPOSITE ROOFING** -
"DRIFTWOOD" LANDMARK, CERTAINTEED

FINISH/COLOR

A **PAINT** - "MOONLIGHT" DE6246, DUNN EDWARDS
B **PAINT** - "LUNAR LANDING" DE6241, DUNN EDWARDS
D **PAINT** - "BARREL STOVE" DE6216, DUNN EDWARDS
G **PAINT** - "ESPRESSO MACCHIATO" DET680, DUNN EDWARDS
H **PAINT** - "STIEGLITZ SILVER" DET612, DUNN EDWARDS
I **PAINT** - "POINTED ROCK" DE6363, DUNN EDWARDS
K **PAINT** - TENANT COLOR
Q **ANODIZED ALUMINIUM** - "CLEAR" AC-2, ARCADIA

NOTE:
SIGNAGE IS UNDER SEPARATE PERMIT AND WILL BE SUBMITTED SEPARATELY.
DOOR LOCATIONS ARE CONCEPTUAL AND SUBJECT TO CHANGE BASED ON FINAL TENANT LAYOUT.
LANDSCAPE AND SITE ELEMENTS NOT SHOWN FOR CLARITY.



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ENTITLEMENT SUBMITTAL
APRIL 28TH, 2021

0 4 8 10'-8"
SCALE: 3/16" = 1'-0"

PAD 1
CONCEPTUAL ELEVATIONS

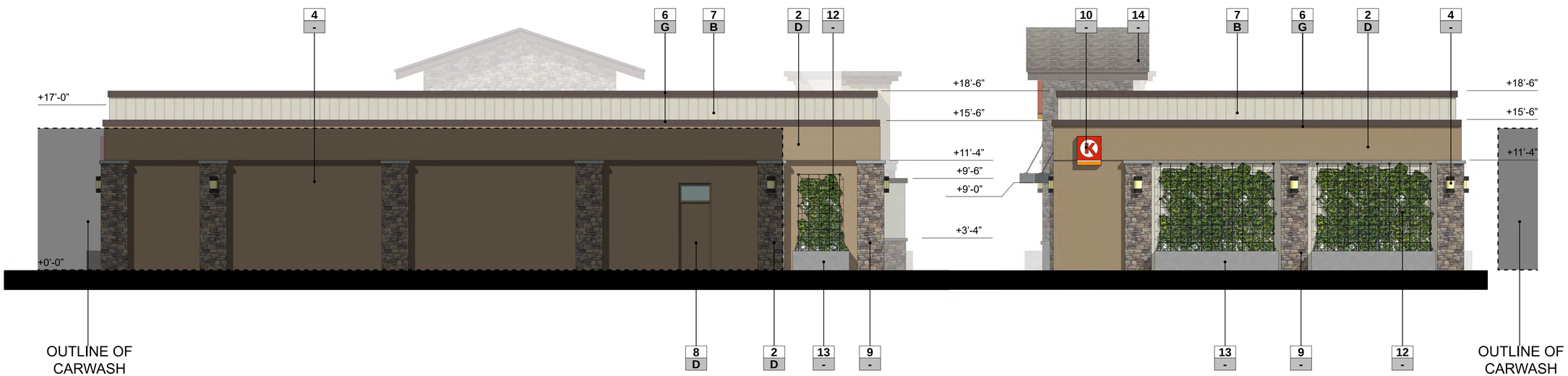
1455

PAD 1

3 REAR ELEVATION

(PARTIALLY OBSCURED BY CARWASH BUILDING)

4 SIDE ELEVATION



MATERIALS

- 2 **STUCCO**
- 4 **LIGHT FIXTURE**
- 6 **TRIM**
- 7 **COMPOSITE SIDING** - "HARDIEPANEL VERTICAL SIDING" SMOOTH, HARDIE BOARD
- 8 **DOOR**
- 9 **STONE VENEER** - "MEADOW SPRINGS" BY CORONADO
- 10 **TENANT SIGNAGE** - SIGNAGE UNDER SEPARATE PERMIT
- 12 **LANDSCAPE TRELLIS**
- 13 **PRECAST CONCRETE BASE** - "TORINO 27", PACIFIC STONE
- 14 **COMPOSITE ROOFING** - "DRIFTWOOD" LANDMARK, CERTAINTEED

FINISH/COLOR

- A **PAINT** - "MOONLIGHT" DE6246, DUNN EDWARDS
- B **PAINT** - "LUNAR LANDING" DE6241, DUNN EDWARDS
- D **PAINT** - "BARREL STOVE" DE6216, DUNN EDWARDS
- G **PAINT** - "ESPRESSO MACCHIATO" DET680, DUNN EDWARDS
- Q **ANODIZED ALUMINIUM** - "CLEAR" AC-2, ARCADIA

NOTE:
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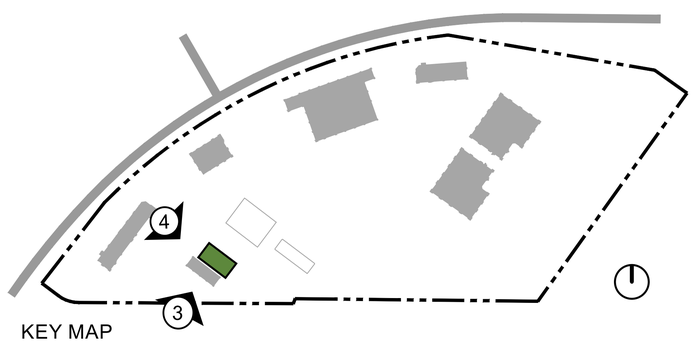

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ENTITLEMENT SUBMITTAL
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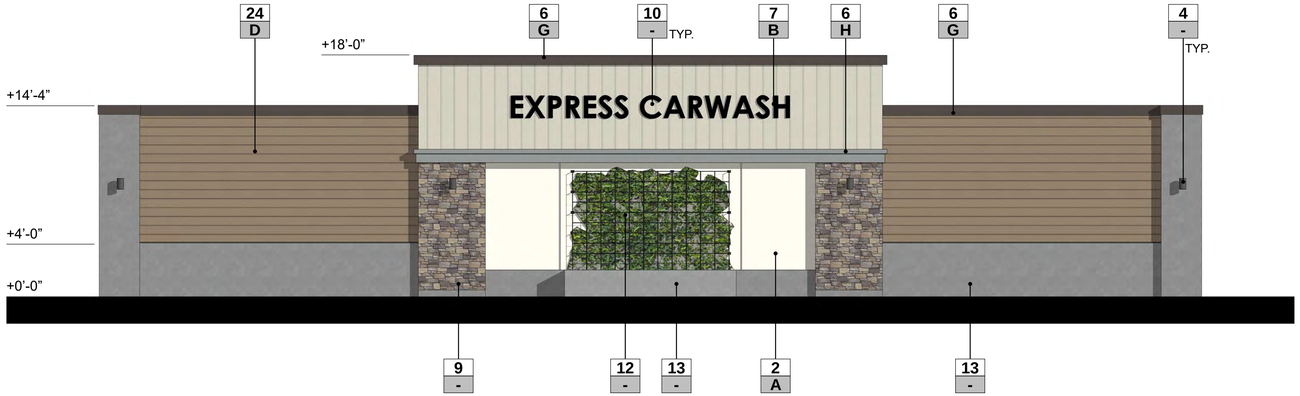
0 4 8 10'-8"
SCALE: 3/16" = 1'-0"

PAD 1
CONCEPTUAL ELEVATIONS

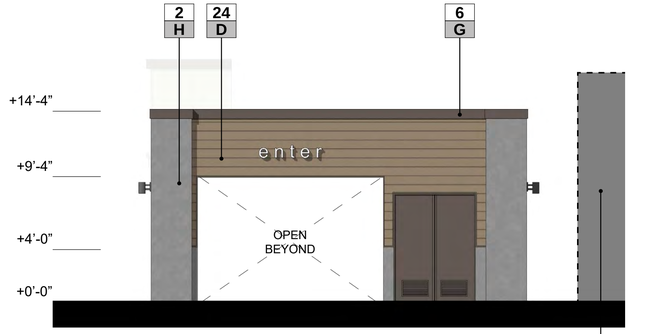
1456

PAD 1 - CAR WASH

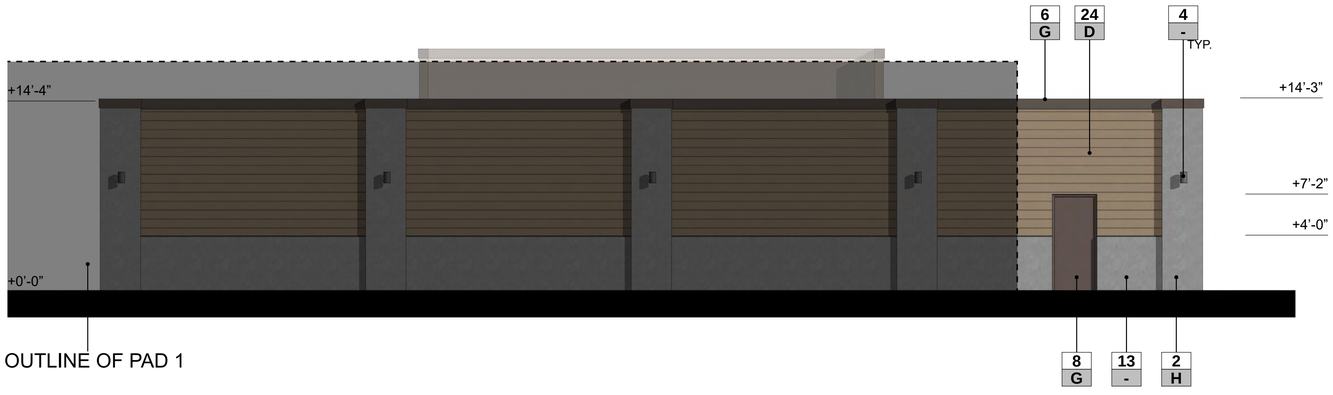
1 SIDE ELEVATION



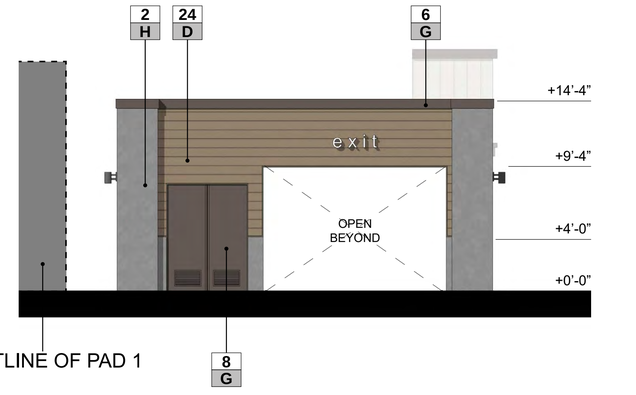
2 ENTRY ELEVATION



3 SIDE ELEVATION
(PARTIALLY OBSCURED BY PAD 1)



4 EXIT ELEVATION



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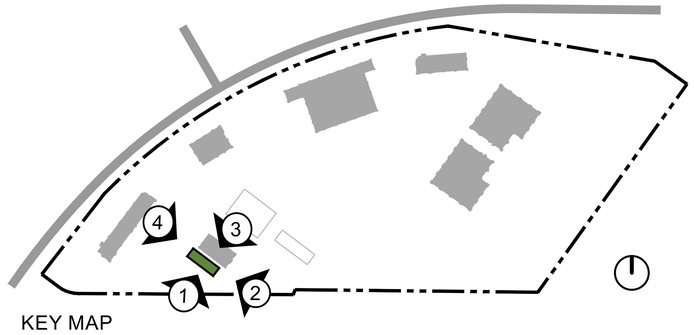
LANDSCAPE AND SITE ELEMENTS NOT SHOWN FOR CLARITY.

MATERIALS

- 2 **STUCCO**
- 4 **LIGHT FIXTURE**
- 6 **TRIM**
- 8 **DOOR**
- 9 **STONE VENEER** - "MEADOW SPRINGS" BY CORONADO
- 10 **TENANT SIGNAGE -** SIGNAGE UNDER SEPARATE PERMIT
- 13 **PRECAST CONCRETE BASE** - "TORINO 27", PACIFIC STONE
- 24 **COMPOSITE SIDING** - "HARDIEPLANK LAP SIDING" SMOOTH, HARDIE BOARD

FINISH/COLOR

- A **PAINT** -Z
- D **PAINT** - "BARREL STOVE" DE6216, DUNN EDWARDS
- G **PAINT** - "ESPRESSO MACCHIATO" DET680, DUNN EDWARDS
- H **PAINT** - "STIEGLITZ SILVER" DET612, DUNN EDWARDS



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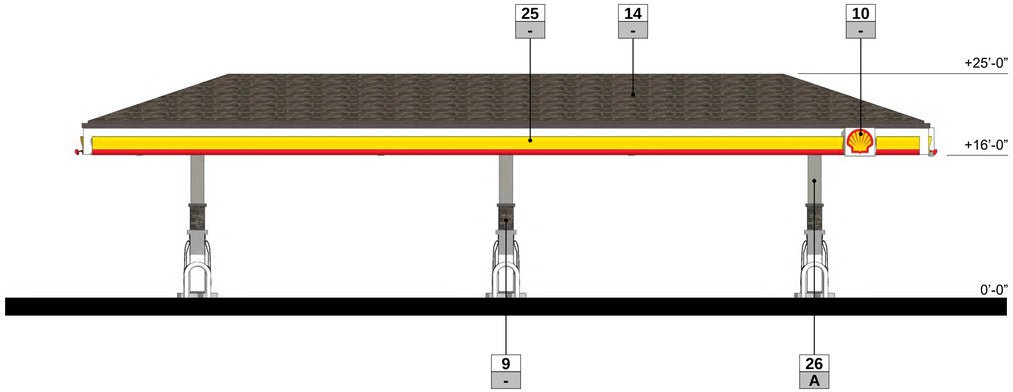
0 4 8 10'-8"
SCALE: 3/16" = 1'-0"

CAR WASH
CONCEPTUAL ELEVATIONS

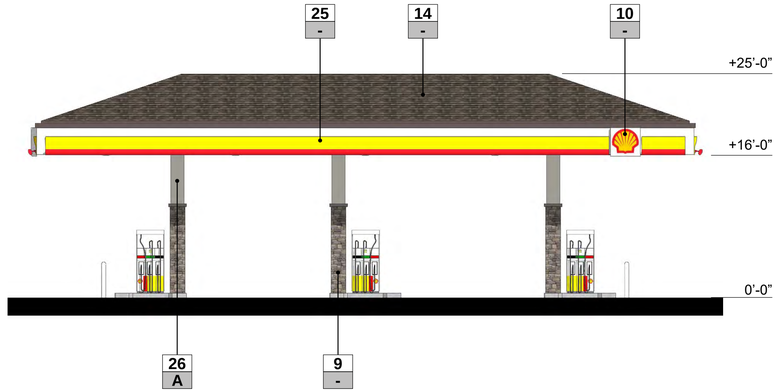
1457

GAS CANOPY

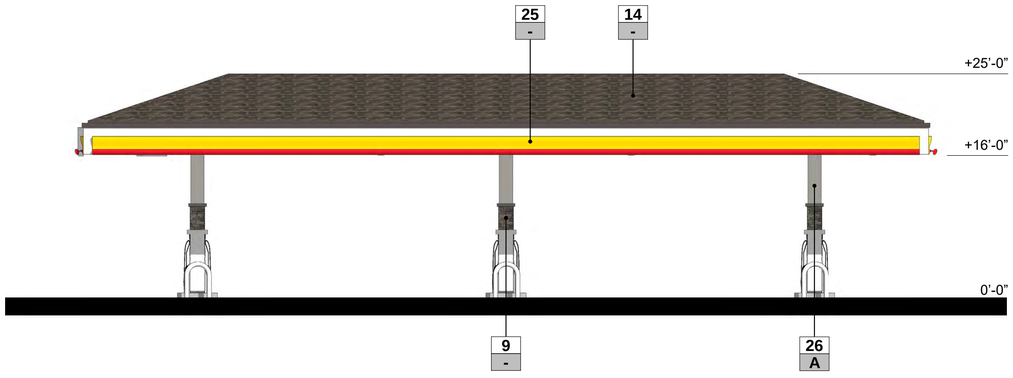
1 FRONT ELEVATION



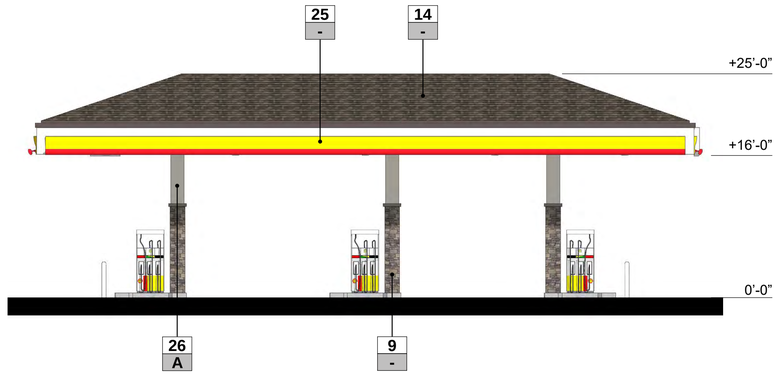
2 RIGHT ELEVATION



3 REAR ELEVATION



4 LEFT ELEVATION



MATERIALS

9 **STONE VENEER** -
"MEADOW SPRINGS" BY CORONADO

10 **TENANT SIGNAGE -** SIGNAGE UNDER SEPARATE PERMIT

14 **COMPOSITE ROOFING** -
"DRIFTWOOD" LANDMARK, CERTAINTEED

25 **A.C.M. PANEL**

26 **CANOPY COLUMN**

FINISH/COLOR

A **PAINT** - "MOONLIGHT" DE6246, DUNN EDWARDS

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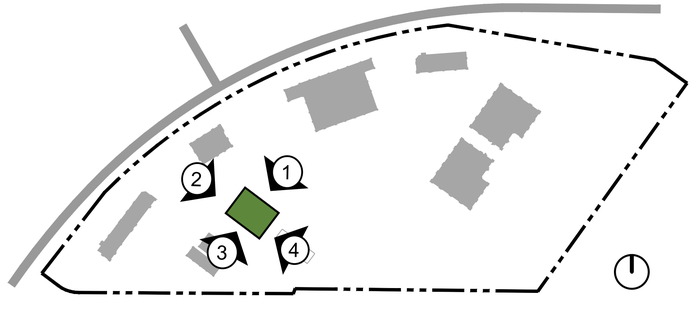

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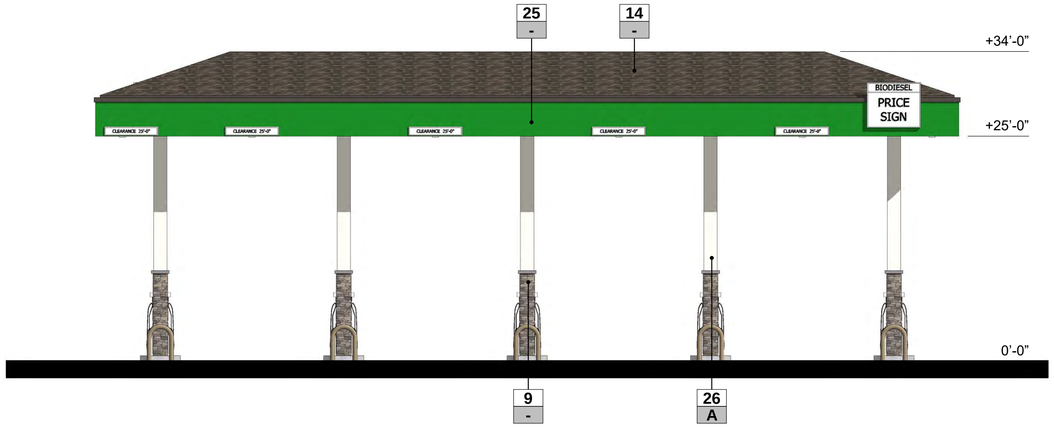
0 4 8 16
SCALE: 1/8" = 1'-0"

GAS CANOPY
CONCEPTUAL ELEVATIONS

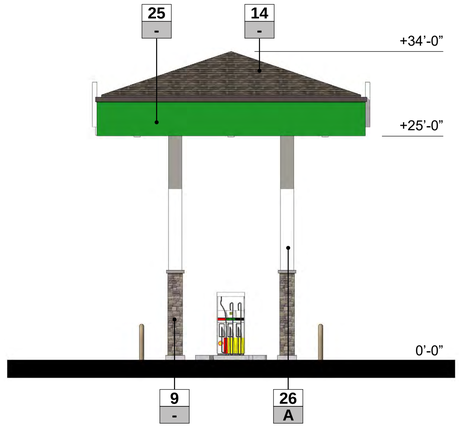
1458

DIESEL GAS CANOPY

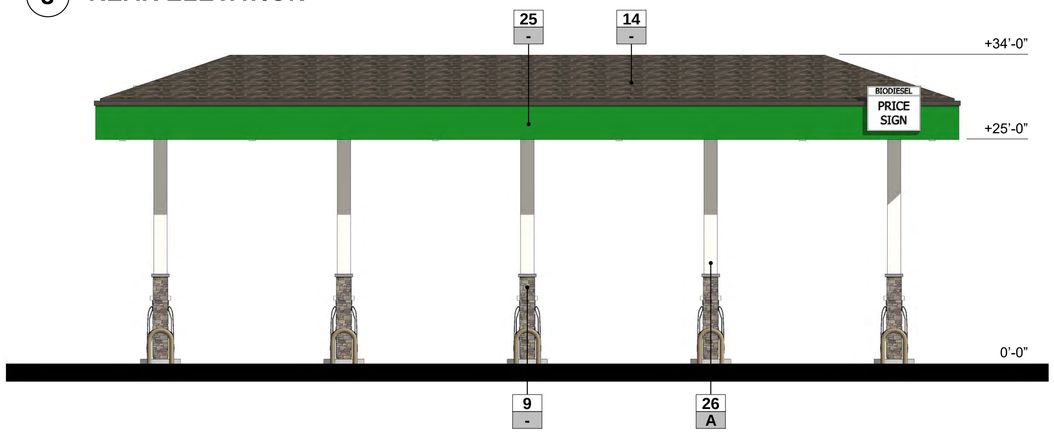
1 FRONT ELEVATION



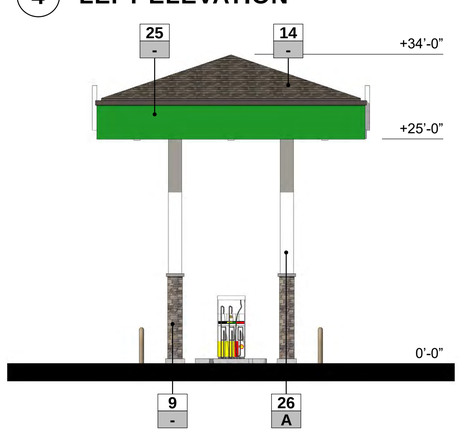
2 RIGHT ELEVATION



3 REAR ELEVATION



4 LEFT ELEVATION



NOTE:
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DOOR LOCATIONS ARE CONCEPTUAL AND SUBJECT TO CHANGE BASED ON FINAL TENANT LAYOUT.
LANDSCAPE AND SITE ELEMENTS NOT SHOWN FOR CLARITY.

MATERIALS

9 **STONE VENEER -**
"MEADOW SPRINGS" BY CORONADO

10 **TENANT SIGNAGE -** SIGNAGE UNDER SEPARATE PERMIT

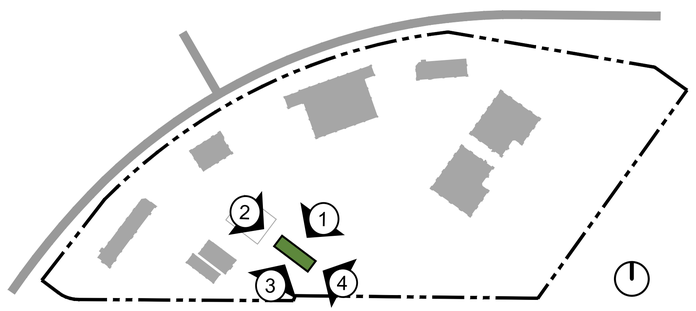
14 **COMPOSITE ROOFING -**
"DRIFTWOOD" LANDMARK, CERTAINTEED

25 **A.C.M. PANEL**

26 **CANOPY COLUMN**

FINISH/COLOR

A **PAINT -** "MOONLIGHT" DE6246, DUNN EDWARDS



KEY MAP

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WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA # 2017-0651

ENTITLEMENT SUBMITTAL
APRIL 28TH, 2021

0 4 8 16
SCALE: 1/8" = 1'-0"

DIESEL GAS CANOPY
CONCEPTUAL ELEVATIONS

1459



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PAD 1
CONCEPTUAL RENDERING

PAD 2

1 FRONT ELEVATION

2 SIDE ELEVATION



MATERIALS

1 **ALUMINUM STOREFRONT SYSTEM**
2 **STUCCO**
3 **METAL CANOPY**
4 **LIGHT FIXTURE**
6 **TRIM**
7 **COMPOSITE SIDING** - "HARDIEPANEL VERTICAL SIDING" SMOOTH, HARDIE BOARD
8 **DOOR**
10 **TENANT SIGNAGE** - SIGNAGE UNDER SEPARATE PERMIT
12 **LANDSCAPE TRELLIS**
13 **PRECAST CONCRETE BASE** - "TORINO 27", PACIFIC STONE
14 **COMPOSITE ROOFING** - "DRIFTWOOD" LANDMARK, CERTAINTEED
15 **FABRIC AWNING**
16 **CORBEL**
17 **STANDING SEAM ROOF** - "BURNISHED SLATE", ABC METAL ROOFING
18 **CORRUGATED METAL**
19 **BRICK VENEER** - "DONAMIRE", MERIDIAN BRICK
24 **COMPOSITE SIDING** - "HARDIEPLANK LAP SIDING" SMOOTH, HARDIE BOARD

FINISH/COLOR

B **PAINT** - "LUNAR LANDING" DE6241, DUNN EDWARDS
D **PAINT** - "BARREL STOVE" DE6216, DUNN EDWARDS
E **PAINT** - "WEATHER BOARD" DE6222, DUNN EDWARDS
G **PAINT** - "ESPRESSO MACCHIATO" DET680, DUNN EDWARDS
H **PAINT** - "STIEGLITZ SILVER" DET612, DUNN EDWARDS
I **PAINT** - "POINTED ROCK" DE6363, DUNN EDWARDS
L **ANODIZED ALUMINIUM** - "STANDARD DARK BRONZE" AC-7, ARCADIA
R **FABRIC** - "ALLOY STEEL" SUNBRELLA

NOTE:
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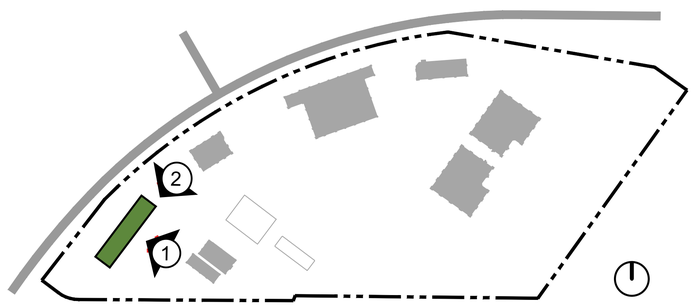

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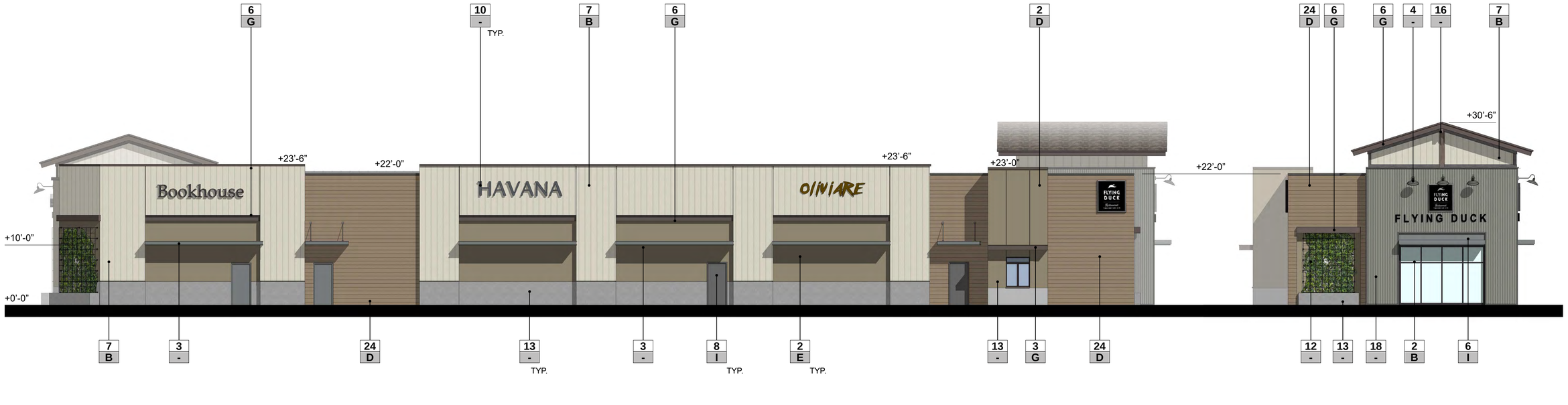
0 4 8 16
SCALE: 3/8" = 1'-0"

PAD 2
CONCEPTUAL ELEVATIONS

PAD 2

3 REAR ELEVATION

4 SIDE ELEVATION



MATERIALS

- 2 **STUCCO**
- 3 **METAL CANOPY**
- 4 **LIGHT FIXTURE**
- 6 **TRIM**
- 7 **COMPOSITE SIDING** - "HARDIEPANEL VERTICAL SIDING" SMOOTH, HARDIE BOARD
- 8 **DOOR**
- 10 **TENANT SIGNAGE** - SIGNAGE UNDER SEPARATE PERMIT
- 12 **LANDSCAPE TRELLIS**
- 13 **PRECAST CONCRETE BASE** - "TORINO 27", PACIFIC STONE
- 14 **COMPOSITE ROOFING** - "DRIFTWOOD" LANDMARK, CERTAINTEED
- 16 **CORBEL**
- 18 **CORRUGATED METAL**
- 19 **BRICK VENEER** - "DONAMIRE", MERIDIAN BRICK
- 24 **COMPOSITE SIDING** - "HARDIEPLANK LAP SIDING" SMOOTH, HARDIE BOARD

FINISH/COLOR

- B **PAINT** - "LUNAR LANDING" DE6241, DUNN EDWARDS
- D **PAINT** - "BARREL STOVE" DE6216, DUNN EDWARDS
- E **PAINT** - "WEATHER BOARD" DE6222, DUNN EDWARDS
- G **PAINT** - "ESPRESSO MACCHIATO" DET680, DUNN EDWARDS
- I **PAINT** - "POINTED ROCK" DE6363, DUNN EDWARDS

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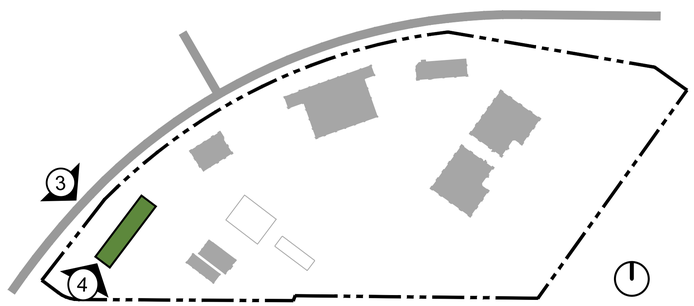

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PAD 2
CONCEPTUAL ELEVATIONS



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PAD 2
CONCEPTUAL RENDERING



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PAD 2
CONCEPTUAL RENDERING

PAD 3

1 FRONT ELEVATION

2 SIDE ELEVATION



MATERIALS

- 1 **ALUMINUM STOREFRONT SYSTEM**
- 3 **METAL CANOPY**
- 4 **LIGHT FIXTURE**
- 6 **TRIM**
- 8 **DOOR**
- 9 **STONE VENEER** - "MEADOW SPRINGS" BY CORONADO
- 10 **TENANT SIGNAGE** - SIGNAGE UNDER SEPARATE PERMIT
- 14 **COMPOSITE ROOFING** - "DRIFTWOOD" LANDMARK, CERTAINTEED
- 15 **FABRIC AWNING**
- 17 **STANDING SEAM ROOF** - "BURNISHED SLATE", ABC METAL ROOFING
- 24 **COMPOSITE SIDING** - "HARDIEPLANK LAP SIDING" SMOOTH, HARDIE BOARD

FINISH/COLOR

- A **PAINT** - "MOONLIGHT" DE6246, DUNN EDWARDS
- D **PAINT** - "BARREL STOVE" DE6216, DUNN EDWARDS
- G **PAINT** - "ESPRESSO MACCHIATO" DET680, DUNN EDWARDS
- H **PAINT** - "STIEGLITZ SILVER" DET612, DUNN EDWARDS
- I **PAINT** - "POINTED ROCK" DE6363, DUNN EDWARDS
- L **ANODIZED ALUMINIUM** - "STANDARD DARK BRONZE" AC-7, ARCADIA
- S **FABRIC** - "BLACK" SUNBRELLA

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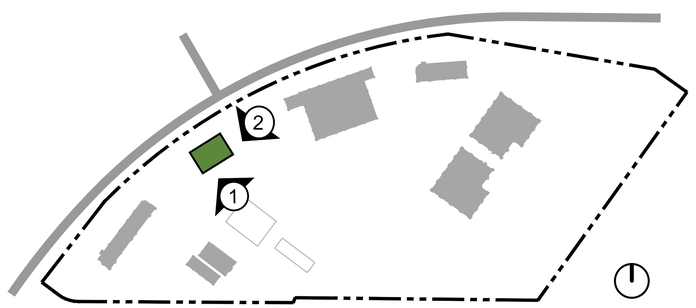

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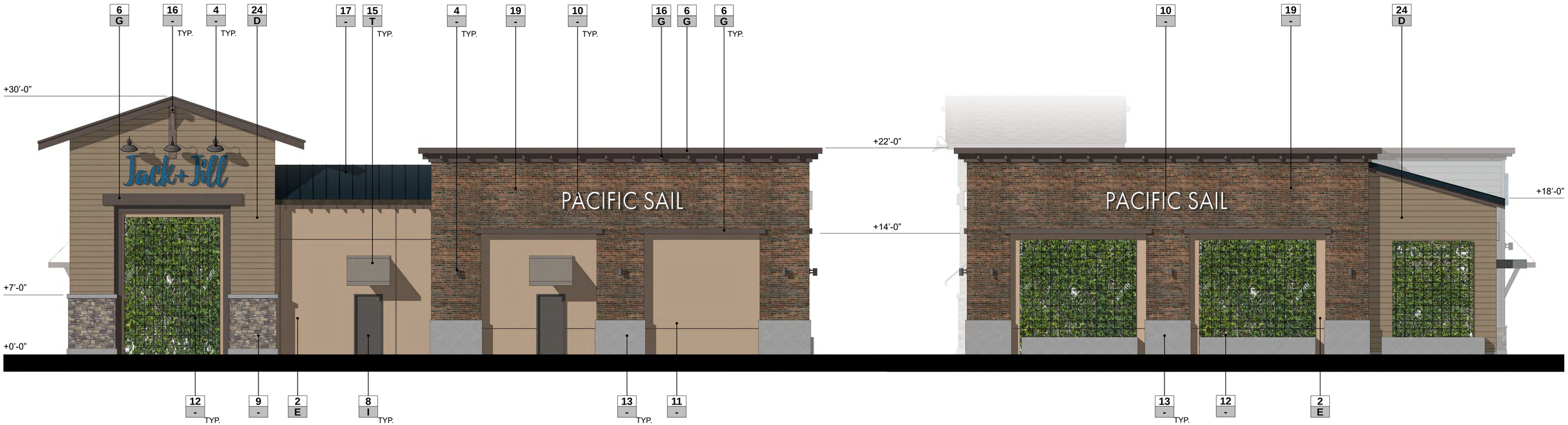
0 4 8 10'-8"
SCALE: 3/16" = 1'-0"

PAD 3
CONCEPTUAL ELEVATIONS

PAD 3

3 REAR ELEVATION

4 SIDE ELEVATION



MATERIALS

- 2 **STUCCO**
- 4 **LIGHT FIXTURE**
- 6 **TRIM**
- 8 **DOOR**
- 9 **STONE VENEER** - "MEADOW SPRINGS" BY CORONADO
- 10 **TENANT SIGNAGE** - SIGNAGE UNDER SEPARATE PERMIT
- 11 **REVEAL**
- 12 **LANDSCAPE TRELLIS**
- 13 **PRECAST CONCRETE BASE** - "TORINO 27", PACIFIC STONE
- 15 **FABRIC AWNING**
- 16 **CORBEL**
- 17 **STANDING SEAM ROOF** - "BURNISHED SLATE", ABC METAL ROOFING
- 19 **BRICK VENEER** - "DONAMIRE", MERIDIAN BRICK
- 24 **COMPOSITE SIDING** - "HARDIEPLANK LAP SIDING" SMOOTH, HARDIE BOARD

FINISH/COLOR

- D **PAINT** - "BARREL STOVE" DE6216, DUNN EDWARDS
- E **PAINT** - "TRAIL DUST" DE6123, DUNN EDWARDS
- G **PAINT** - "ESPRESSO MACCHIATO" DET680, DUNN EDWARDS
- I **PAINT** - "POINTED ROCK" DE6363, DUNN EDWARDS
- T **FABRIC** - "CADET GRAY", SUNBRELLA

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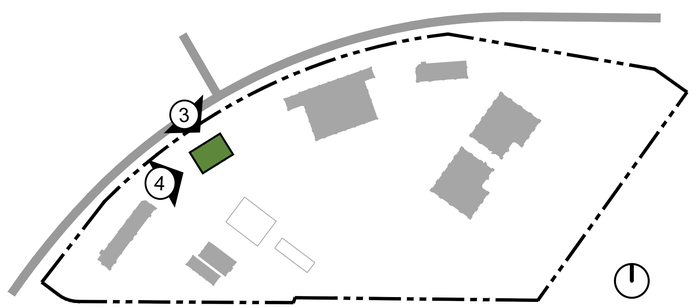

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0 4 8 10'-8"
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PAD 3
CONCEPTUAL ELEVATIONS



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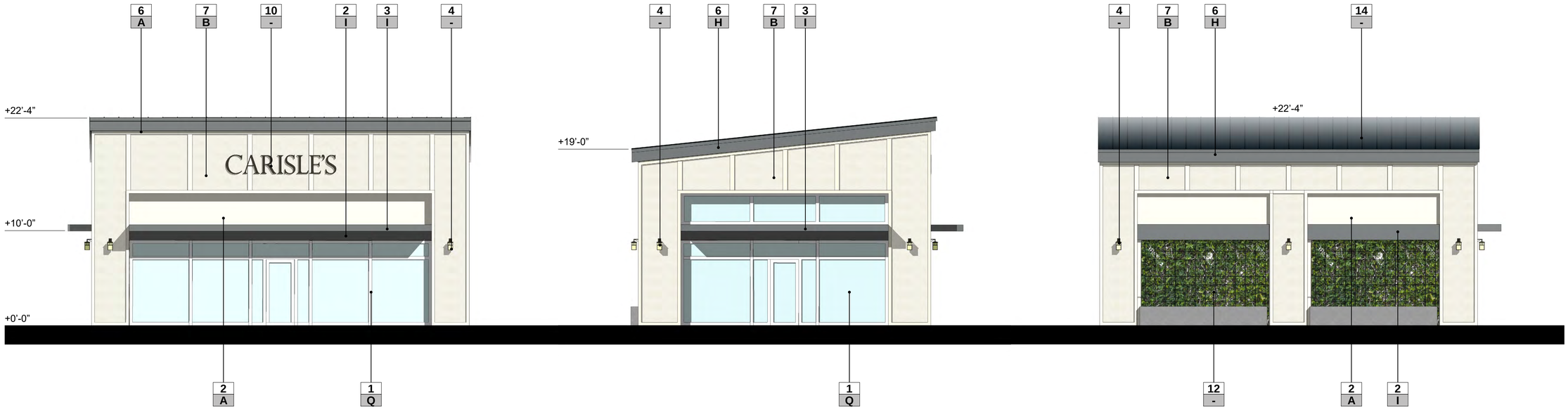
PAD 3
CONCEPTUAL RENDERING

PAD 4

1 FRONT ELEVATION

2 SIDE ELEVATION

3 REAR ELEVATION



MATERIALS

- 1 **ALUMINUM STOREFRONT SYSTEM**
- 2 **STUCCO**
- 3 **METAL CANOPY**
- 4 **LIGHT FIXTURE**
- 6 **TRIM**
- 7 **COMPOSITE SIDING** -
  "HARDIEPANEL VERTICAL SIDING"
  SMOOTH, HARDIE BOARD
- 10 **TENANT SIGNAGE -** SIGNAGE UNDER SEPARATE PERMIT
- 12 **LANDSCAPE TRELLIS**
- 14 **COMPOSITE ROOFING** -
  "DRIFTWOOD" LANDMARK, CERTAINTEED

FINISH/COLOR

- A **PAINT** - "MOONLIGHT" DE6246, DUNN EDWARDS
- B **PAINT** - "LUNAR LANDING" DE6241, DUNN EDWARDS
- H **PAINT** - "STIEGLIEZ SILVER" DET612, DUNN EDWARDS
- I **PAINT** - "POINTED ROCK" DE6363, DUNN EDWARDS
- Q **ANODIZED ALUMINIUM** - "CLEAR" AC-2, ARCADIA
- S **FABRIC** - "BLACK", SUNBRELLA

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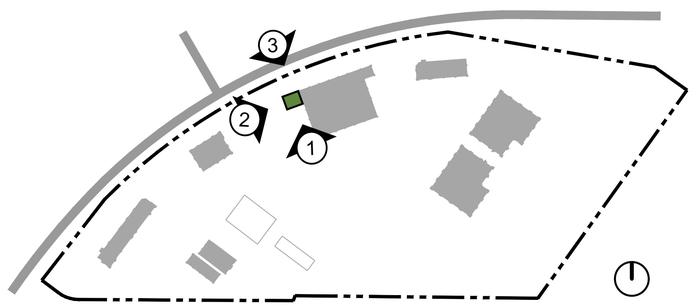

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0 4 8 10'-8"
SCALE: 3/16" = 1'-0"

PAD 4
CONCEPTUAL ELEVATIONS



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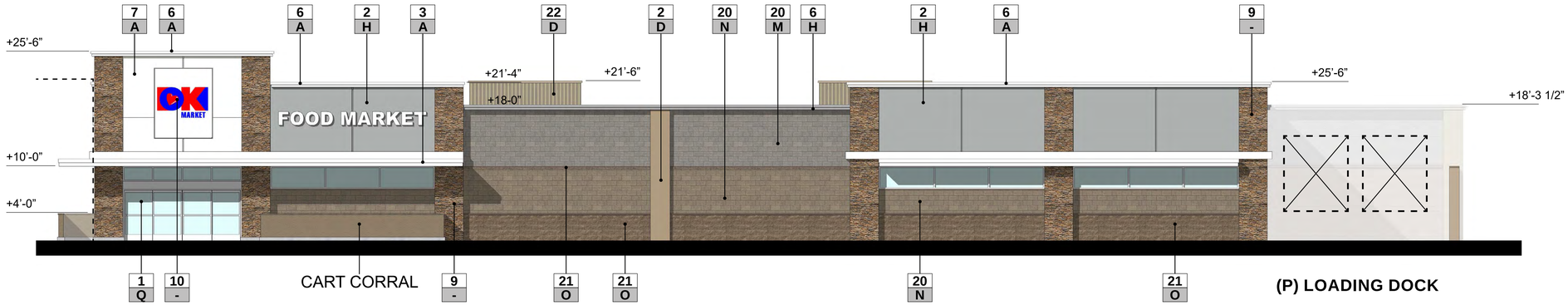
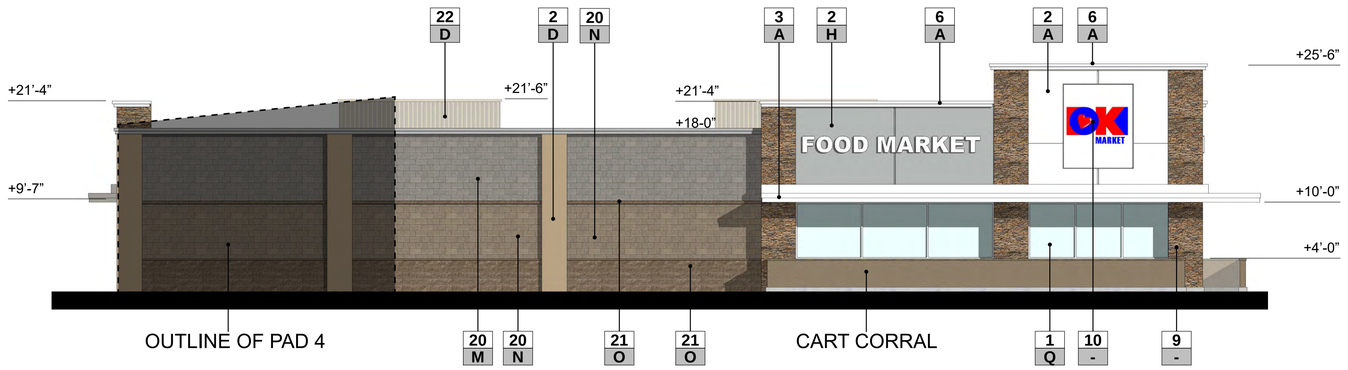
PAD 4
CONCEPTUAL RENDERING

1 MAJOR A
FRONT ELEVATION



2 SIDE ELEVATION



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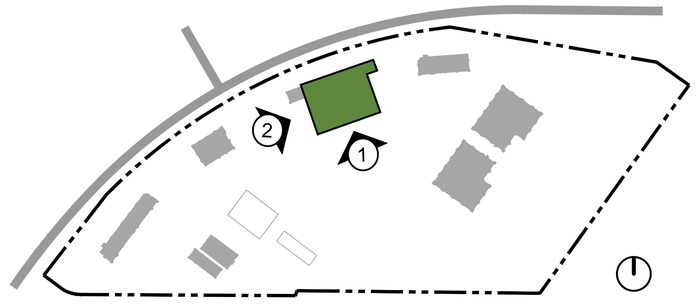
MATERIALS

- 1 **ALUMINUM STOREFRONT SYSTEM**
- 2 **STUCCO**
- 3 **METAL CANOPY**
- 6 **TRIM**
- 7 **COMPOSITE SIDING** - "HARDIEPLANK LAP SIDING" SMOOTH, HARDIE BOARD
- 9 **STONE VENEER** - RUSTIC LEDGE "SAWTOOTH BLEND" BY ELDORADO
- 10 **TENANT SIGNAGE** - SIGNAGE UNDER SEPARATE PERMIT
- 20 **CMU BLOCK** - PRECISION BLOCK
- 21 **CMU BLOCK** - SPLIT FACE BLOCK
- 22 **MECHANICAL UNIT SCREEN** - ENVISOR, "METAL VERTICAL RIB

FINISH/COLOR

- A **PAINT** - "MOONLIGHT" DE6246, DUNN EDWARDS
- D **PAINT** - "BARREL STOVE" DE6216, DUNN EDWARDS
- H **PAINT** - "STIEGLIEZ SILVER" DET612, DUNN EDWARDS
- M "NATURAL GRAY MW", ORCO
- N "TAN MW", ORCO
- O "ALTURA MW", ORCO
- Q **ANODIZED ALUMINIUM** - "CLEAR" AC-2, ARCADIA
- T **FABRIC** - "CADET GRAY", SUNBRELLA



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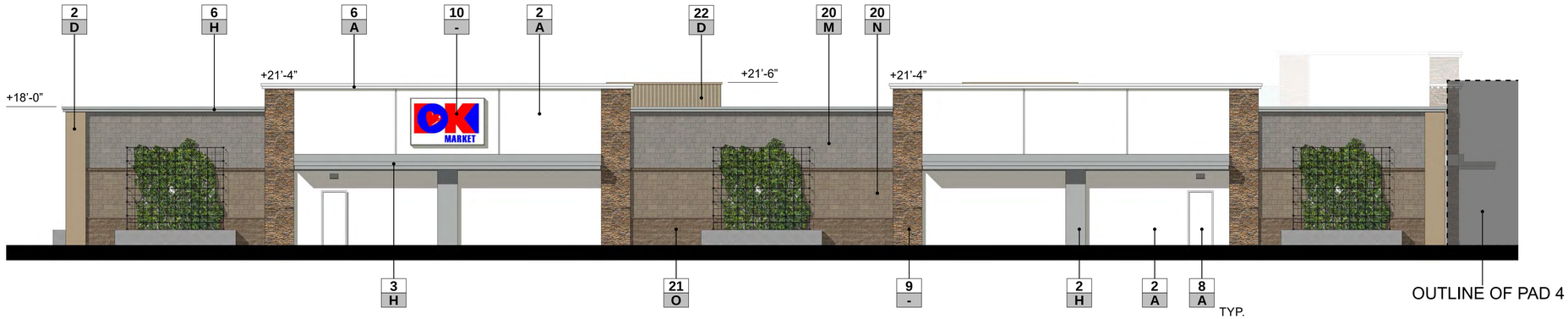
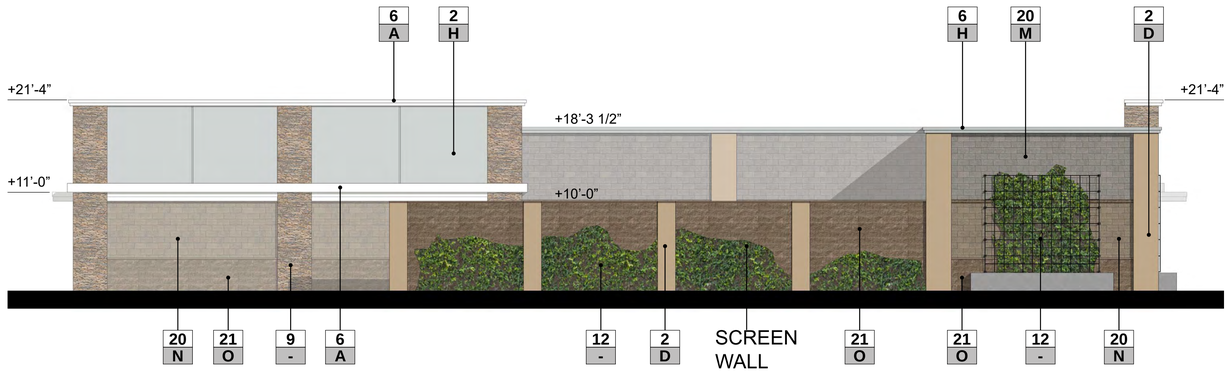
MAJOR A
CONCEPTUAL ELEVATIONS

3 MAJOR A
REAR ELEVATION



4 SIDE ELEVATION



MATERIALS

- 2 **STUCCO**
- 3 **METAL CANOPY**
- 6 **TRIM**
- 8 **DOOR**
- 9 **STONE VENEER** - RUSTIC LEDGE "SAWTOOTH BLEND" BY ELDORADO
- 10 **TENANT SIGNAGE -** SIGNAGE UNDER SEPARATE PERMIT
- 12 **LANDSCAPE TRELLIS / WALL VINES**
- 20 **CMU BLOCK** - PRECISION BLOCK
- 21 **CMU BLOCK** - SPLIT FACE BLOCK
- 22 **MECHANICAL UNIT SCREEN -** ENVISOR, "METAL VERTICAL RIB

FINISH/COLOR

- A **PAINT** - "MOONLIGHT" DE6246, DUNN EDWARDS
- D **PAINT** - "BARREL STOVE" DE6216, DUNN EDWARDS
- H **PAINT** - "STIEGLITZ SILVER" DET612, DUNN EDWARDS
- M "NATURAL GRAY MW", ORCO
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- O "ALTURA MW", ORCO
- T **FABRIC** - "CADET GRAY", SUNBRELLA

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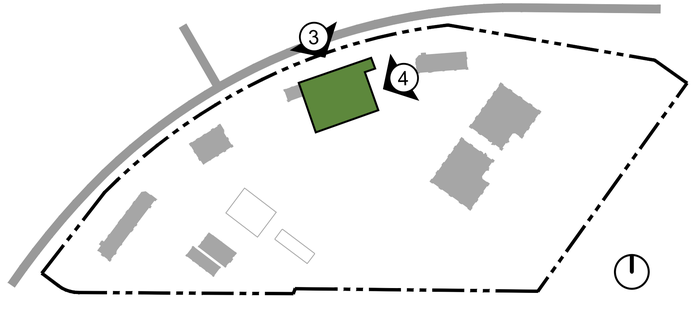

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MAJOR A
CONCEPTUAL ELEVATIONS



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MAJOR A
CONCEPTUAL RENDERING

PAD 5

1 FRONT ELEVATION

2 SIDE ELEVATION



MATERIALS

- 1 **ALUMINUM STOREFRONT SYSTEM**
- 2 **STUCCO**
- 3 **METAL CANOPY**
- 4 **LIGHT FIXTURE**
- 6 **TRIM**
- 7 **COMPOSITE SIDING** - "HARDIEPANEL VERTICAL SIDING" SMOOTH, HARDIE BOARD
- 10 **TENANT SIGNAGE** - SIGNAGE UNDER SEPARATE PERMIT
- 11 **REVEAL**
- 12 **LANDSCAPE TRELLIS**
- 14 **COMPOSITE ROOFING** - "DRIFTWOOD" LANDMARK, CERTAINTEED
- 15 **FABRIC AWNING**
- 16 **CORBEL**
- 17 **STANDING SEAM ROOF** - "BURNISHED SLATE", ABC METAL ROOFING
- 22 **ARCHITECTURAL METAL PANEL**
- 23 **WOOD-LOOK STONE VENEER** - "RUSTIC FARMHOUSE" BARNWOOD STONE, CORONADO.
- 24 **COMPOSITE SIDING** - "HARDIEPLANK LAP SIDING" SMOOTH, HARDIE BOARD

FINISH/COLOR

- A **PAINT** - "MOONLIGHT" DE6246, DUNN EDWARDS
- B **PAINT** - "LUNAR LANDING" DE6241, DUNN EDWARDS
- E **PAINT** - "TRAIL DUST" DE6123, DUNN EDWARDS
- G **PAINT** - "ESPRESSO MACCHIATO" DET680, DUNN EDWARDS
- H **PAINT** - "STIEGLITZ SILVER" DET612, DUNN EDWARDS
- I **PAINT** - "POINTED ROCK" DE6363, DUNN EDWARDS
- L **ANODIZED ALUMINIUM** - "STANDARD DARK BRONZE" AC-7, ARCADIA
- R **FABRIC** - "ALLOY STEEL" SUNBRELLA
- S **FABRIC** - "BLACK" SUNBRELLA

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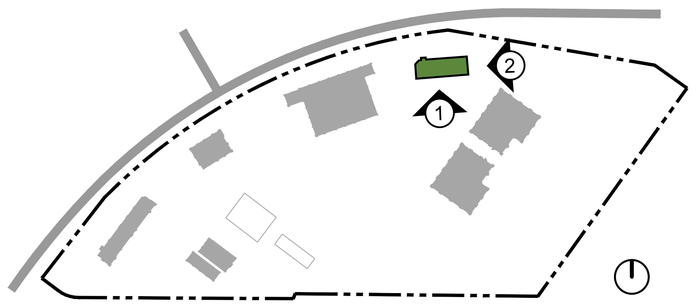

KEY MAP

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J&T Business Management
139 Radio Road
Corona, CA 92879

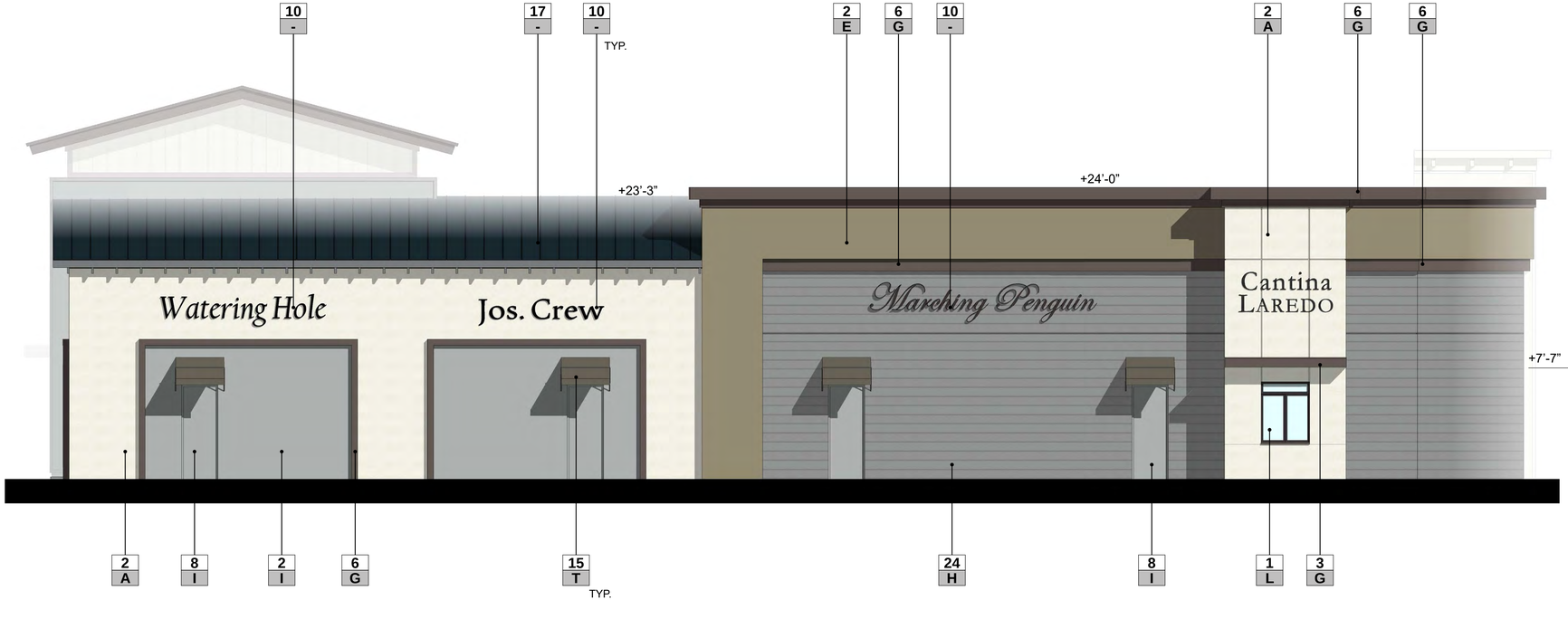
WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA # 2017-0651

ENTITLEMENT SUBMITTAL
APRIL 28TH, 2021

0 4 8 10'-8"
SCALE: 3/16" = 1'-0"

PAD 5
CONCEPTUAL ELEVATIONS

3 PAD 5
REAR ELEVATION



4 SIDE ELEVATION



MATERIALS

- 1 **ALUMINUM STOREFRONT SYSTEM**
- 2 **STUCCO**
- 3 **METAL CANOPY**
- 6 **TRIM**
- 7 **COMPOSITE SIDING -** "HARDIEPANEL VERTICAL SIDING" SMOOTH, HARDIE BOARD
- 8 **DOOR**
- 10 **TENANT SIGNAGE -** SIGNAGE UNDER SEPARATE PERMIT
- 12 **LANDSCAPE TRELLIS**
- 15 **FABRIC AWNING**
- 17 **STANDING SEAM ROOF -** "BURNISHED SLATE", ABC METAL ROOFING
- 24 **COMPOSITE SIDING -** "HARDIEPLANK LAP SIDING" SMOOTH, HARDIE BOARD

FINISH/COLOR

- A **PAINT** - "MOONLIGHT" DE6246, DUNN EDWARDS
- B **PAINT** - "LUNAR LANDING" DE6241, DUNN EDWARDS
- D **PAINT** - "BARREL STOVE" DE6216, DUNN EDWARDS
- E **PAINT** - "WEATHER BOARD" DE6222, DUNN EDWARDS
- H **PAINT** - "STIEGLITZ SILVER" DET612, DUNN EDWARDS
- I **PAINT** - "POINTED ROCK" DE6363, DUNN EDWARDS
- L **ANODIZED ALUMINIUM** - "STANDARD DARK BRONZE" AC-7, ARCADIA
- T **FABRIC** - "CADET GRAY", SUNBRELLA

NOTE:
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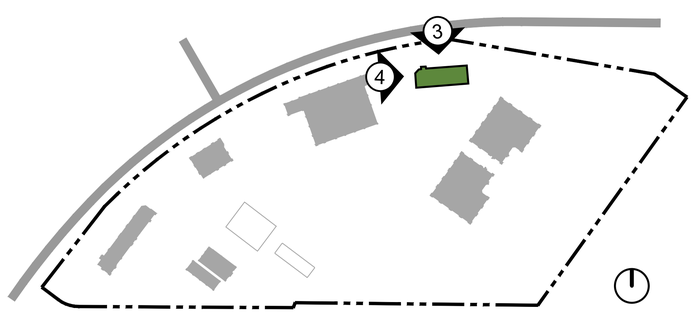

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PAD 5
CONCEPTUAL ELEVATIONS



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PAD 5
CONCEPTUAL RENDERING

1 OFFICE A
FRONT ELEVATION



MATERIALS

1 **ALUMINUM STOREFRONT SYSTEM**
2 **STUCCO**
3 **REVEAL**
4 **METAL PANEL**
5 **COPING**
6 **TRIM**
7 **ALUMINUM COMPOSITE MATERIAL**
8 **STANDING SEAM ROOF** - "BURNISHED SLATE", ABC METAL ROOFING
9 **STONE VENEER**
10 **DOOR**
11 **TENANT SIGNAGE** - SIGNAGE UNDER SEPARATE PERMIT
12 **MECHANICAL UNIT SCREEN** - ENVISOR, "METAL VERTICAL RIB

FINISH/COLOR

A **PAINT** - "LIGHTHOUSE" DEW385, DUNN EDWARDS
B **PAINT** - "POINTED ROCK" DE6363, DUNN EDWARDS
C **PAINT** - "WOOD LAKE" DE6075, DUNN EDWARDS
D **PAINT** - "STIEGLITZ SILVER" DET612, DUNN EDWARDS
E **ANODIZED ALUMINIUM** - "STANDARD DARK BRONZE" AC-7, ARCADIA
F "SUMMIT GREY" SPLIT LIMESTONE, CORONADO
G **ANODIZED ALUMINIUM** - "STANDARD CLEAR" #AC2

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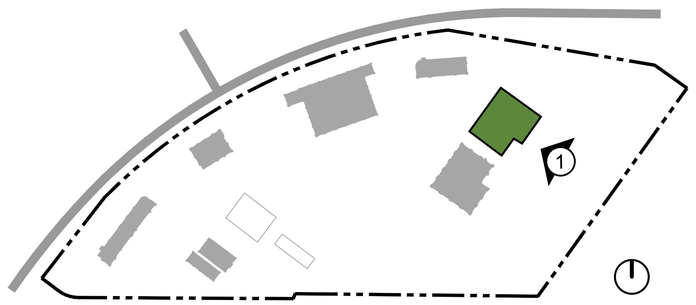

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OFFICE A
CONCEPTUAL ELEVATION

1476

2 OFFICE A
SIDE ELEVATION



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MATERIALS

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2. **STUCCO**
3. **REVEAL**
4. **METAL PANEL**
5. **COPING**
6. **TRIM**
7. **ALUMINUM COMPOSITE MATERIAL**
8. **STANDING SEAM ROOF** - "BURNISHED SLATE", ABC METAL ROOFING
9. **STONE VENEER**
10. **DOOR**
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12. **MECHANICAL UNIT SCREEN** - ENVISOR, "METAL VERTICAL RIB

FINISH/COLOR

- A **PAINT** - "LIGHTHOUSE" DEW385, DUNN EDWARDS
- B **PAINT** - "POINTED ROCK" DE6363, DUNN EDWARDS
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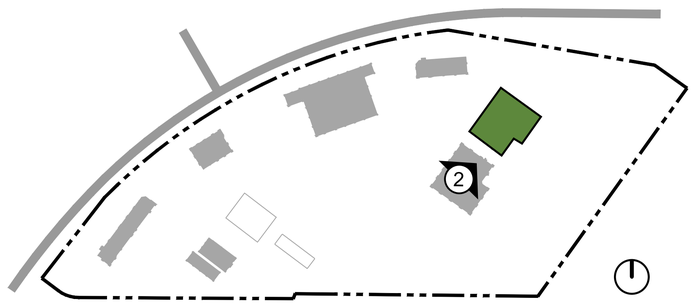

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0 4 8 10'-8"
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OFFICE A
CONCEPTUAL ELEVATION

1477

OFFICE A
3 REAR ELEVATION



MATERIALS

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2. **STUCCO**
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4. **METAL PANEL**
5. **COPING**
6. **TRIM**
7. **ALUMINUM COMPOSITE MATERIAL**
8. **STANDING SEAM ROOF -** "BURNISHED SLATE", ABC METAL ROOFING
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FINISH/COLOR

- A **PAINT** - "LIGHTHOUSE" DEW385, DUNN EDWARDS
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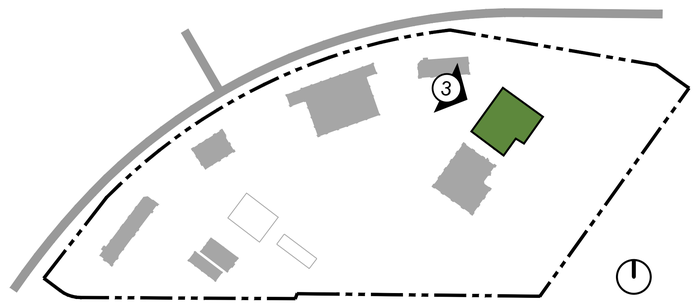

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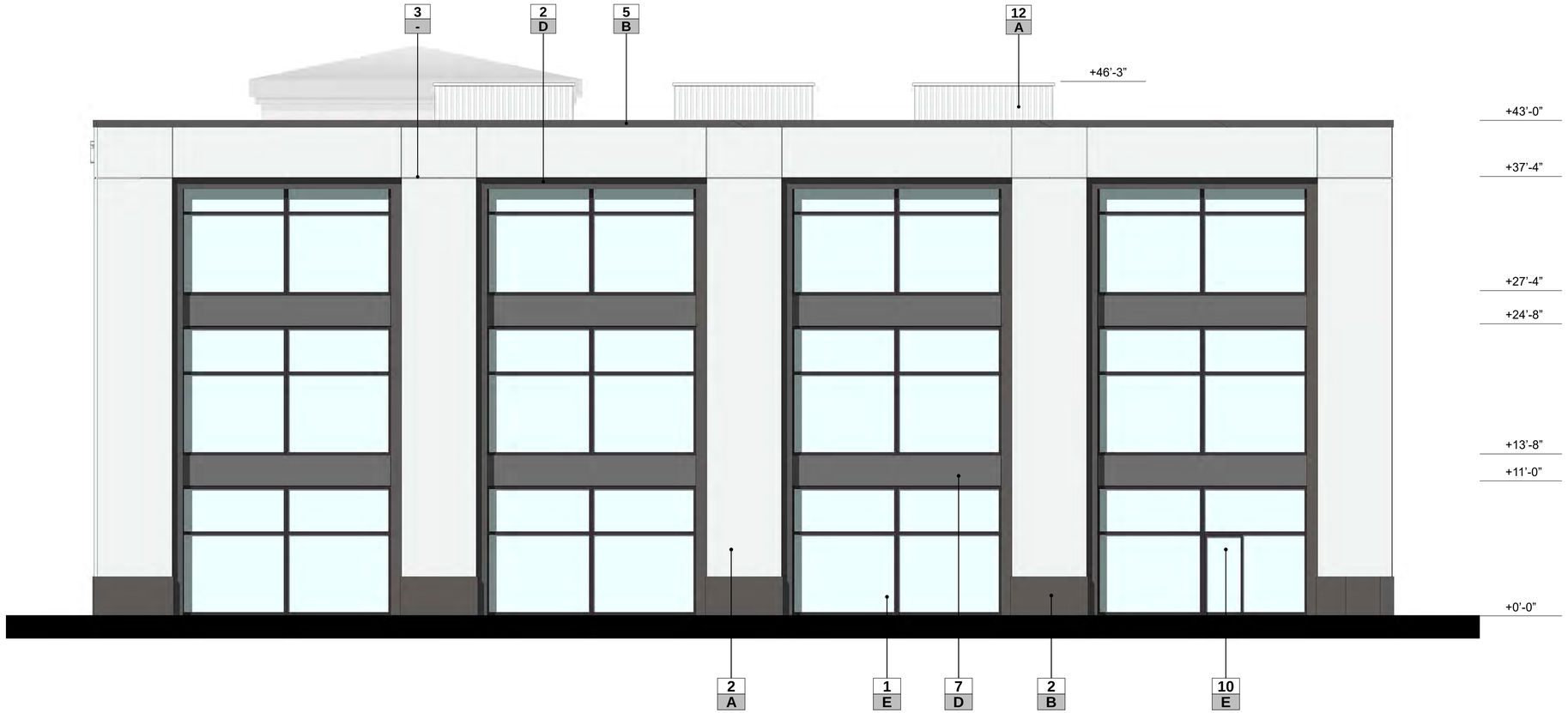
OFFICE A
CONCEPTUAL ELEVATION

OFFICE A
4 SIDE ELEVATION



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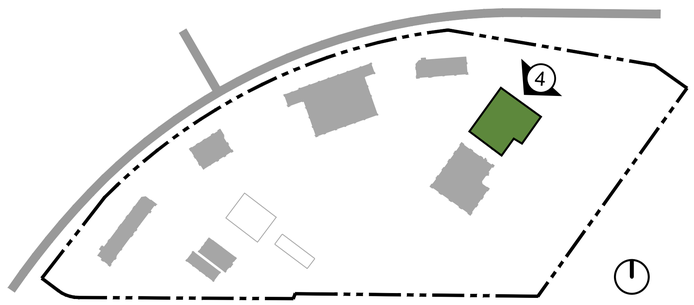

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OFFICE A
CONCEPTUAL ELEVATION



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APRIL 28TH, 2021

OFFICE A
CONCEPTUAL RENDERING

OFFICE B

1 FRONT ELEVATION



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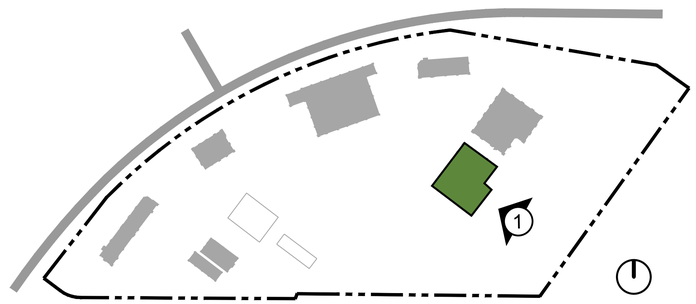

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APRIL 28TH, 2021

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OFFICE B
CONCEPTUAL ELEVATION

1481

OFFICE B
2 SIDE ELEVATION



MATERIALS

1 **ALUMINUM STOREFRONT SYSTEM**
2 **STUCCO**
3 **REVEAL**
4 **METAL PANEL**
5 **COPING**
6 **TRIM**
7 **ALUMINUM COMPOSITE MATERIAL**
8 **STANDING SEAM ROOF** - "BURNISHED SLATE", ABC METAL ROOFING
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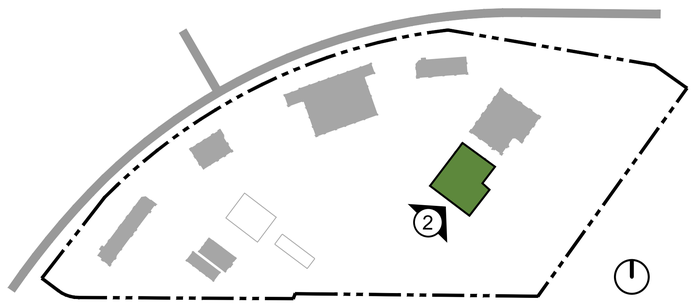

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OFFICE B
CONCEPTUAL ELEVATION

1482

OFFICE B
3 REAR ELEVATION



MATERIALS

1. **ALUMINUM STOREFRONT SYSTEM**
2. **STUCCO**
3. **REVEAL**
4. **METAL PANEL**
5. **COPING**
6. **TRIM**
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FINISH/COLOR

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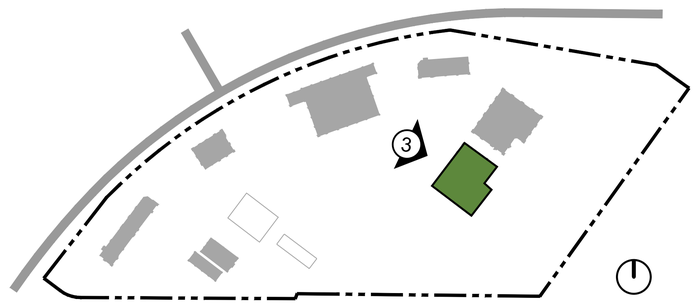

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OFFICE B
CONCEPTUAL ELEVATION

1483

4 OFFICE B
SIDE ELEVATION



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FINISH/COLOR

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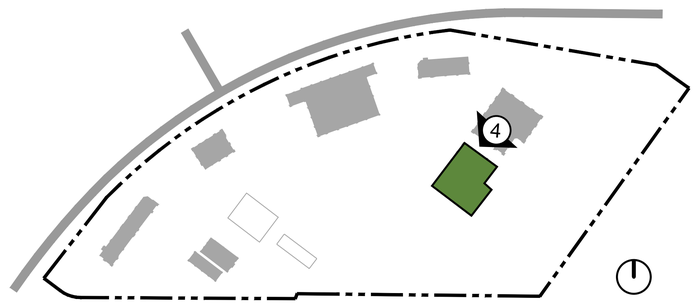

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OFFICE B
CONCEPTUAL ELEVATION

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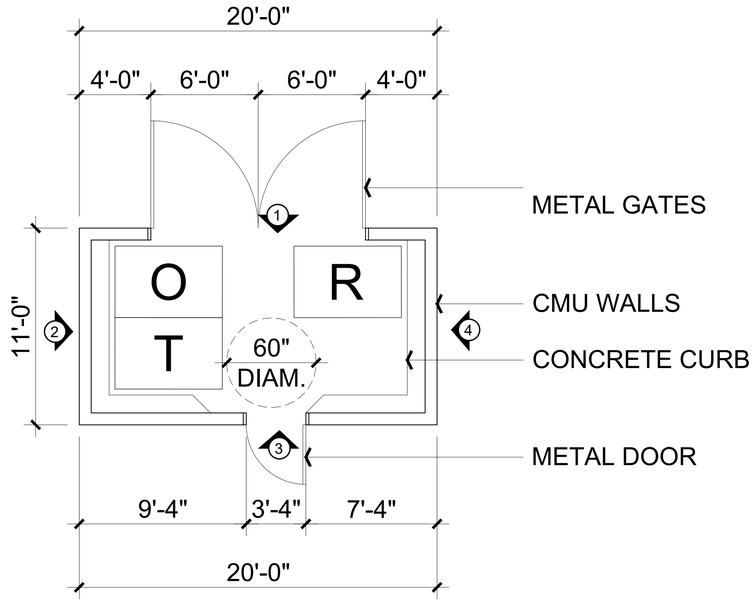
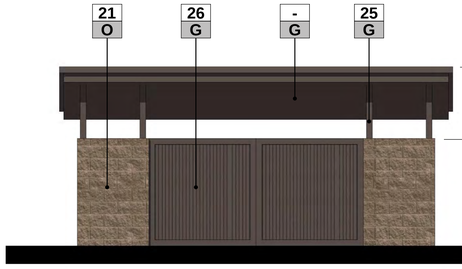
OFFICE B
CONCEPTUAL RENDERING

TYPICAL TRASH ENCLOSURE DETAIL

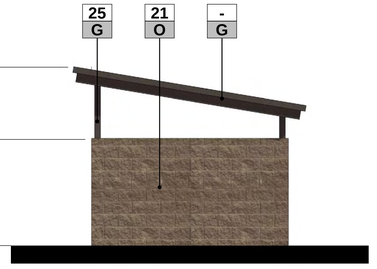
TYPICAL FLOOR PLAN



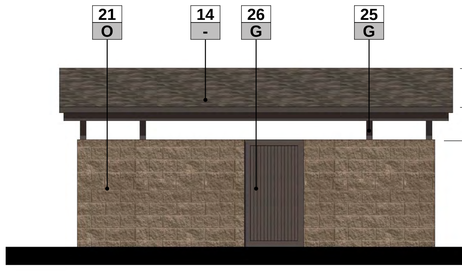
1 FRONT ELEVATION



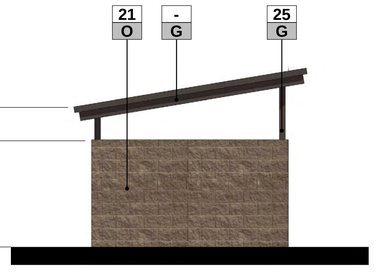
2 RIGHT ELEVATION



3 REAR ELEVATION



4 LEFT ELEVATION



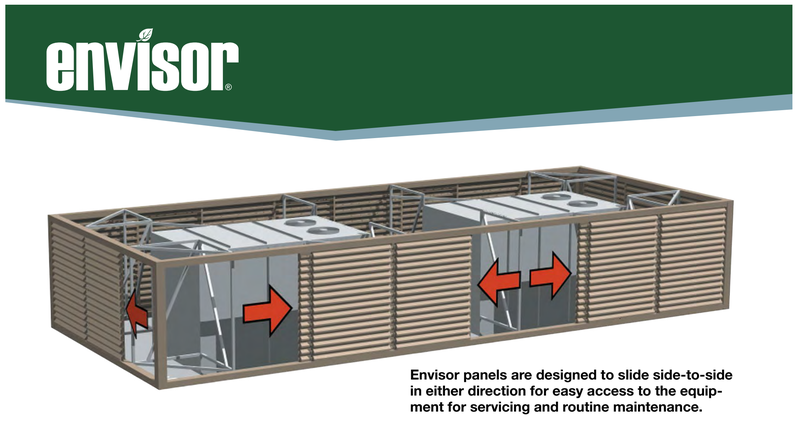
MATERIALS

- 14 **COMPOSITE ROOFING** - "DRIFTWOOD" LANDMARK, CERTAINTEED
- 21 **CMU BLOCK** - SPLIT FACE BLOCK
- 25 **STEEL COLUMN**
- 26 **METAL DOOR/GATE**

COLORS & FINISHES

- G **PAINT** - "ESPRESSO MACCHIATO" DET680, DUNN EDWARDS
- O "ALTURA MW", ORCO

MECHANICAL UNIT SCREEN DETAILS



Envisor panels are designed to slide side-to-side in either direction for easy access to the equipment for servicing and routine maintenance.

DESIGN OPTIONS



Vertical

COLOR OPTIONS



Custom Color

PANEL STYLES



Vertical Rib Metal

TOP TRIM OPTIONS



Band

NOTES:

SEE ELEVATION FOR PROPOSED PAINT COLOR AND HEIGHT

SEE ROOF PLAN FOR CONCEPTUAL SCREEN LAYOUT

ktgy

Architecture + Planning
888.456.5849
ktgy.com

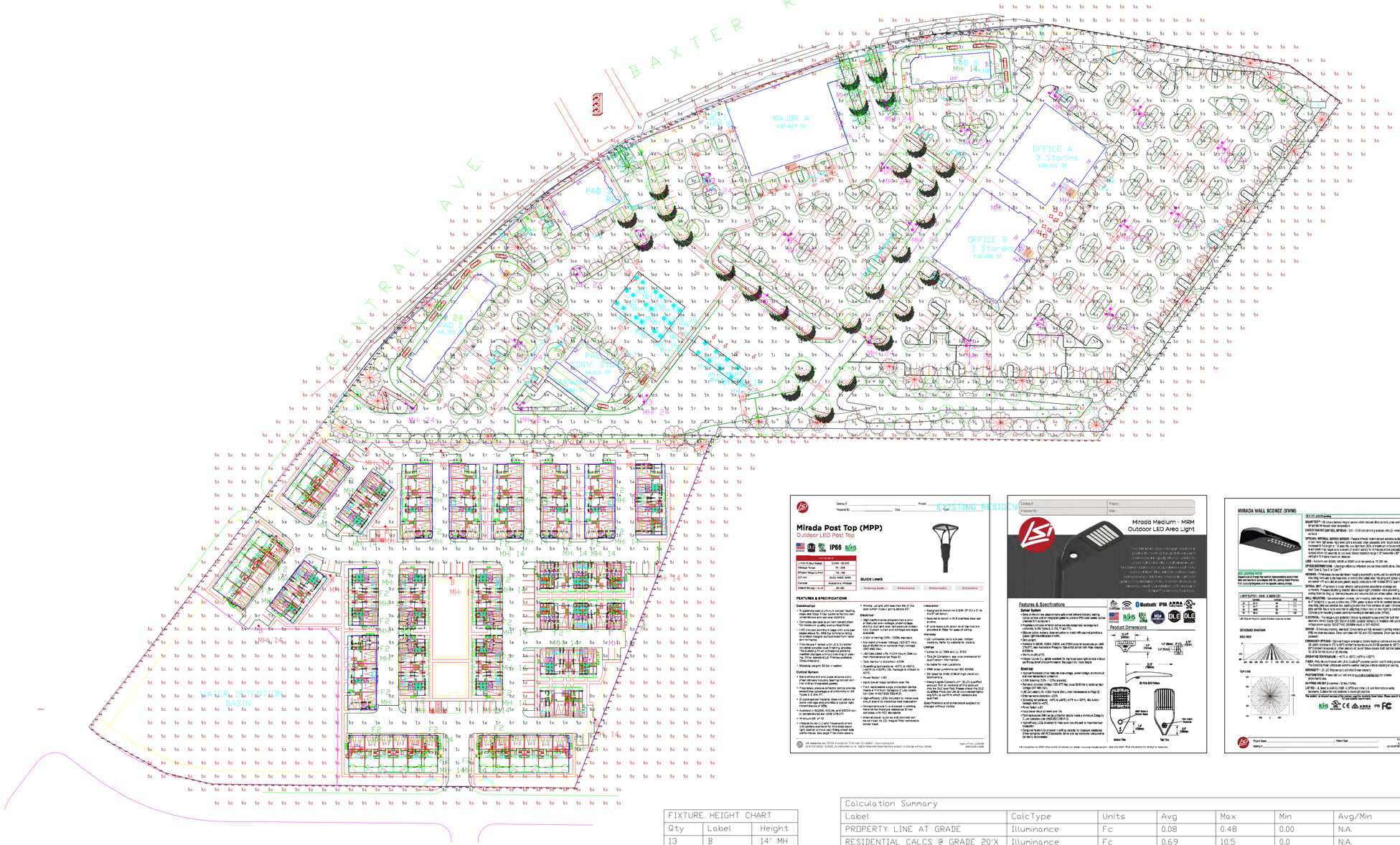
J&T Business Management
139 Radio Road
Corona, CA 92879

WILDOMAR TRAIL TOWN CENTER
WILDOMAR, CA # 2017-0651

ENTITLEMENT SUBMITTAL
APRIL 28TH, 2021

0 2 4 8
SCALE: ¼" = 1'-0"

TRASH ENCLOSURE & MECHANICAL UNIT SCREEN DETAILS



FIXTURE HEIGHT CHART		
Qty	Label	Height
13	B	14' MH
2	D2	24' MH
20	D3	24' MH
6	E	24' MH
26	F	14' MH
3	F2	14' MH
26	G	16' MH

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PROPERTY LINE AT GRADE	Illuminance	Fc	0.08	0.48	0.00	N.A.	N.A.
RESIDENTIAL CALCS @ GRADE 20'X	Illuminance	Fc	0.69	10.5	0.0	N.A.	N.A.
RETAIL OFFICE CALCS @ GRADE	Illuminance	Fc	3.07	34.7	0.0	N.A.	N.A.
CAR GAS CANOPY	Illuminance	Fc	29.56	34.7	22.4	1.32	1.55
OFFICE SUMMARY	Illuminance	Fc	4.19	14.4	0.2	20.95	72.00
RESIDENTIAL SUMMARY	Illuminance	Fc	2.03	10.5	0.2	10.15	52.50
RETAIL SUMMARY	Illuminance	Fc	5.16	34.7	0.0	N.A.	N.A.
RV GAS CANOPY	Illuminance	Fc	28.70	31.8	22.0	1.30	1.45

Luminaire Schedule										
Symbol	Qty	Label	Arrangement	Description	LLD	UDF	LLF	Arr. Lum. Lumens	Arr. Watts	BUG Rating
	11	B	SINGLE	MPP-LED-20L-SIL-3-30-70CRI-IL-SINGLE-14'MH	1.000	1.000	0.970	12899	166	B1-U3-G3
	2	D2	D180°	MRM-LED-30L-SIL-5W-30-70CRI-D180-24'MH	1.000	1.000	0.970	57114	494	B5-U0-G3
	20	D3	3 @ 120 DEGREES	MRM-LED-30L-SIL-5W-30-70CRI-TN120-24'MH	1.000	1.000	0.970	85671	741	B5-U0-G3
	6	E	SINGLE	MRM-LED-24L-SIL-FT-30-70CRI-IL-24'MH	1.000	1.000	0.970	14886	187	B1-U0-G3
	7	F	SINGLE	XWM-FT-LED-04L-30-14'MH	1.000	1.000	0.900	3706	29.5	B1-U0-G1
	37	F2	SINGLE	XWM-3-LED-04L-30-14'MH	1.000	1.000	0.900	3752	29.5	B1-U0-G1
	26	G	SINGLE	CRUS-SC-LED-HO-30	0.900	1.000	0.900	16325	132	B3-U0-G1

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

SHEET 55

Total Project Watts
Total Watts = 23486

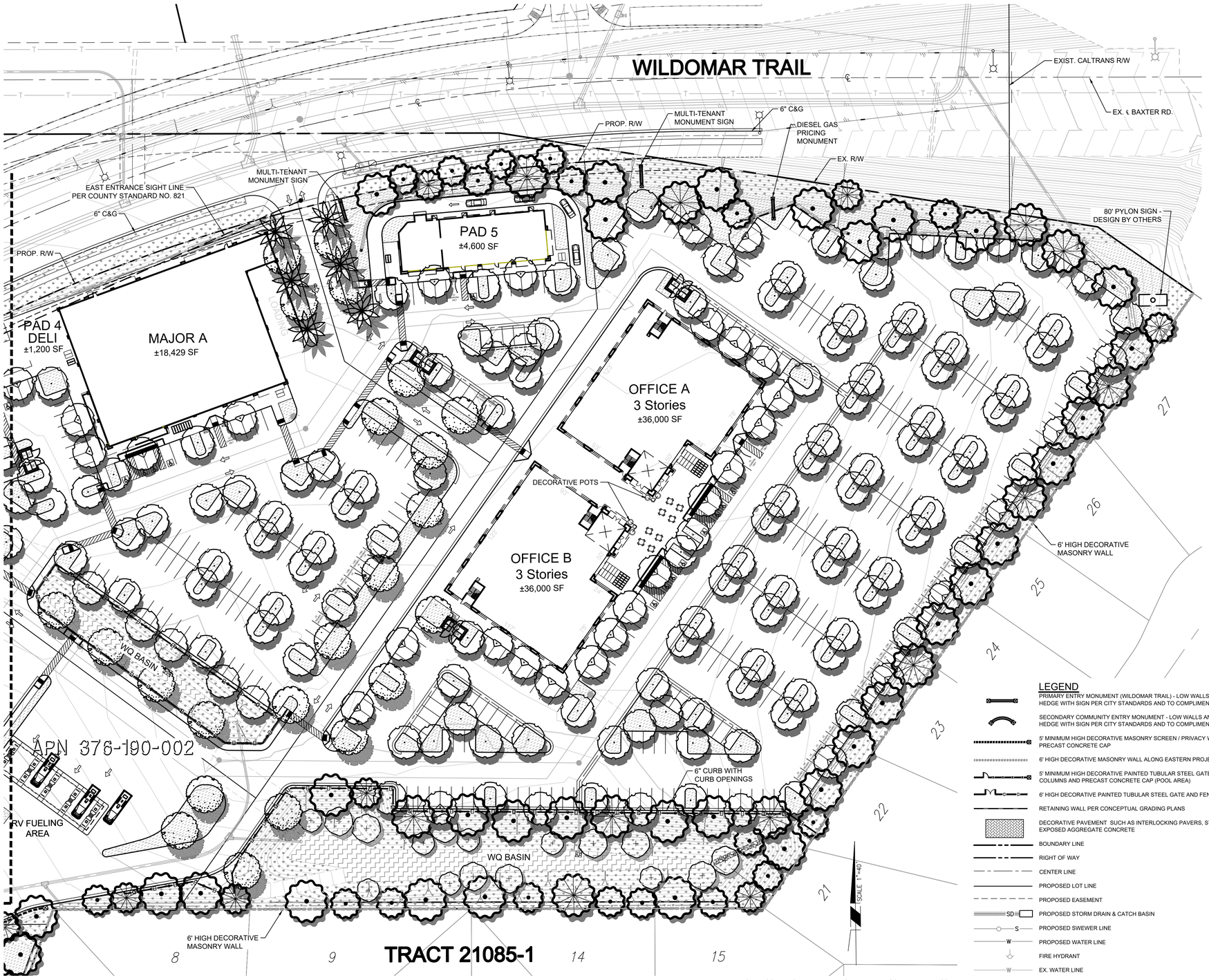
10000 ALLIANCE RD. CINCINNATI, OHIO 45242 USA
(513) 793-3200 ■ FAX (513) 793-6023

LIGHTING PROPOSAL LO-145125-8

WILDOMAR TOWNE CENTER
WILDOMAR, CA

BY:GEF	DATE:2/4/2019	REV:3/2/21	SHEET 1 OF 1

SCALE: 1"=80' 0 80



LANDSCAPE ZONES AND PLANT PALETTE

WILDOMAR TRAIL COMMERCIAL CENTER

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	ACCENT TREES, SUCH AS:		
	LAGERSTROEMIA INDICA	CRAPE MYRTLE	M
	OLE EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	L
	PHOENIX DACTYLIFERA	DATE PALM	L
	TABEBUIA SPECIES	TRUMPET	M
	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	L

NOTES: MIN. 24" BOX SIZES; MIN. 36" & 48" BOX SIZES AT ENTRY; PALMS SHALL BE 17'-18' B.T.H. MIN.; PALMS MAY ONLY BE USED IN LOCATIONS SHOWN ON THIS PLAN AND/ OR A MAX. OF 15% OF TREE PALETTE.

	CANOPY TREES, SUCH AS:		
	KOELREUTERIA SPECIES	CHINESE FLAME TREE	M
	PARKINSONIA SPECIES	PALO VERDE	L
	PLATANUS SPECIES	SYCAMORE	M
	PROSOPIS SPECIES	MESQUITE	L
	QUERCUS SPECIES	OAK	L
	TIPUANA TIPU	TIPU TREE	M
	TRISTANIA SPECIES	WATER GUM	M
	ULMUS PARVIFOLIA	CHINESE EVERGREEN ELM	L

NOTE: MIN. 24" BOX SIZES; MINIMUM 36" AND 48" BOX SIZES AT ENTRY

	SHRUBS, SUCH AS:		
	AGAVE SPECIES	AGAVE	L
	CALANDRINIA SPECIES	ROCK PURSLANE	L
	CALLISTEMON 'LITTLE JOHN'	WEEPING BOTTLEBRUSH	L
	CISTUS SPECIES	ROCKROSE	L
	DASYLIRION SPECIES	DESERT SPOON	L
	DIANELLA REVOLUTA	FLAX LILY	L
	GREVILLEAE 'NOELLI'	NOEL'S GREVILLEA	L
	LEUCOPHYLLUM SPECIES	TEXAS RANGER	L
	OLEA EUROPAEA 'LITTLE OLLIE'	DWARF OLIVE	L
	TEUCRIUM FRUTICANS	BUSH GERMANDER	L
	WESTRINGIA FRUTICOSA	COAST ROSEMARY	L

NOTE: MINIMUM 5 AND 15 GALLON SIZES

	GROUND COVERS, SUCH AS:		
	BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
	COTONEASTER SPECIES	COTONEASTER	M
	DROSANTHEMUM SPECIES	ICE PLANT	L
	LANTANA SPECIES	LANTANA	L
	MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
	ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L
	ROSA SPECIES	CARPET ROSE	L
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	L

NOTE: MINIMUM I GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

DROUGHT TOLERANT VARIETIES OF TURF
NATIVE HYDROSEED

	WALL CLINGING VINES, SUCH AS:		
	BOUGAINVILLEA SPECIES	BOUGAINVILLEA	L
	DISTICTIS SPECIES	TRUMPET VINE	M
	FICUS PUMILA	CREEPING FIG	M
	GELSEMIUM SEMPERVIRENS	CAROLINA JESSAMINE	M
	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	M
	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	M

MINIMUM 1 GALLON SIZES

LANDSCAPED OPEN SPACE, BUFFER AND SCREEN

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	CANOPY TREES, SUCH AS:		
	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	L
	QUERCUS SPECIES	OAK	L
	PINUS SPECIES	PINE	L
	PLATANUS SPECIES	SYCAMORE	M
	POPULUS FREMONTII	FREEMONT COTTONWOOD	M
	SCHINUS MOLLE	CALIFORNIA PEPPER	L

NOTE:MINIMUM 15 GALLON SIZES

	SHRUBS, SUCH AS:		
	CISTUS SPECIES	ROCKROSE	L
	ENCELIA FARINOSA	BRITTLEBUSH	L
	HETEROMELES ARBUTIFOLIA	TOYON	L
	LEUCOPHYLLUM SPECIES	TEXAS RANGER	L
	RHAMNUS CALIFORNICA	COFFEE BERRY	L
	RHUS INTEGRIFOLIA	LEMONADE BERRY	L
	RHUS OVATA	SUGAR BUSH	L
	WESTRINGIA FRUTICOSA	COAST ROSEMARY	L

NOTE: MINIMUM 5 GALLON SIZES

	GROUND COVERS, SUCH AS:		
	ACACIA REDOLENS	PROSTRATE ACACIA	L
	BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
	BACCHARIS PILULARIS	COYOTE BRUSH	L
	DROSANTHEMUM SPECIES	ICE PLANT	L
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	L
	LANTANA SPECIES	LANTANA	L
	LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	L
	MUHLENBERGIA RIGENS	DEER GRASS	M
	MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
	ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L

NOTE: MINIMUM I GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

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

SHRUBS, SUCH AS:
ANNUAL & PERENNIAL NATIVE GRASSES (BASIN BOTTOM & SIDES BELOW HIGH WATER ELEVATION)

NOTE: MINIMUM 4" POT SIZES AND PLUGS FROM FLATS.

LEGEND

- PRIMARY ENTRY MONUMENT (WILDOMAR TRAIL) - LOW WALLS AND OR BOULDERS AND OR HEDGE WITH SIGN PER CITY STANDARDS AND TO COMPLIMENT ARCHITECTURE
- 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
- 6' HIGH DECORATIVE MASONRY WALL ALONG EASTERN PROJECT BOUNDARY
- 5' MINIMUM HIGH DECORATIVE PAINTED TUBULAR STEEL GATE AND FENCE WITH MASONRY COLUMNS AND PRECAST CONCRETE CAP (POOL AREA)
- 6' HIGH DECORATIVE PAINTED TUBULAR STEEL GATE AND FENCE (BASIN AREA)
- RETAINING WALL PER CONCEPTUAL GRADING PLANS
- DECORATIVE PAVEMENT SUCH AS INTERLOCKING PAVERS, STAMPED CONCRETE OR EXPOSED AGGREGATE CONCRETE
- BOUNDARY LINE
- RIGHT OF WAY
- CENTER LINE
- PROPOSED LOT LINE
- PROPOSED EASEMENT
- SD — PROPOSED STORM DRAIN & CATCH BASIN
- S — PROPOSED SWEWER LINE
- W — PROPOSED WATER LINE
- FIRE HYDRANT
- W — EX. WATER LINE
- T — EX. OVERHEAD TEL. LINES
- STREET LIGHT

NOTE: LOCATION OF COMMERCIAL BUILDING FOUNDATION PLANTING TO BE DETERMINED AT DESIGN DEVELOPMENT PHASE AND OR WHEN BUILDING USE HAS BEEN DETERMINED AND ENTRANCES HAVE BEEN IDENTIFIED.

SEE SHEET 2 FOR PLANTING GENERAL NOTES

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:
REGISTERED LANDSCAPE ARCHITECT
JEREMY FRANZINI 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 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)

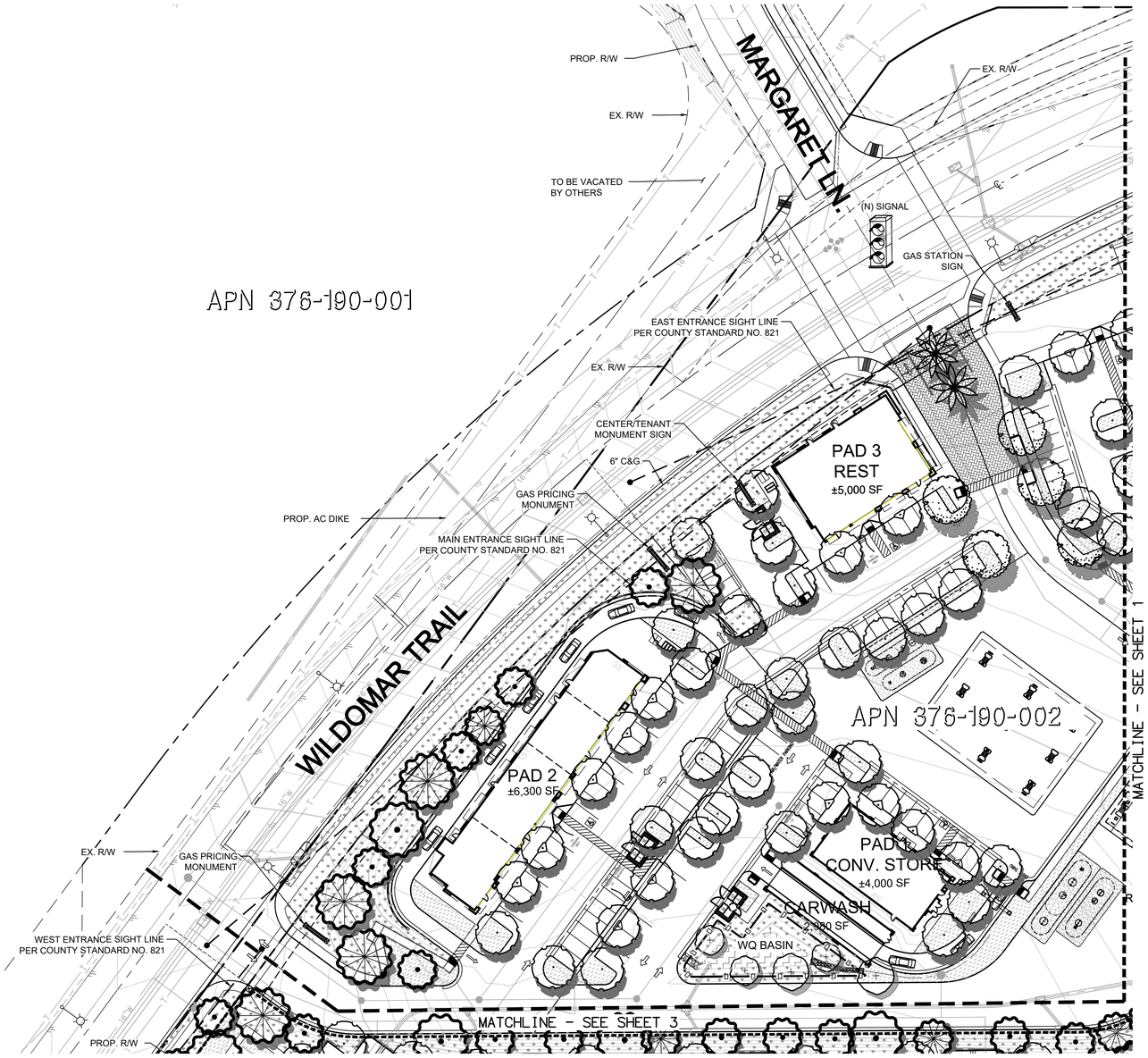
SCALE:
H: As Noted V: As Noted

PA NO. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
LANDSCAPE SUBMITTAL
CONCEPTUAL LANDSCAPE PLAN

SHEET No. 1
OF 3 SHTS

H:\PDATA\163508\CADD\LARCH\EXHIBITS\CONCEPT\163508-LS-COMM-01-4TH SUBMITTAL.DWG ELISE.CAILLE 5/3/21 5:00 PM



GENERAL NOTES

1. 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 TO BE NO TALLER THAN 20' IF PLANTED UNDER UTILITY WIRES
2. STREET TREE SPECIES AND SPACING SHALL CONFORM TO ADJACENT TRACTS.
3. SIGHT DISTANCE TRIANGLES AT INTERSECTIONS AND DRIVEWAYS SHALL BE IN ACCORDANCE WITH COUNTY STANDARD NO. 821. VEGETATION WILL BE 30" MAXIMUM HEIGHT IN LIMITED USE AREAS.
4. 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 (AUGUST 2014), 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 OF OVERHEAD SPRAY TYPE SYSTEMS AND INCORPORATE DRIP OR BUBBLER TYPE IRRIGATION SYSTEMS.
5. ALL LANDSCAPE IMPROVEMENTS DEPICTED HEREIN OUTSIDE OF PUBLIC RIGHT OF WAY TO BE MAINTAINED BY PRIVATE PROPERTY ASSOCIATION(S) OR HOMEOWNERS ASSOCIATION(S).
6. 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.
7. 3" MINIMUM DEPTH OF SHREDDED BARK MULCH IN ALL PLANTER AREAS EXCLUDING HYDROSEED AREAS.
8. AGRONOMIC SOILS REPORT WILL BE PROVIDED DURING FINAL DESIGN.

WATER USE CALCULATIONS

TOTAL LANDSCAPE AREA 161,818 SF

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)
MAWA = (ETO)(0.55)(LA)(0.62) = GALLONS PER YEAR
MAWA = 55.00 X 0.45 X 161,818 X 0.62 = 2,483,097 GALLONS PER YEAR
MAWA = 8.05 X 0.45 X 161,818 X 0.62 = 363,435 GALLONS (PEEK DEMAND IN AUGUST)

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM ACCORDINGLY FO
THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN

SHADED PARKING CALCULATIONS

PARKING PROVIDED - 609 SPACES (OPEN)
TOTAL AREA OF PARKING SPACES = 99,537 SF

TREE SHADE QUANTITY @ FULL (100%) - 40 @ 600 SF
TREE SHADE QUANTITY @ HALF (50%) - 86 @ 300 SF
TOTAL SHADE PROVIDED 49,783 SF
PERCENT SHADE = 50%

TOTAL LANDSCAPE AREA 161,818 SF

LEGEND

- PRIMARY ENTRY MONUMENT (WILDOMAR TRAIL) - LOW WALLS AND OR BOULDERS AND OR HEDGE WITH SIGN PER CITY STANDARDS AND TO COMPLIMENT ARCHITECTURE
- 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
- 6' HIGH DECORATIVE MASONRY WALL ALONG EASTERN PROJECT BOUNDARY
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- S — PROPOSED SWEWER LINE
- W — PROPOSED WATER LINE
- FIRE HYDRANT
- W — EX. WATER LINE
- T — EX. OVERHEAD TEL. LINES
- STREET LIGHT

LANDSCAPE ZONES AND PLANT PALETTE

WILDOMAR TRAIL COMMERCIAL CENTER

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	ACCENT TREES, SUCH AS;		
	LAGERSTROEMIA INDICA	CRAPE MYRTLE	M
	OLE EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	L
	PHOENIX DACTYLIFERA	DATE PALM	L
	TABEBUIA SPECIES	TRUMPET	M
	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	L

NOTES: MIN. 24" BOX SIZES; MIN. 36" & 48" BOX SIZES AT ENTRY; PALMS SHALL BE 17'-18' B.T.H. MIN.; PALMS MAY ONLY BE USED IN LOCATIONS SHOWN ON THIS PLAN AND/ OR A MAX. OF 15% OF TREE PALETTE.

	CANOPY TREES, SUCH AS;		
	KOELREUTERIA SPECIES	CHINESE FLAME TREE	M
	PARKINSONIA SPECIES	PALO VERDE	L
	PLATANUS SPECIES	SYCAMORE	M
	PROSOPIS SPECIES	MESQUITE	L
	QUERCUS SPECIES	OAK	L
	TIPUANA TIPU	TIPU TREE	M
	TRISTANIA SPECIES	WATER GUM	M
	ULMUS PARVIFOLIA	CHINESE EVERGREEN ELM	L

NOTE: MIN. 24" BOX SIZES; MINIMUM 36" AND 48" BOX SIZES AT ENTRY

	SHRUBS, SUCH AS;		
	AGAVE SPECIES	AGAVE	L
	CALANDRINIA SPECIES	ROCK PURSLANE	L
	CALLISTEMON 'LITTLE JOHN'	WEEPING BOTTLEBRUSH	L
	CISTUS SPECIES	ROCKROSE	L
	DASYLIRION SPECIES	DESERT SPOON	L
	DIANELLA REVOLUTA	FLAX LILY	L
	GREVILLEAE 'NOELLI'	NOEL'S GREVILLEA	L
	LEUCOPHYLLUM SPECIES	TEXAS RANGER	L
	OLEA EUROPAEA 'LITTLE OLLIE'	DWARF OLIVE	L
	TEUCRIUM FRUTICANS	BUSH GERMANDER	L
	WESTRINGIA FRUTICOSA	COAST ROSEMARY	L

NOTE: MINIMUM 5 AND 15 GALLON SIZES

	GROUND COVERS, SUCH AS;		
	BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
	COTONEASTER SPECIES	COTONEASTER	M
	DROSANTHEMUM SPECIES	ICE PLANT	L
	LANTANA SPECIES	LANTANA	L
	MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
	ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L
	ROSA SPECIES	CARPET ROSE	L
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	L

NOTE: MINIMUM I GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

DROUGHT TOLERANT VARIETIES OF TURF
NATIVE HYDROSEED

	WALL CLINGING VINES, SUCH AS;		
	BOUGAINVILLEA SPECIES	BOUGAINVILLEA	L
	DISTICTIS SPECIES	TRUMPET VINE	M
	FICUS PUMILA	CREEPING FIG	M
	GELSEMIUM SEMPERVIRENS	CAROLINA JESSAMINE	M
	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	M
	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	M

MINIMUM 1 GALLON SIZES

LANDSCAPED OPEN SPACE, BUFFER AND SCREEN

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	CANOPY TREES, SUCH AS;		
	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	L
	QUERCUS SPECIES	OAK	L
	PINUS SPECIES	PINE	L
	PLATANUS SPECIES	SYCAMORE	M
	POPULUS FREMONTII	FREEMONT COTTONWOOD	M
	SCHINUS MOLLE	CALIFORNIA PEPPER	L

NOTE:MINIMUM 15 GALLON SIZES

	SHRUBS, SUCH AS;		
	CISTUS SPECIES	ROCKROSE	L
	ENCELIA FARINOSA	BRITTLEBUSH	L
	HETEROMELES ARBUTIFOLIA	TOYON	L
	LEUCOPHYLLUM SPECIES	TEXAS RANGER	L
	RHAMNUS CALIFORNICA	COFFEE BERRY	L
	RHUS INTEGRIFOLIA	LEMONADE BERRY	L
	RHUS OVATA	SUGAR BUSH	L
	WESTRINGIA FRUTICOSA	COAST ROSEMARY	L

NOTE: MINIMUM 5 GALLON SIZES

	GROUND COVERS, SUCH AS;		
	ACACIA REDOLENS	PROSTRATE ACACIA	L
	BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
	BACCHARIS PILULARIS	COYOTE BRUSH	L
	DROSANTHEMUM SPECIES	ICE PLANT	L
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	L
	LANTANA SPECIES	LANTANA	L
	LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	L
	MUHLENBERGIA RIGENS	DEER GRASS	M
	MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
	ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L

NOTE: MINIMUM I GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

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

SHRUBS, SUCH AS;
ANNUAL & PERENNIAL NATIVE GRASSES (BASIN BOTTOM & SIDES BELOW HIGH WATER ELEVATION)

NOTE: MINIMUM 4" POT SIZES AND PLUGS FROM FLATS.

NOTE: LOCATION OF COMMERCIAL BUILDING FOUNDATION PLANTING TO BE DETERMINED AT DESIGN DEVELOPMENT PHASE AND OR WHEN BUILDING USE HAS BEEN DETERMINED AND ENTRANCES HAVE BEEN IDENTIFIED.

DIGALERT
DIAL BEFORE YOU DIG
TOLL FREE 1-800-227-2600
TWO WORKING DAYS BEFORE YOU DIG
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: REGISTERED LANDSCAPE ARCHITECT JEROME FRANZINI 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 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)

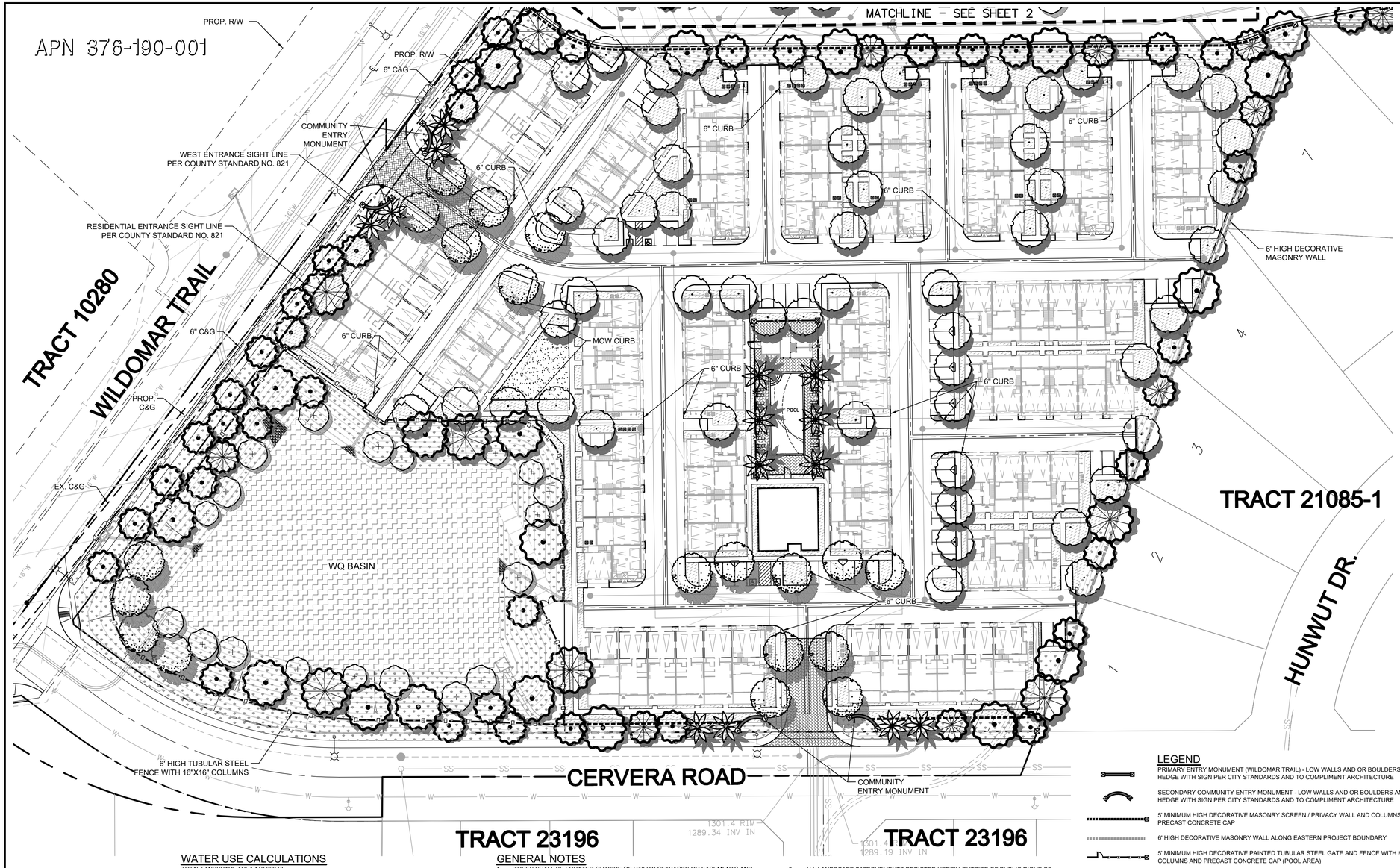
SCALE:
H: As Noted V: As Noted

PA NO. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
LANDSCAPE SUBMITTAL
CONCEPTUAL LANDSCAPE PLAN

SHEET No. 2
OF 3 SHTS

H:\PDATA\163508\CADD\LARCH\EXHIBITS\CONCEPT\163508-LS-COMM-01-4TH SUBMITTAL.DWG ELISE.CAILLE 5/3/21 4:57 PM



WATER USE CALCULATIONS

TOTAL LANDSCAPE AREA 142,220 SF

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)
MAWA = (ETO)X(0.55)X(LA)X(0.62) = GALLONS PER YEAR
MAWA = 55.00 X 0.55 X 142,220 X 0.62 = 2,667,336 GALLONS PER YEAR
MAWA = 8.05 X 0.55 X 142,220 X 0.62 = 390,401 GALLONS (PEEK DEMAND IN AUGUST)

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 - 74 SPACES (OPEN)
TOTAL AREA OF PARKING SPACES = 12,318 SF

TREE SHADE QUANTITY @ FULL (100%) - 0 @ 600 SF
TREE SHADE QUANTITY @ HALF (50%) - 22,37 @ 300 SF
TOTAL SHADE PROVIDED 6,710SF
PERCENT SHADE = 54.5%

SCALE 1"=40'

40 20 0 40 80 120

SCALE: 1"=40'

GENERAL NOTES

1. 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 TO BE NO TALLER THAN 20' IF PLANTED UNDER UTILITY WIRES
2. STREET TREE SPECIES AND SPACING SHALL CONFORM TO ADJACENT TRACTS.
3. SIGHT DISTANCE TRIANGLES AT INTERSECTIONS AND DRIVEWAYS SHALL BE IN ACCORDANCE WITH COUNTY STANDARD NO. 821. VEGETATION WILL BE 30" MAXIMUM HEIGHT IN LIMITED USE AREAS.
4. 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 (AUGUST 2014), 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 OF OVERHEAD SPRAY TYPE SYSTEMS AND INCORPORATE DRIP OR BUBBLER TYPE IRRIGATION SYSTEMS.
5. ALL LANDSCAPE IMPROVEMENTS DEPICTED HEREIN OUTSIDE OF PUBLIC RIGHT OF WAY TO BE MAINTAINED BY PRIVATE PROPERTY ASSOCIATION(S) OR HOMEOWNERS ASSOCIATION(S).
6. 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.
7. 3" MINIMUM DEPTH OF SHREDDED BARK MULCH IN ALL PLANTER AREAS EXCLUDING HYDROSEED AREAS.
8. AGRONOMIC SOILS REPORT WILL BE PROVIDED DURING FINAL DESIGN.

LEGEND

- PRIMARY ENTRY MONUMENT (WILDOMAR TRAIL) - LOW WALLS AND OR BOULDERS AND OR HEDGE WITH SIGN PER CITY STANDARDS AND TO COMPLIMENT ARCHITECTURE
- 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
- 6' HIGH DECORATIVE MASONRY WALL ALONG EASTERN PROJECT BOUNDARY
- 5' MINIMUM HIGH DECORATIVE PAINTED TUBULAR STEEL GATE AND FENCE WITH MASONRY COLUMNS AND PRECAST CONCRETE CAP (POOL AREA)
- 6' HIGH DECORATIVE PAINTED TUBULAR STEEL GATE AND FENCE (BASIN AREA)
- RETAINING WALL PER CONCEPTUAL GRADING PLANS
- DECORATIVE PAVEMENT SUCH AS INTERLOCKING PAVERS, STAMPED CONCRETE OR EXPOSED AGGREGATE CONCRETE
- BOUNDARY LINE
- RIGHT OF WAY
- CENTER LINE
- PROPOSED LOT LINE
- PROPOSED EASEMENT
- SD — PROPOSED STORM DRAIN & CATCH BASIN
- S — PROPOSED SWEWER LINE
- W — PROPOSED WATER LINE
- FIRE HYDRANT
- W — EX. WATER LINE
- T — EX. OVERHEAD TEL. LINES
- STREET LIGHT

LANDSCAPE ZONES AND PLANT PALETTE

WILDOMAR TRAIL MULTI-FAMILY RESIDENTIAL NEIGHBORHOOD

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	ACCENT TREES, SUCH AS;		
	LAGERSTROEMIA INDICA	CRAPE MYRTLE	M
	OLE EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	L
	PHOENIX DACTYLIFERA	DATE PALM	L
	TABEBUIA SPECIES	TRUMPET	M
	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	L

NOTES: MIN. 15 GAL. & 24" BOX SIZES; MIN. 36" & 48" BOX SIZES AT ENTRY; PALMS SHALL BE 17'-18' B.T.H. MIN.; PALMS MAY ONLY BE USED IN LOCATIONS SHOWN ON THIS PLAN AND/ OR A MAX. OF 15% OF TREE PALETTE.

	CANOPY TREES, SUCH AS;		
	KOELREUTERIA SPECIES	CHINESE FLAME TREE	M
	PARKINSONIA SPECIES	PALO VERDE	L
	PLATANUS SPECIES	SYCAMORE	M
	PROSOPIS SPECIES	MESQUITE	L
	QUERCUS SPECIES	OAK	L
	TIPUANA TIPU	TIPU TREE	M
	TRISTANIA SPECIES	WATER GUM	M
	ULMUS PARVIFOLIA	CHINESE EVERGREEN ELM	L

NOTE: MIN. 15 GAL SIZES; MINIMUM 24", 36" AND 48" BOX SIZES AT ENTRY

	SHRUBS, SUCH AS;		
	AGAVE SPECIES	AGAVE	L
	CALANDRINIA SPECIES	ROCK PURSLANE	L
	CALLISTEMON 'LITTLE JOHN'	WEEPING BOTTLEBRUSH	L
	CISTUS SPECIES	ROCKROSE	L
	DASYLIRION SPECIES	DESERT SPOON	L
	DIANELLA REVOLUTA	FLAX LILY	L
	GREVILLEAE 'NOELLI'	NOEL'S GREVILLEA	L
	LEUCOPHYLLUM SPECIES	TEXAS RANGER	L
	OLEA EUROPAEA 'LITTLE OLLIE'	DWARF OLIVE	L
	TEUCRIUM FRUTICANS	BUSH GERMANDER	L
	WESTRINGIA FRUTICOSA	COAST ROSEMARY	L

NOTE: MINIMUM 5 AND 15 GALLON SIZES

	GROUND COVERS, SUCH AS;		
	BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
	COTONEASTER SPECIES	COTONEASTER	M
	DROSANTHEMUM SPECIES	ICE PLANT	L
	LANTANA SPECIES	LANTANA	L
	MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
	ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L
	ROSA SPECIES	CARPET ROSE	L
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	L

NOTE: MINIMUM I GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

DROUGHT TOLERANT VARIETIES OF TURF
NATIVE HYDROSEED

	WALL CLINGING VINES, SUCH AS;		
	BOUGAINVILLEA SPECIES	BOUGAINVILLEA	L
	DISTICTIS SPECIES	TRUMPET VINE	M
	FICUS PUMILA	CREEPING FIG	M
	GELSEMIUM SEMPERVIRENS	CAROLINA JESSAMINE	M
	PARTHENOCISSUS TRICUSPIDATA	BOSTON IVY	M
	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	M

MINIMUM 1 GALLON SIZES

LANDSCAPED OPEN SPACE, BUFFER AND SCREEN

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS
	CANOPY TREES, SUCH AS;		
	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	L
	QUERCUS SPECIES	OAK	L
	PINUS SPECIES	PINE	L
	PLATANUS SPECIES	SYCAMORE	M
	POPULUS FREMONTII	FREEMONT COTTONWOOD	M
	SCHINUS MOLLE	CALIFORNIA PEPPER	L

NOTE:MINIMUM 15 GALLON SIZES

	SHRUBS, SUCH AS;		
	CISTUS SPECIES	ROCKROSE	L
	ENCELIA FARINOSA	BRITTLEBUSH	L
	HETEROMELES ARBUTIFOLIA	TOYON	L
	LEUCOPHYLLUM SPECIES	TEXAS RANGER	L
	RHAMNUS CALIFORNICA	COFFEE BERRY	L
	RHUS INTEGRIFOLIA	LEMONADE BERRY	L
	RHUS OVATA	SUGAR BUSH	L
	WESTRINGIA FRUTICOSA	COAST ROSEMARY	L

NOTE: MINIMUM 5 GALLON SIZES

	GROUND COVERS, SUCH AS;		
	ACACIA REDOLENS	PROSTRATE ACACIA	L
	BACCHARIS 'CENTENNIAL'	CENTENNIAL BACCHARIS	L
	BACCHARIS PILULARIS	COYOTE BRUSH	L
	DROSANTHEMUM SPECIES	ICE PLANT	L
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	L
	LANTANA SPECIES	LANTANA	L
	LONICERA JAPONICA 'HALLIANA'	JAPANESE HONEYSUCKLE	L
	MUHLENBERGIA RIGENS	DEER GRASS	M
	MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	L
	ROSMARINUS OFFICINALLIS	PROSTRATE ROSEMARY	L

NOTE: MINIMUM I GALLON SIZES AND ROOTED CUTTINGS FROM FLATS

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

SHRUBS, SUCH AS;
ANNUAL & PERENNIAL NATIVE GRASSES (BASIN BOTTOM & SIDES BELOW HIGH WATER ELEVATION)

NOTE: MINIMUM 4" POT SIZES AND PLUGS FROM FLATS.

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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: REGISTERED LANDSCAPE ARCHITECT — JEREMY FRANZINI 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 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. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
LANDSCAPE SUBMITTAL
CONCEPTUAL LANDSCAPE PLAN

SHEET No. 3
OF 3 SHTS

H:\PDATA\163508\CADD\LARCH\EXHIBITS\CONCEPT\163508-LS-COMM-01-4TH SUBMITTAL.DWG ELISE.CAILLE 5/3/21 4:56 PM

1490

CONDITIONALLY APPROVED

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

FOR THE CITY OF WILDOMAR ON 09/08/2021

APPLICATION NOS. PA 20-0039

PLANNER Matthew Bassi

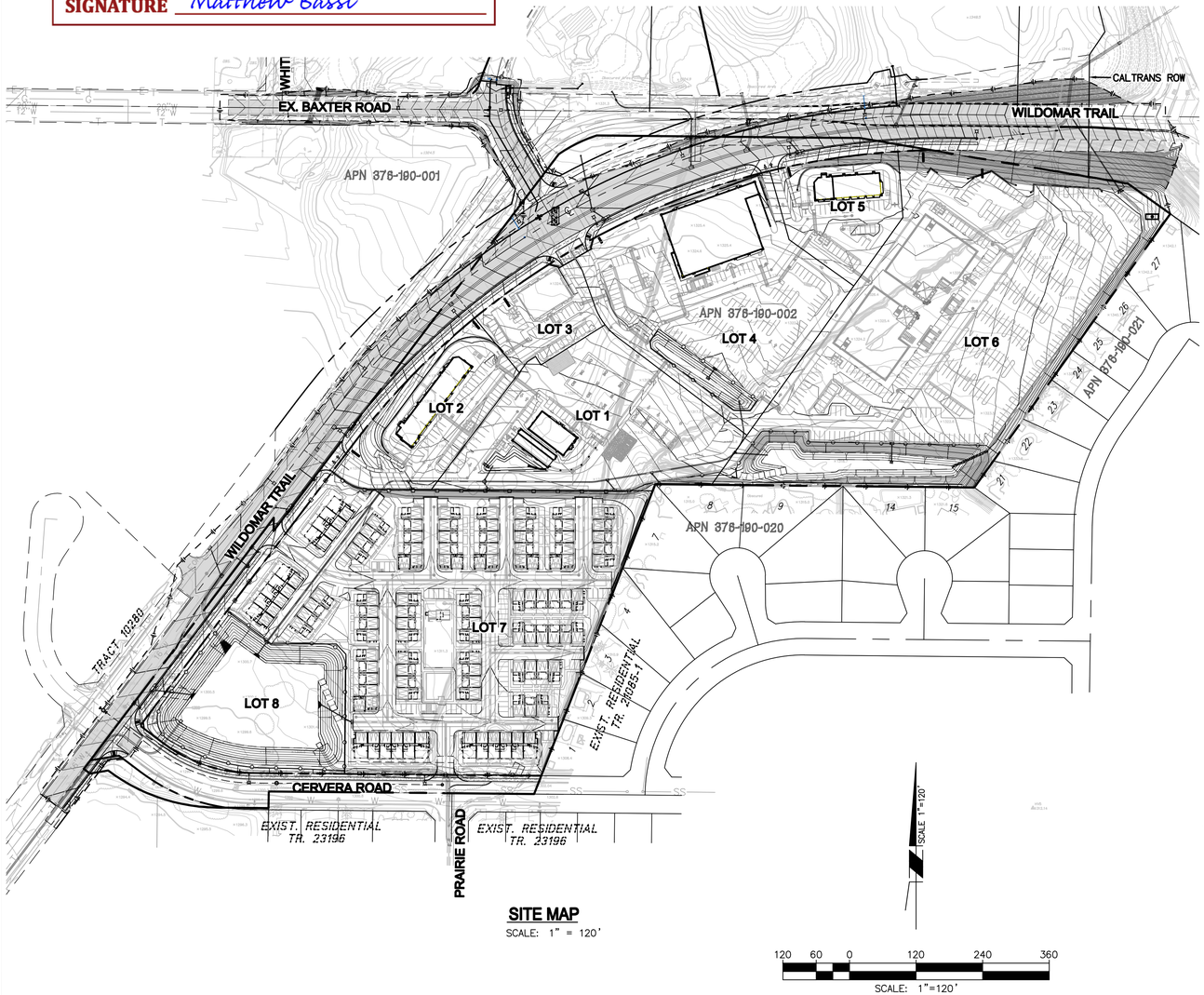
SIGNATURE Matthew Bassi

SITE PLAN OF DEVELOPMENT

FOR

WILDOMAR TRAIL TOWN CENTER

CITY OF WILDOMAR, COUNTY OF RIVERSIDE
STATE OF CALIFORNIA

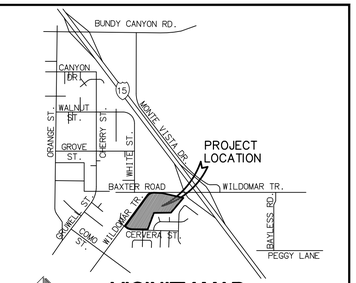


SITE MAP

SCALE: 1" = 120'

120 60 0 120 240 360

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

OWNER / APPLICANT

J & T BUSINESS MANAGEMENT
139 RADIO RD.
CORONA, CA 92879
(951)280-3833 (p)

ENGINEER

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

ASSESSOR PARCEL NUMBERS

376-190-002 & 376-180-006

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 SCENIC HIGHWAY COMMERCIAL
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
LOT 8 IS FOR SUBDIVISION PURPOSES.	
TOTAL COMMERCIAL LOTS:	6
PROJECT ACREAGE:	25.8 ACRES (GROSS)
	16.4 GROSS ACRES (COMMERCIAL)
	6.07 GROSS ACRES (SINGLE FAMILY RESIDENTIAL)
PROJECT DENSITY:	LOT 7 IS FOR SUBDIVISION PURPOSES
MINIMUM LOT SIZE:	N/A
SCHOOL DISTRICT:	ELSINORE UNIFIED SCHOOL DISTRICT
COMMUNITY SERVICE DISTRICT:	N/A
F.E.M.A. PANEL NUMBER:	06065C2705G

THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.

PROPERTY IS NOT SUBJECT TO OVERFLOW, INUNDATION OR FLOOD HAZARD (ZONE X ON FEMA PANEL 0605C2705G)

ALL STREETS PROPOSED HEREON ARE PRIVATE UNLESS OTHERWISE INDICATED.

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

UNADJUSTED EARTHWORK QUANTITIES

RAW: CUT : 60,954 C.Y. FILL: 106,796 C.Y.
NET: 45,842 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

PROPERTY LOCATION

THE SITE IS BORDERED BY BAXTER ROAD TO THE NORTH, CENTRAL ROAD TO THE WEST, TRACT 21085-1 TO THE EAST AND CERVERA STREET TO THE SOUTH.

BENCHMARK

RIV. CO. E-6-70: 0.4 MI. N. ALONG ORANGE ST. FROM THE INT. OF PALOMAR RD. & ORANGE ST., 90.0' W. OF THE C.L. OF ORANGE ST., SET A BRASS DISK 15.0' S. OF THE N. END OF A 6" x 7.5' CONCRETE HEADWALL AND AMRKED 'E-6-70' ELEV. = 1304.204, DATED 1970.

BASIS OF BEARING

BEARINGS SHOWN HEREON ARE BASED ON THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF CENTRAL AVENUE BEING: N 37°06'29" E PER RECORD OF SURVEY FILED IN BOOK 120 PAGE 48 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

LEGEND

FINISHED CONTOUR	1190
EXISTING CONTOUR	(1190)
TOP	
TOE	
DAYLIGHT	
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	
DIRECTION OF FLOW	
BROW DITCH	
EX. WATER LINE	W
EX. OVERHEAD TEL. LINES	T

PROP CATCH BASIN

INDEX OF SHEETS:

SHEET No.	DESCRIPTION
1.	TITLE SHEET, INDEX MAP, NOTES
2.	TYPICAL SECTIONS AND DETAILS
3.	TOPOGRAPHY MAP & EXISTING UTILITIES
4.	OVERALL SITE PLAN
5.	CONCEPTUAL GRADING – BAXTER RD. & CENTRAL AVE.
6.	OVERALL CONCEPTUAL GRADING & STORM DRAIN PLAN
7.	CONCEPTUAL GRADING PLAN
8.	CONCEPTUAL GRADING PLAN
9.	CONCEPTUAL GRADING PLAN
10.	CONCEPTUAL GRADING PLAN
11.	CONCEPTUAL GRADING PLAN
12.	OVERALL CONCEPTUAL UTILITY PLAN
13.	CONCEPTUAL UTILITY PLAN
14.	CONCEPTUAL UTILITY PLAN
15.	CONCEPTUAL UTILITY PLAN
16.	CONCEPTUAL UTILITY PLAN
17.	CONCEPTUAL UTILITY PLAN
18.	OVERALL CONCEPTUAL WALL & FENCE PLAN

LEGAL DESCRIPTION - APN 376-190-002

PORTIONS OF PARCELS 1 AND 2 OF PARCEL MAP NO. 8063, AS SHOWN BY MAP ON FILE IN BOOK 31, PAGES 33 AND 34 OF PARCEL MAPS, RIVERSIDE COUNTY RECORDS.

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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

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

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PA NO. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
SITE PLAN OF DEVELOPMENT
TITLE SHEET, INDEX MAP, NOTES

SHEET No. 1
OF 18 SHTS

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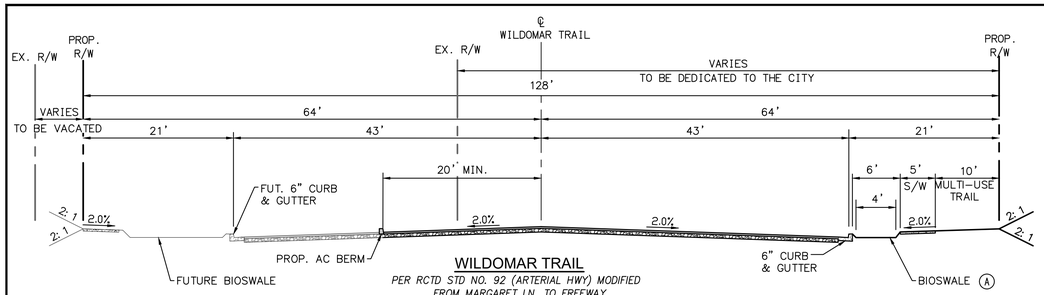
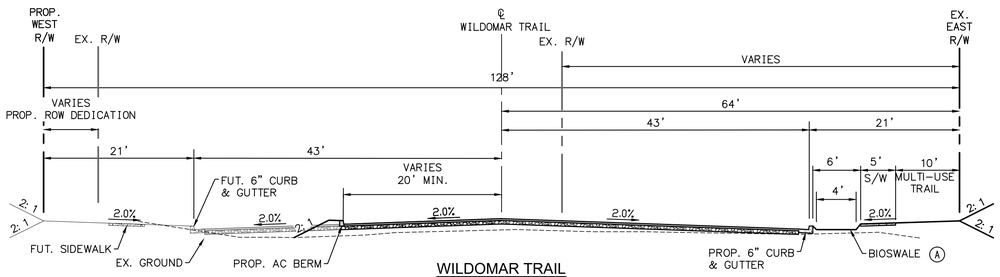


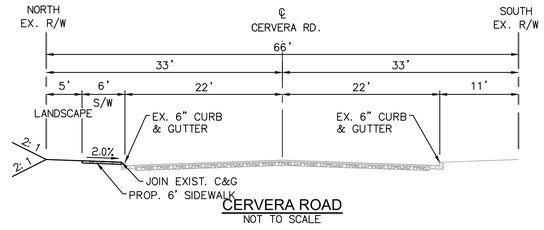
WILDOMAR TRAIL

PER RCTD STD NO. 92 (ARTERIAL HWY) MODIFIED
FROM MARGARET LN. TO FREEWAY
NOT TO SCALE



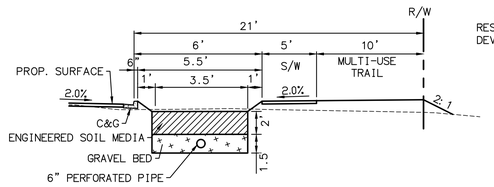
WILDOMAR TRAIL

PER RCTD STD NO. 92 (ARTERIAL HWY) MODIFIED
FROM CERVERA RD. TO MARGARET LN.
NOT TO SCALE



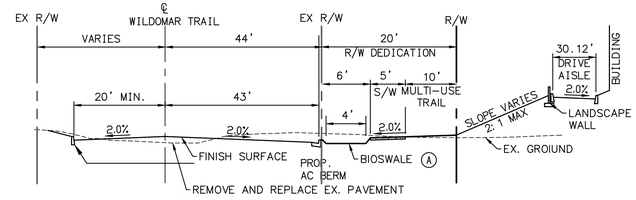
CERVERA ROAD

NOT TO SCALE



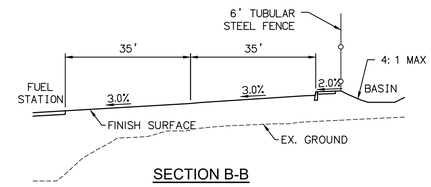
(A) TYPICAL BIOSWALE DETAIL

NOT TO SCALE



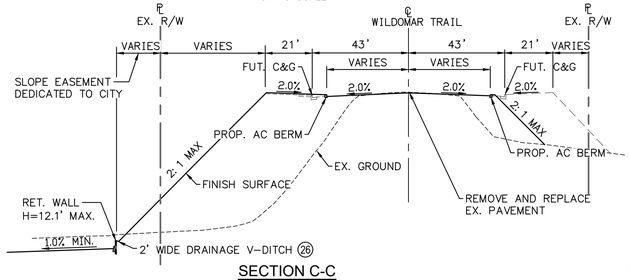
SECTION A-A
WILDOMAR TRAIL

PER RCTD STD NO. 92 (ARTERIAL HWY) MODIFIED
FROM 7+62 TO 21+30
NOT TO SCALE



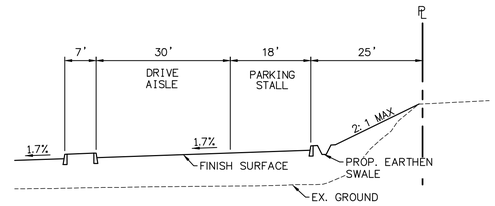
SECTION B-B

NOT TO SCALE



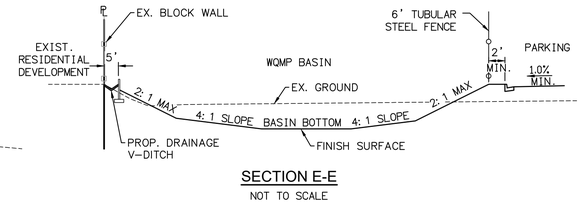
SECTION C-C
WILDOMAR TRAIL

PER RCTD STD NO. 92 (ARTERIAL HWY) MODIFIED
FROM 21+30 TO 115 FREEWAY
NOT TO SCALE



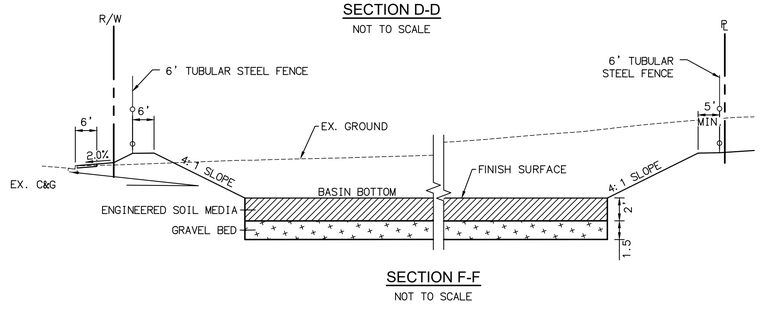
SECTION D-D

NOT TO SCALE



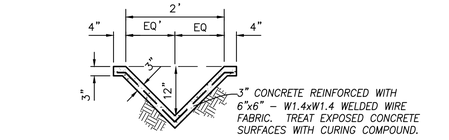
SECTION E-E

NOT TO SCALE



SECTION F-F

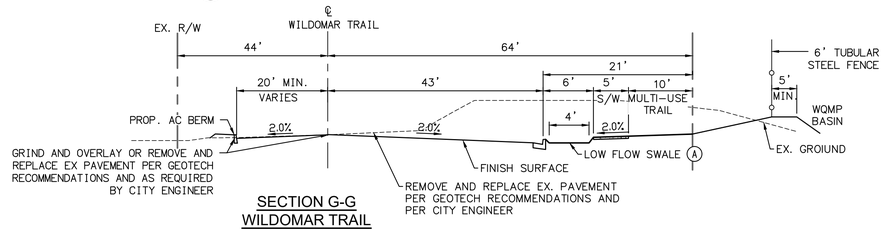
NOT TO SCALE



3" CONCRETE REINFORCED WITH 6"x6" – W1.4xW1.4 WELDED WIRE FABRIC. TREAT EXPOSED CONCRETE SURFACES WITH CURING COMPOUND.

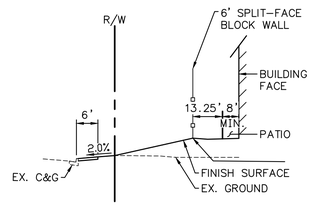
(26) 2' WIDE CONCRETE V-DITCH

NOT TO SCALE



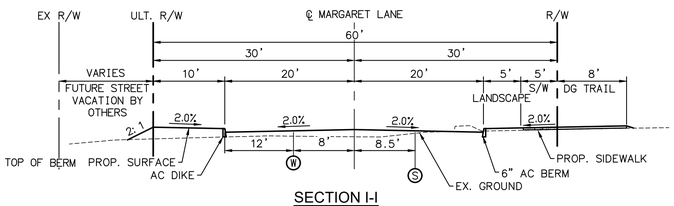
SECTION G-G
WILDOMAR TRAIL

PER RCTD STD NO. 92 (ARTERIAL HWY) MODIFIED
FROM 5+08 TO 7+62
NOT TO SCALE



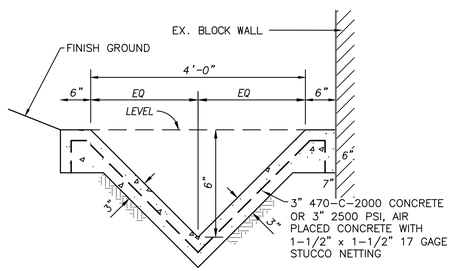
SECTION H-H

NOT TO SCALE



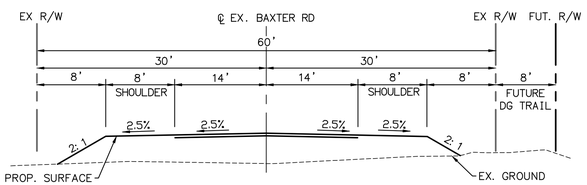
SECTION I-I
MARGARET LANE

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



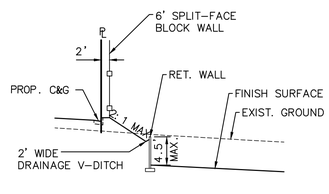
(38) CONCRETE V-DITCH

NOT TO SCALE



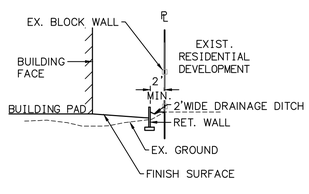
SECTION J-J *(INTERIM)*

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



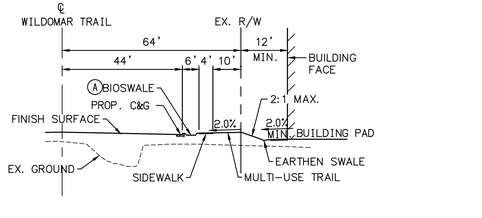
SECTION K-K

NOT TO SCALE



SECTION L-L

NOT TO SCALE



SECTION M-M

NOT TO SCALE

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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. 20-0039
CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
SITE PLAN OF DEVELOPMENT
TYPICAL SECTIONS AND DETAILS

SHEET No. 2
OF 18 SHTS

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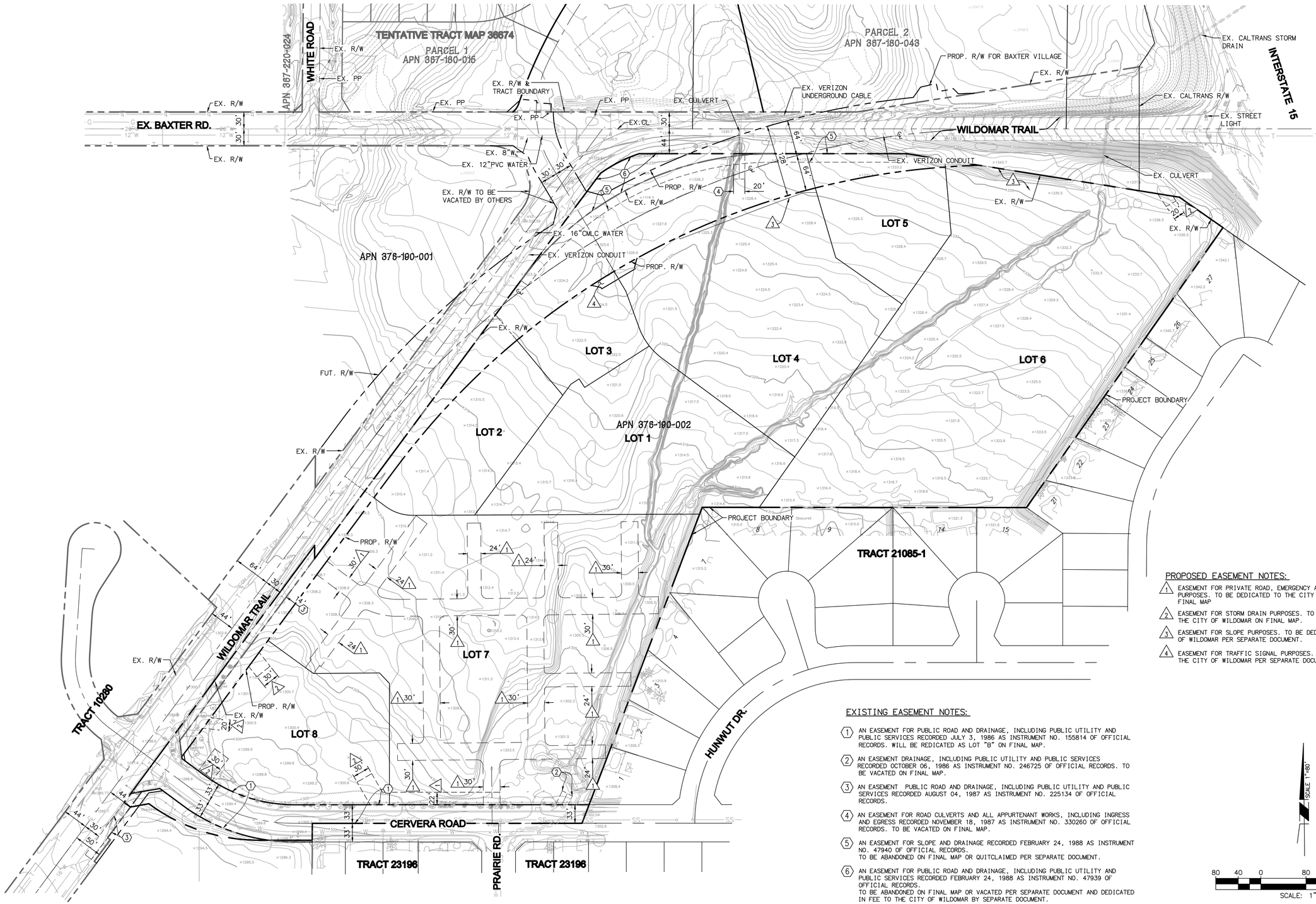

PROPOSED EASEMENT NOTES:

1. EASEMENT FOR PRIVATE ROAD, EMERGENCY ACCESS AND UTILITY PURPOSES. TO BE DEDICATED TO THE CITY OF WILDOMAR ON FINAL MAP
2. EASEMENT FOR STORM DRAIN PURPOSES. TO BE DEDICATED TO THE CITY OF WILDOMAR ON FINAL MAP.
3. EASEMENT FOR SLOPE PURPOSES. TO BE DEDICATED TO THE CITY OF WILDOMAR PER SEPARATE DOCUMENT.
4. EASEMENT FOR TRAFFIC SIGNAL PURPOSES. TO BE DEDICATED TO THE CITY OF WILDOMAR PER SEPARATE DOCUMENT.

EXISTING EASEMENT NOTES:

1. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES RECORDED JULY 3, 1986 AS INSTRUMENT NO. 155814 OF OFFICIAL RECORDS. WILL BE REDICATED AS LOT "B" ON FINAL MAP.
2. AN EASEMENT DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES RECORDED OCTOBER 06, 1986 AS INSTRUMENT NO. 246725 OF OFFICIAL RECORDS. TO BE VACATED ON FINAL MAP.
3. AN EASEMENT PUBLIC ROAD AND DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES RECORDED AUGUST 04, 1987 AS INSTRUMENT NO. 225134 OF OFFICIAL RECORDS.
4. AN EASEMENT FOR ROAD CULVERTS AND ALL APPURTENANT WORKS, INCLUDING INGRESS AND EGRESS RECORDED NOVEMBER 18, 1987 AS INSTRUMENT NO. 330260 OF OFFICIAL RECORDS. TO BE VACATED ON FINAL MAP.
5. AN EASEMENT FOR SLOPE AND DRAINAGE RECORDED FEBRUARY 24, 1988 AS INSTRUMENT NO. 47940 OF OFFICIAL RECORDS. TO BE ABANDONED ON FINAL MAP OR QUITCLAIMED PER SEPARATE DOCUMENT.
6. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES RECORDED FEBRUARY 24, 1988 AS INSTRUMENT NO. 47939 OF OFFICIAL RECORDS. TO BE ABANDONED ON FINAL MAP OR VACATED PER SEPARATE DOCUMENT AND DEDICATED IN FEE TO THE CITY OF WILDOMAR BY SEPARATE DOCUMENT.

SCALE 1"=80'

80 40 0 80 160 240

SCALE: 1"=80'

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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. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
SITE PLAN OF DEVELOPMENT
TOPOGRAPHY MAP & EXISTING UTILITIES

SHEET No. 3
OF 18 SHTS

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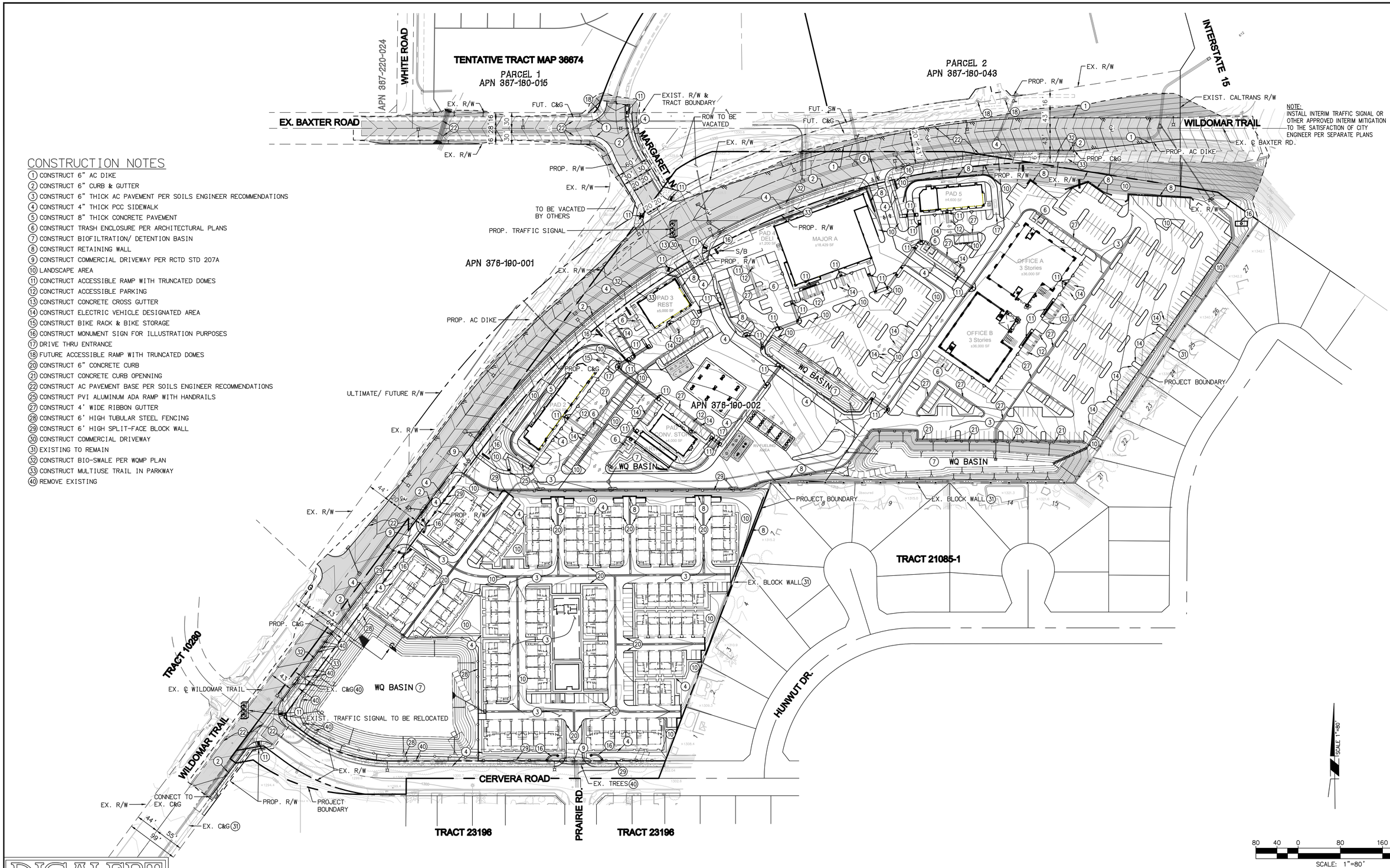
CONSTRUCTION NOTES

1. CONSTRUCT 6" AC DIKE
2. CONSTRUCT 6" CURB & GUTTER
3. CONSTRUCT 6" THICK AC PAVEMENT PER SOILS ENGINEER RECOMMENDATIONS
4. CONSTRUCT 4" THICK PCC SIDEWALK
5. CONSTRUCT 8" THICK CONCRETE PAVEMENT
6. CONSTRUCT TRASH ENCLOSURE PER ARCHITECTURAL PLANS
7. CONSTRUCT BIOFILTRATION/ DETENTION BASIN
8. CONSTRUCT RETAINING WALL
9. CONSTRUCT COMMERCIAL DRIVEWAY PER RCTD STD 207A
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. DRIVE THRU ENTRANCE
18. FUTURE ACCESSIBLE RAMP WITH TRUNCATED DOMES
20. CONSTRUCT 6" CONCRETE CURB
21. CONSTRUCT CONCRETE CURB OPENNING
22. CONSTRUCT AC PAVEMENT BASE PER SOILS ENGINEER RECOMMENDATIONS
25. CONSTRUCT PVI ALUMINUM ADA RAMP WITH HANDRAILS
27. CONSTRUCT 4' WIDE RIBBON GUTTER
28. CONSTRUCT 6' HIGH TUBULAR STEEL FENCING
29. CONSTRUCT 6' HIGH SPLIT-FACE BLOCK WALL
30. CONSTRUCT COMMERCIAL DRIVEWAY
31. EXISTING TO REMAIN
32. CONSTRUCT BIO-SWALE PER WQMP PLAN
33. CONSTRUCT MULTIUSE TRAIL IN PARKWAY
40. REMOVE EXISTING



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NOTE:
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				CITY	
ENGINEER					

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. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
SITE PLAN OF DEVELOPMENT
OVERALL SITE PLAN

SHEET No. 4 OF 18 SHTS

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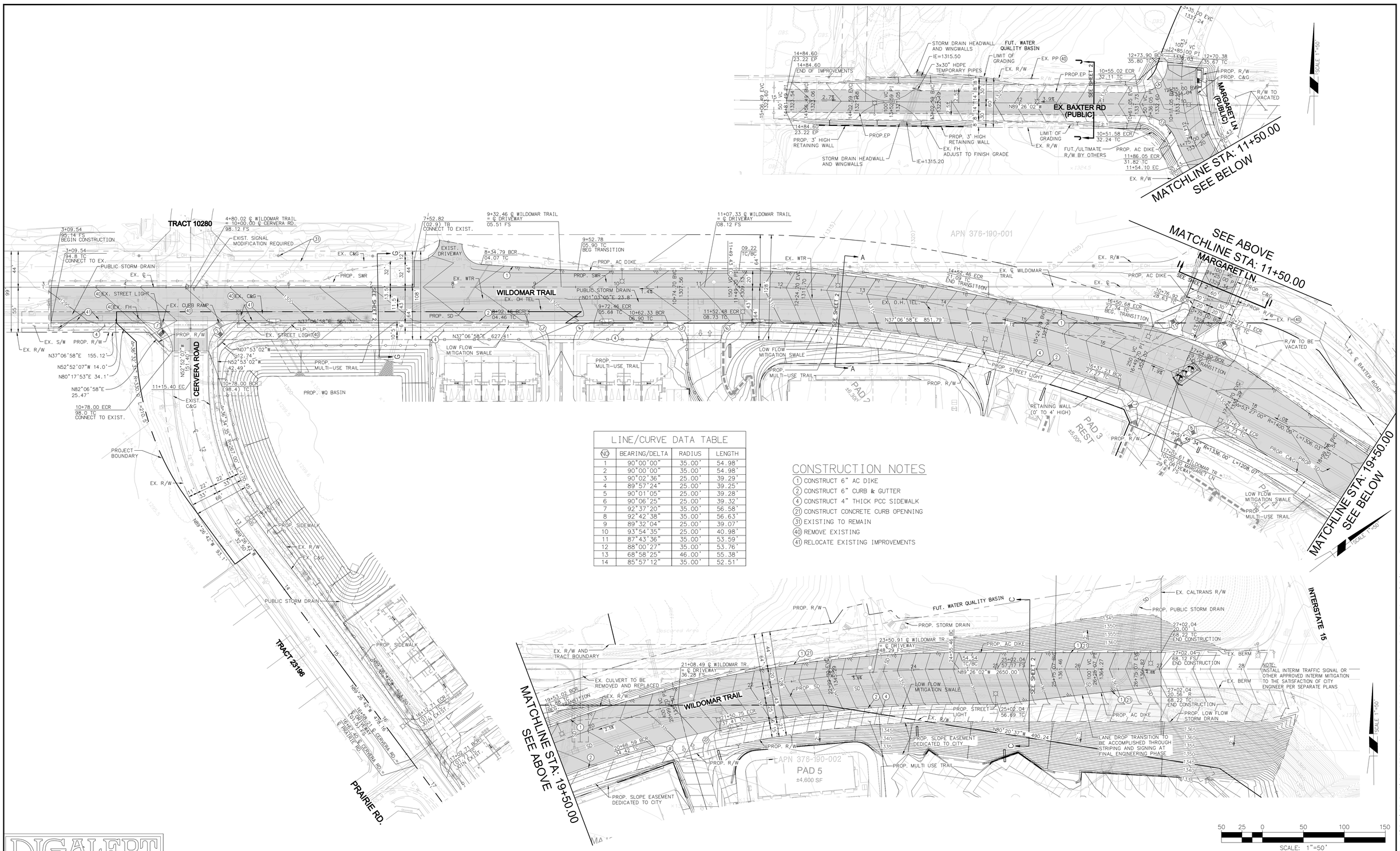

LINE/CURVE DATA TABLE			
NO	BEARING/DELTA	RADIUS	LENGTH
1	90°00'00"	35.00'	54.98'
2	90°00'00"	35.00'	54.98'
3	90°02'36"	25.00'	39.29'
4	89°57'24"	25.00'	39.25'
5	90°01'05"	25.00'	39.28'
6	90°06'25"	25.00'	39.32'
7	92°37'20"	35.00'	56.58'
8	92°42'38"	35.00'	56.63'
9	89°32'04"	25.00'	39.07'
10	93°54'35"	25.00'	40.98'
11	87°43'36"	35.00'	53.59'
12	88°00'27"	35.00'	53.76'
13	68°58'25"	46.00'	55.38'
14	85°57'12"	35.00'	52.51'

CONSTRUCTION NOTES

1. CONSTRUCT 6" AC DIKE
2. CONSTRUCT 6" CURB & GUTTER
4. CONSTRUCT 4" THICK PCC SIDEWALK
21. CONSTRUCT CONCRETE CURB OPENNING
31. EXISTING TO REMAIN
40. REMOVE EXISTING
41. RELOCATE EXISTING IMPROVEMENTS

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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:
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)
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PA NO. 20-0039
SHEET No. 5 OF 18 SHTS

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
SITE PLAN OF DEVELOPMENT
CONCEPTUAL GRADING - BAXTER RD. & CENTRAL AVE.

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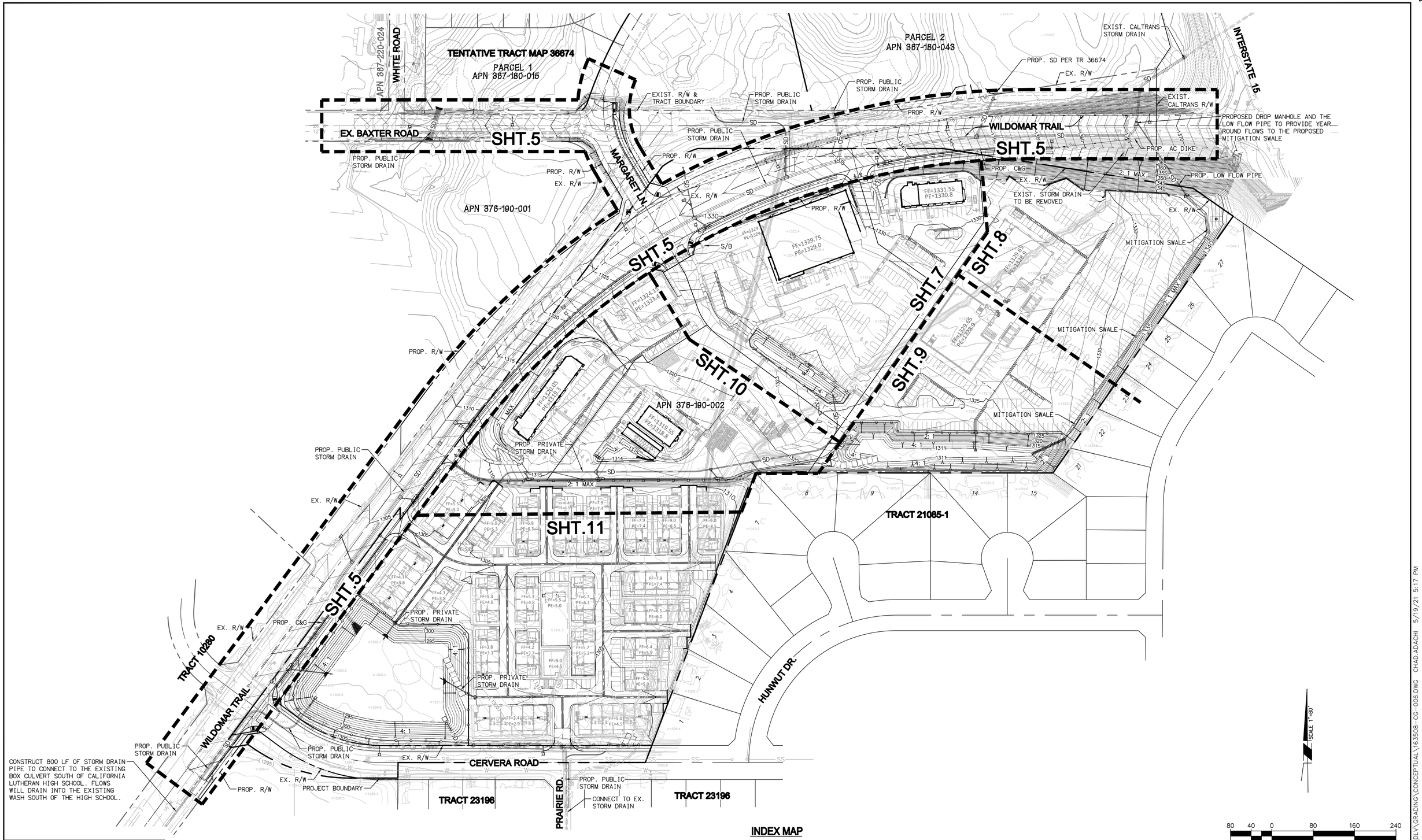

INDEX MAP

SCALE 1"=80'

80 40 0 80 160 240

SCALE: 1"=80'

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	ENGINEER			CITY	

CITY OF WILDOMAR
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SEAL-ENGINEER:
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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.

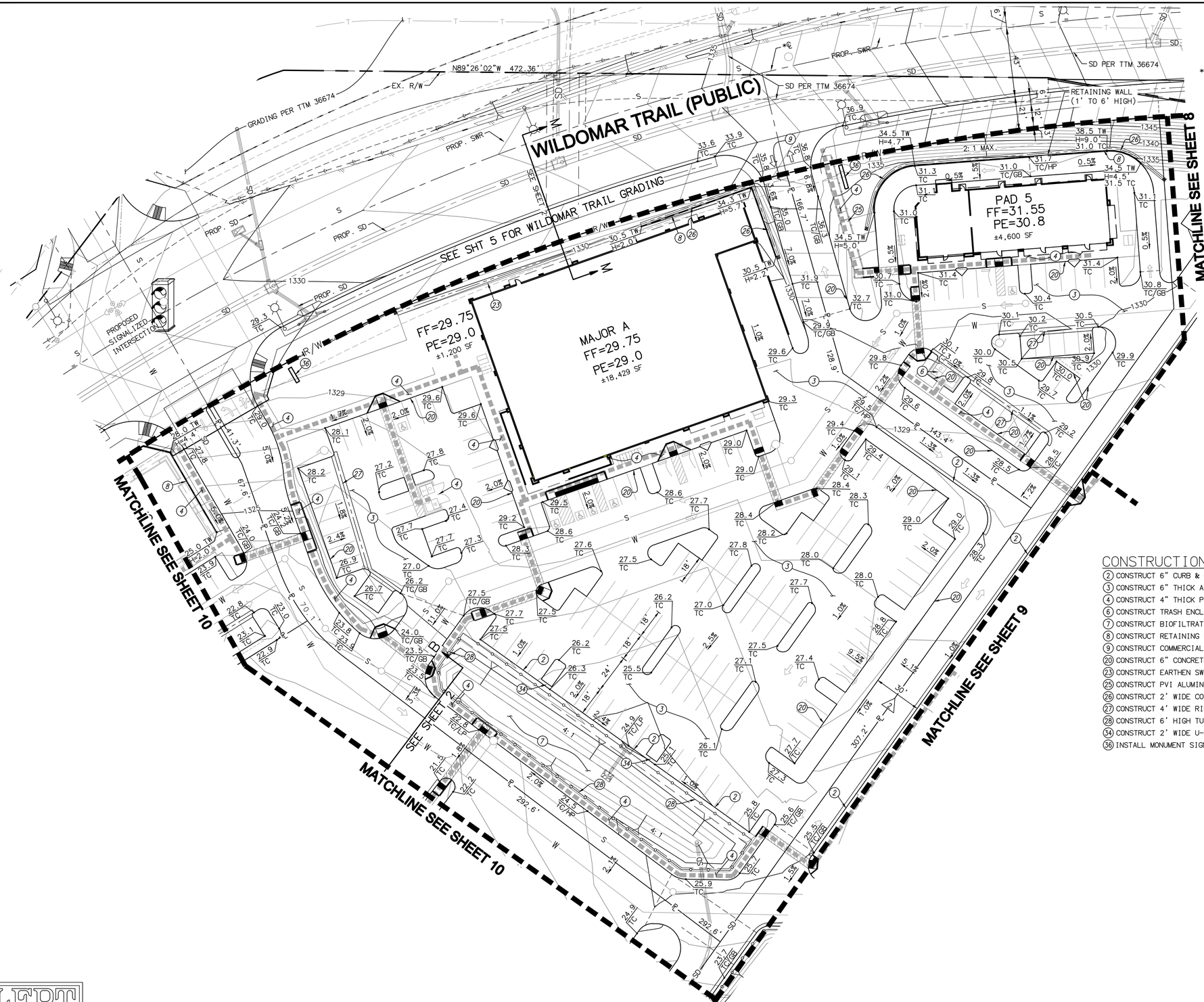
L.S. (number), EXP. (date)

SCALE:
H: As Noted V: As Noted

PA NO. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
SITE PLAN OF DEVELOPMENT
OVERALL CONCEPTUAL GRADING & STORM DRAIN PLAN

SHEET No. 6 OF 18 SHTS



* BAXTER/CENTRAL ROAD CL ALIGNMENT PER APPROVED TTM NO. 36674

CONSTRUCTION NOTES

(2) CONSTRUCT 6" CURB & GUTTER
(3) CONSTRUCT 6" THICK AC PAVEMENT PER SOILS ENGINEER RECOMMENDATIONS
(4) CONSTRUCT 4" THICK PCC SIDEWALK
(6) CONSTRUCT TRASH ENCLOSURE PER ARCHITECTURAL PLANS
(7) CONSTRUCT BIOFILTRATION/ DETENTION BASIN
(8) CONSTRUCT RETAINING WALL
(9) CONSTRUCT COMMERCIAL DRIVEWAY PER RCTD STD 207A
(20) CONSTRUCT 6" CONCRETE CURB
(23) CONSTRUCT EARTHEN SWALE
(25) CONSTRUCT PVI ALUMINUM ADA RAMP WITH HANDRAILS
(26) CONSTRUCT 2' WIDE CONCRETE DITCH PER DTL. ON SHT. 2
(27) CONSTRUCT 4' WIDE RIBBON GUTTER
(28) CONSTRUCT 6' HIGH TUBULAR STEEL FENCING
(34) CONSTRUCT 2' WIDE U-DITCH TO PROVIDE DRAINAGE THROUGH PLANTERS
(36) INSTALL MONUMENT SIGN PER ARCHITECTURAL PLANS

SCALE 1"=30'

30 15 0 30 60 90

SCALE: 1"=30'

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DIGALERT
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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.

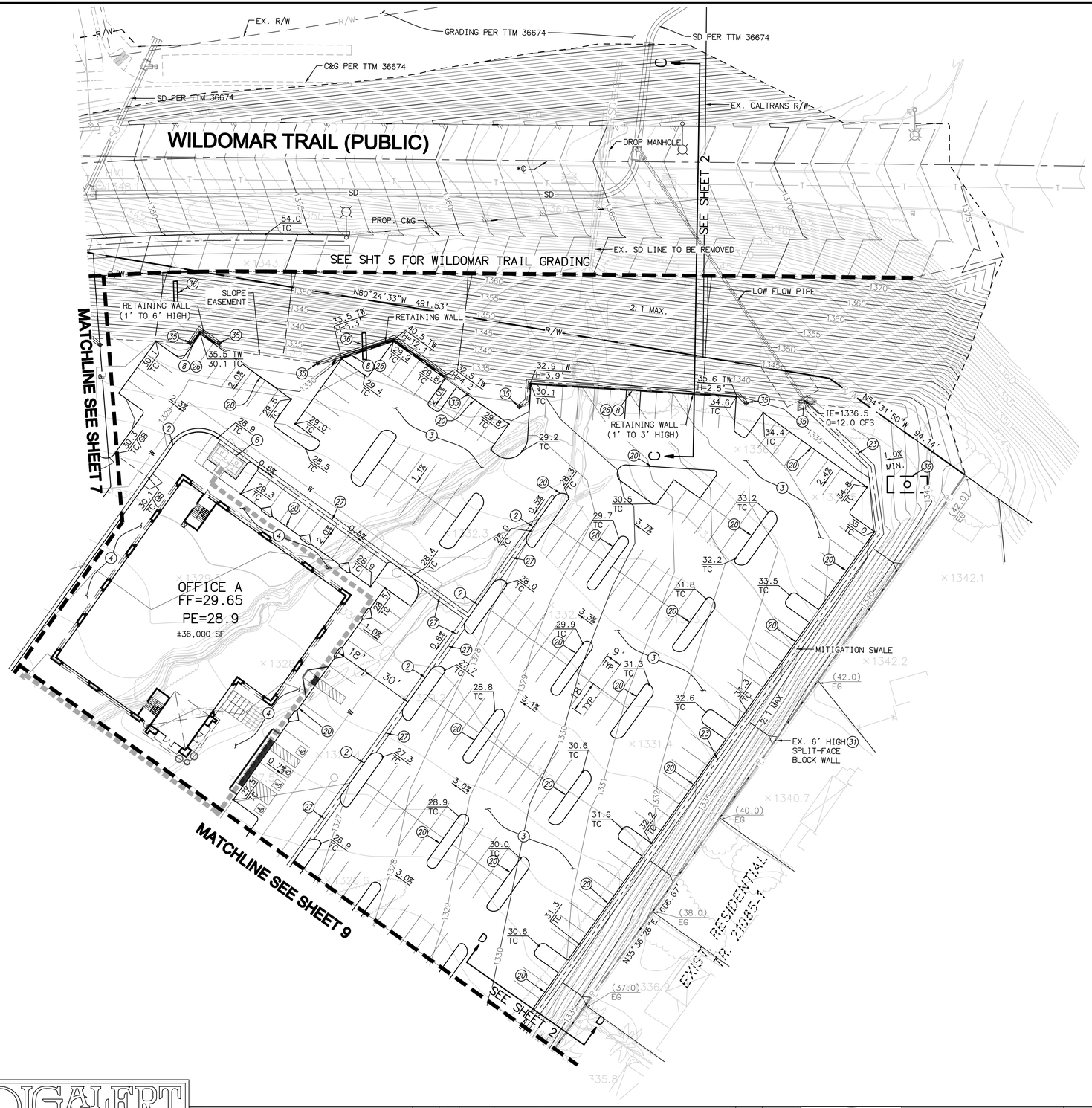
L.S. (number), EXP. (date)

SCALE:
H: As Noted V: As Noted

PA NO. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
SITE PLAN OF DEVELOPMENT
CONCEPTUAL GRADING PLAN

SHEET No. 7
OF 18 SHTS



CONSTRUCTION NOTES

(2) CONSTRUCT 6" CURB & GUTTER
(3) CONSTRUCT 6" THICK AC PAVEMENT PER SOILS ENGINEER RECOMMENDATIONS
(4) CONSTRUCT 4" THICK PCC SIDEWALK
(6) CONSTRUCT TRASH ENCLOSURE PER ARCHITECTURAL PLANS
(8) CONSTRUCT RETAINING WALL
(20) CONSTRUCT 6" CONCRETE CURB
(23) CONSTRUCT EARTHEN SWALE
(26) CONSTRUCT 2' WIDE CONCRETE DITCH PER DTL. ON SHT. 2
(27) CONSTRUCT 4' WIDE RIBBON GUTTER
(31) EXISTING TO REMAIN
(35) CONSTRUCT 1/4 TON RIP-RAP METHOD A PLACEMENT PER SECTION 72 CALTRANS STANDARD SPECIFICATIONS
(36) INSTALL MONUMENT SIGN PER ARCHITECTURAL PLANS

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

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

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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
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No. 60132
CIVIL
STATE OF CALIFORNIA

Michael Baker INTERNATIONAL
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TEMECULA, CA 92591
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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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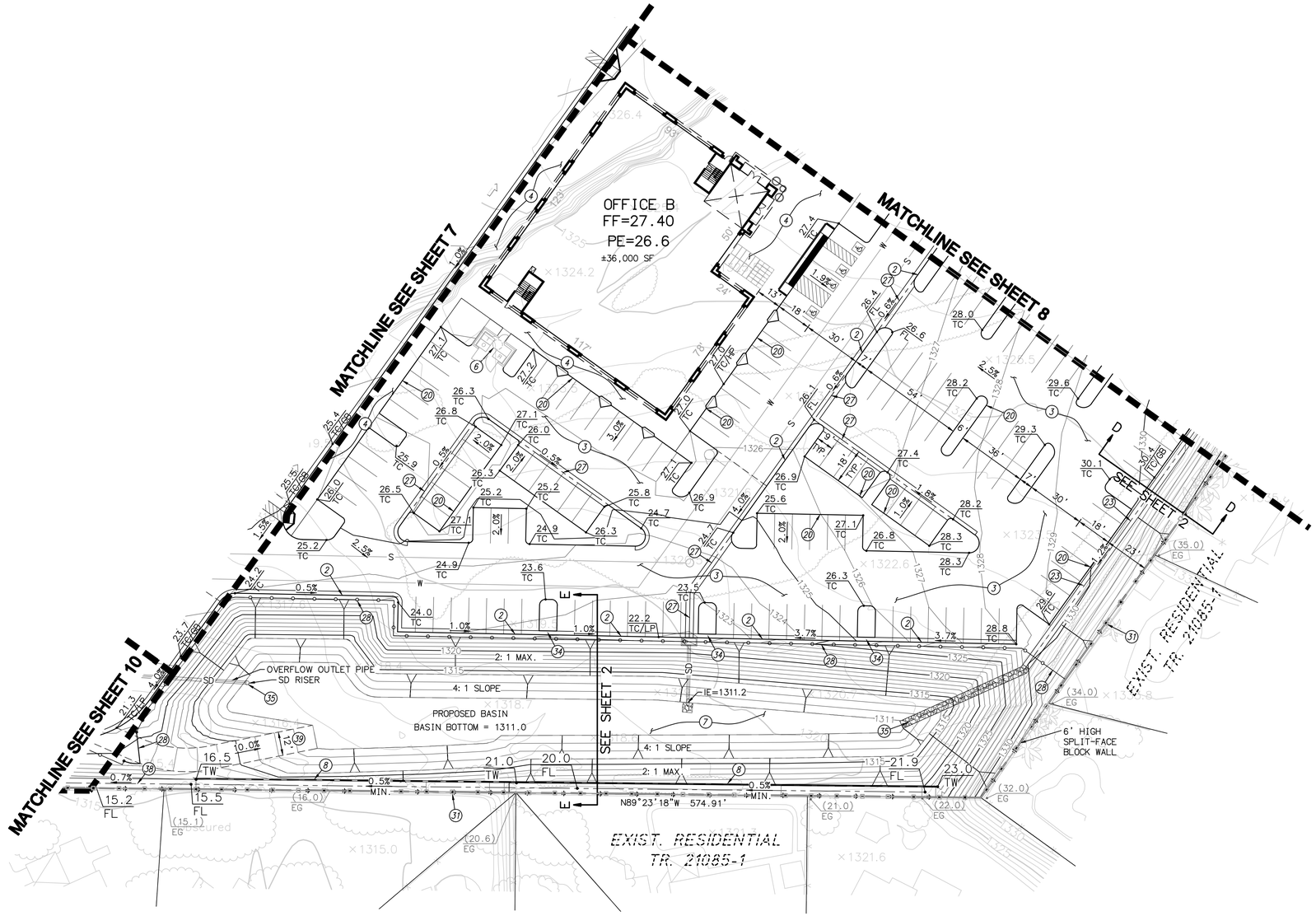
L.S. (number), EXP. (date)

SCALE:
H: As Noted V: As Noted

PA NO. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
SITE PLAN OF DEVELOPMENT
CONCEPTUAL GRADING PLAN

SHEET No. 8
OF 18 SHTS



CONSTRUCTION NOTES

(2) CONSTRUCT 6" CURB & GUTTER
(3) CONSTRUCT 6" THICK AC PAVEMENT PER SOILS ENGINEER RECOMMENDATIONS
(4) CONSTRUCT 4" THICK PCC SIDEWALK
(6) CONSTRUCT TRASH ENCLOSURE PER ARCHITECTURAL PLANS
(7) CONSTRUCT BIOFILTRATION/ DETENTION BASIN
(8) CONSTRUCT RETAINING WALL
(20) CONSTRUCT 6" CONCRETE CURB
(23) CONSTRUCT EARTHEN SWALE
(27) CONSTRUCT 4' WIDE RIBBON GUTTER
(28) CONSTRUCT 6' HIGH TUBULAR STEEL FENCING
(31) EXISTING TO REMAIN
(34) CONSTRUCT 2' WIDE U-DITCH TO PROVIDE DRAINAGE THROUGH PLANTERS
(35) CONSTRUCT 1/4 TON RIP-RAP METHOD A PLACEMENT PER SECTION 72 CALTRANS STANDARD SPECIFICATIONS
(38) CONSTRUCT CONCRETE DITCH PER DTL. ON SHT. 2
(39) CONSTRUCT MAINTENANCE ACCESS RAMP

SCALE 1"=30'

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

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	ENGINEER			CITY	

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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. 20-0039
CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
SITE PLAN OF DEVELOPMENT
CONCEPTUAL GRADING PLAN

SHEET No. 9
OF 18 SHTS

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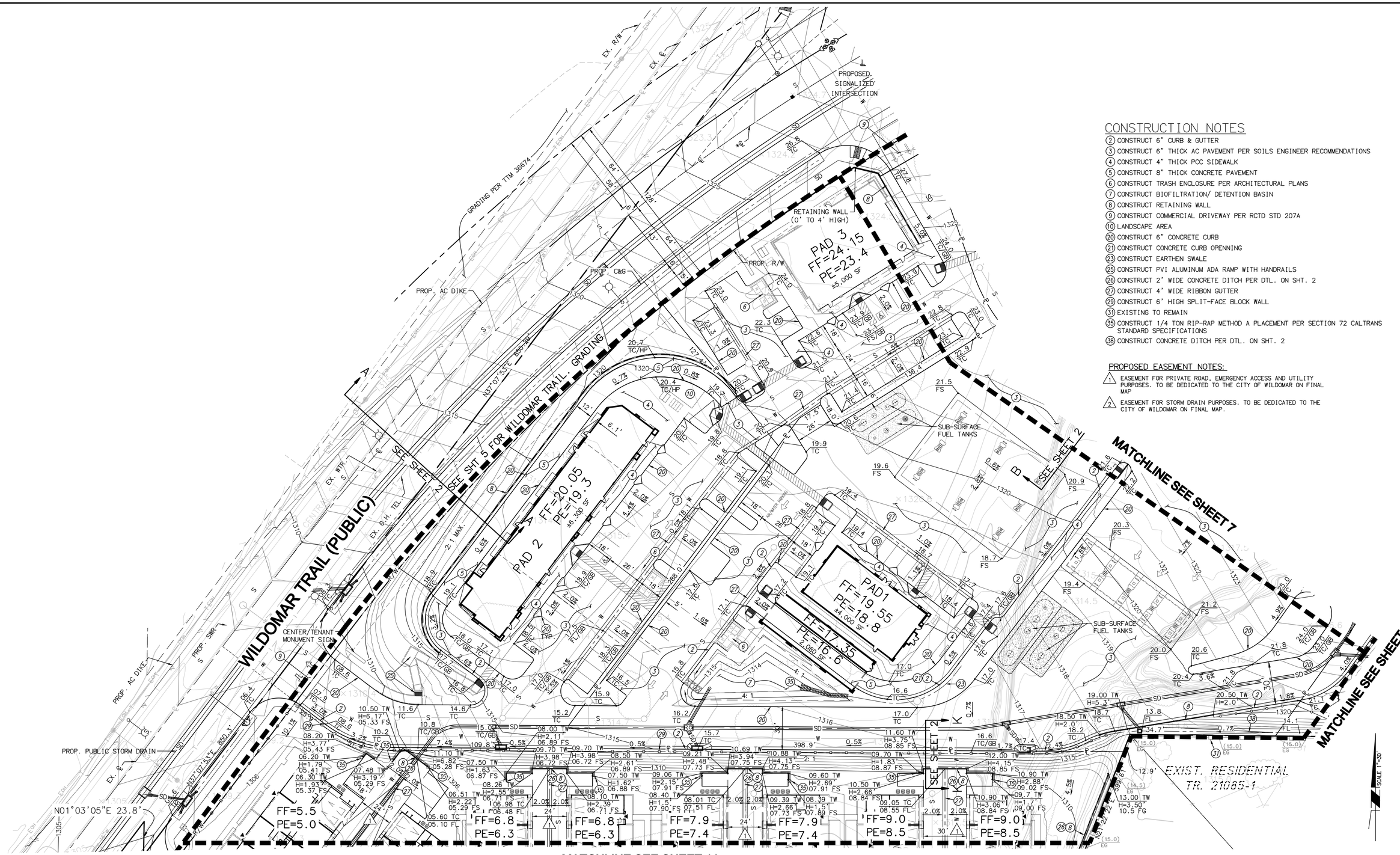

CONSTRUCTION NOTES

(2) CONSTRUCT 6" CURB & GUTTER
(3) CONSTRUCT 6" THICK AC PAVEMENT PER SOILS ENGINEER RECOMMENDATIONS
(4) CONSTRUCT 4" THICK PCC SIDEWALK
(5) CONSTRUCT 8" THICK CONCRETE PAVEMENT
(6) CONSTRUCT TRASH ENCLOSURE PER ARCHITECTURAL PLANS
(7) CONSTRUCT BIOFILTRATION/ DETENTION BASIN
(8) CONSTRUCT RETAINING WALL
(9) CONSTRUCT COMMERCIAL DRIVEWAY PER RCTD STD 207A
(10) LANDSCAPE AREA
(20) CONSTRUCT 6" CONCRETE CURB
(21) CONSTRUCT CONCRETE CURB OPENNING
(23) CONSTRUCT EARTHEN SWALE
(25) CONSTRUCT PVI ALUMINUM ADA RAMP WITH HANDRAILS
(26) CONSTRUCT 2' WIDE CONCRETE DITCH PER DTL. ON SHT. 2
(27) CONSTRUCT 4' WIDE RIBBON GUTTER
(29) CONSTRUCT 6' HIGH SPLIT-FACE BLOCK WALL
(31) EXISTING TO REMAIN
(35) CONSTRUCT 1/4 TON RIP-RAP METHOD A PLACEMENT PER SECTION 72 CALTRANS STANDARD SPECIFICATIONS
(38) CONSTRUCT CONCRETE DITCH PER DTL. ON SHT. 2

PROPOSED EASEMENT NOTES:

1. EASEMENT FOR PRIVATE ROAD, EMERGENCY ACCESS AND UTILITY PURPOSES. TO BE DEDICATED TO THE CITY OF WILDOMAR ON FINAL MAP
2. EASEMENT FOR STORM DRAIN PURPOSES. TO BE DEDICATED TO THE CITY OF WILDOMAR ON FINAL MAP.

SCALE: 1"=30'

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				CITY	
ENGINEER					

CITY OF WILDOMAR
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SEAL-ENGINEER:
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Michael Baker INTERNATIONAL
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TEMECULA, CA 92591
PHONE: (951) 676-8042 · MBAKERINTL.COM
PREPARED BY: JOHN D. TANNER III
R.C.E. No. 60132 DATE

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Datum = NGVD29
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L.S. (number), EXP. (date)
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H: As Noted V: As Noted

PA NO. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
SITE PLAN OF DEVELOPMENT
CONCEPTUAL GRADING PLAN

SHEET No. 10
OF 18 SHTS

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CONSTRUCTION NOTES

(4) CONSTRUCT 4" THICK PCC SIDEWALK
(8) CONSTRUCT RETAINING WALL
(9) CONSTRUCT COMMERCIAL DRIVEWAY PER RCTD STD 207A
(10) LANDSCAPE AREA
(12) CONCTRUCT ACCESSIBLE PARKING
(14) CONSTRUCT ELECTRIC VEHICLE DESIGNATED AREA
(20) CONSTRUCT 6" CONCRETE CURB
(22) CONSTRUCT AC PAVEMENT BASE PER SOILS ENGINEER RECOMMENDATIONS
(24) REMOVE AND REPLACE EXISTING
(26) CONSTRUCT 2' WIDE CONCRETE DITCH PER DTL. ON SHT. 2
(27) CONSTRUCT 4' WIDE RIBBON GUTTER
(28) CONSTRUCT 6' HIGH TUBULAR STEEL FENCING
(29) CONSTRUCT 6' HIGH SPLIT-FACE BLOCK WALL
(31) EXISTING TO REMAIN
(40) REMOVE EXISTING

PROPOSED EASEMENT NOTES:

(1) EASEMENT FOR PRIVATE ROAD, EMERGENCY ACCESS AND UTILITY PURPOSES. TO BE DEDICATED TO THE CITY OF WILDOMAR ON FINAL MAP

MATCHLINE SEE SHEET 10

WILDOMAR TRAIL (PUBLIC)
CERVERA ROAD
PRAIRIE ROAD
"LOT C" MAINTAINED BY HOA
Δ=36°32'31" R=330.0' L=210.5'
BASIN BOTTOM=1294.0
4:1 SLOPE
6' HIGH SPLIT-FACE BLOCK WALL
6' HIGH TUBULAR STEEL FENCING
GATE ACCESS
BASIN ACCESS ROAD TO BE PAVED
OVERFLOW OUTLET TG=1301.0 IE EL=1290.5
PROP. PUBLIC SD
PROP. PUBLIC STORM DRAIN
PROP. SIDEWALK
EX. FENCE
EX. WTR.
EX. SD
CONNECT TO EXIST.
EXIST. RESIDENTIAL TR. 23196
EXIST. RESIDENTIAL TR. 21085-1
N89°26'42"W 478.2'
N89°26'42"W 93.1'
N37°07'52"E 568.8'
N21°22'22"E 599.6'
SEE SHEET 2
SEE SHT 5 FOR WILDOMAR TRAIL GRADING
JOIN EX. C&G
JOIN EXISTING
EXIST. DRIVEWAY — PROP. AC DIKE
PROP. EDGE OF PAVEMENT
EX. OH TEL.
PROP. SWR.
EX. 6' HIGH SPLIT-FACE BLOCK WALL

FF=5.5 PE=5.0
FF=5.8 PE=5.3
FF=6.8 PE=6.3
FF=7.9 PE=7.4
FF=9.0 PE=8.5
FF=4.1 PE=3.6
FF=4.3 PE=3.8
FF=5.3 PE=4.8
FF=5.5 PE=5.0
FF=6.7 PE=6.2
FF=7.9 PE=7.4
FF=3.8 PE=3.3
FF=4.2 PE=3.7
FF=5.0 PE=4.5
FF=5.7 PE=5.2
FF=6.4 PE=5.9
FF=6.5 PE=6.0
FF=3.4 PE=2.9
FF=5.0 PE=4.5
FF=5.5 PE=5.0

PROPOSED EASEMENT NOTES:

(1) EASEMENT FOR PRIVATE ROAD, EMERGENCY ACCESS AND UTILITY PURPOSES. TO BE DEDICATED TO THE CITY OF WILDOMAR ON FINAL MAP

EXISTING EASEMENT NOTES:

(2) AN EASEMENT DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES RECORDED OCTOBER 06, 1986 AS INSTRUMENT NO. 246725 OF OFFICIAL RECORDS. TO BE VACATED ON FINAL MAP.

NOTE:

DRAINAGE DESIGN BETWEEN AND BEHIND BUILDINGS TO BE ADDRESSED AT FINAL ENGINEERING STAGE. AREA DRAINS WITH UNDERGROUND STORM DRAIN ARE PROPOSED.

SCALE: 1"=30'

SCALE 1"=30'

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ENGINEER — CITY

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

SEAL-ENGINEER:
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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

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

SCALE:
H: As Noted V: As Noted

PA NO. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
SITE PLAN OF DEVELOPMENT
CONCEPTUAL GRADING PLAN

SHEET No. 11 OF 18 SHTS

H:\PDATA\163508\CADD\LAND\DLV\GRADING\CONCEPTUAL\163508-CG-011.DWG ADACHI, CHAD 4/15/2021 1:07 PM

1501

TENTATIVE TRACT MAP 36674

PARCEL 1
APN 367-180-015

PARCEL 2
APN 367-180-043

APN 367-220-024

APN 376-190-001

APN 376-190-002

TRACT 21085-1

TRACT 10280

TRACT 23196

TRACT 23196

WHITE ROAD

EX. BAXTER ROAD

MARGARET LN.

WILDOMAR TRAIL

WILDOMAR TRAIL

HUNWUT DR.

CERVERA ROAD

PRAIRIE RD.

EXIST. R/W & TRACT BOUNDARY

RELOCATE EXIST. UTILITIES TO NEW ALIGNMENT OF WILDOMAR TRAIL

EX. R/W

PROP. R/W

PROP. SD PER TR 36674

EXIST. CALTRANS R/W

PROP. OFFSITE SEWER

PROP. PUBLIC STORM DRAIN

EX. FH TO BE REMOVED

PROP. AC DIKE

EX. ℄

S/B

PROP. PRIVATE WATER MAIN

PROP. PRIVATE SEWER MAIN

PROP. PRIVATE STORM DRAIN

PROP. C&G

EX. FH

SHT.13

SHT.14

SHT.15

SHT.16

SHT.17

PROPOSED 12" SEWER TO CONTINUE SOUTHERLY ON CENTRAL STREET (4,300 LF +/-) TO CONNECTION POINT AT THE FRONT STREET INTERSECTION. EXISTING SEWER INVERT ELEVATION AT CONNECTION POINT = 1228.6 PER TRACT 30114 WILDOMAR CHANNEL OFFSITE SEWER IMPROVEMENT PLANS (IP 030054).

SCALE 1"=80'

80 40 0 80 160 240

SCALE: 1"=80'

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

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

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H: As Noted V: As Noted

PA NO. 20-0039

CITY OF WILDOMAR

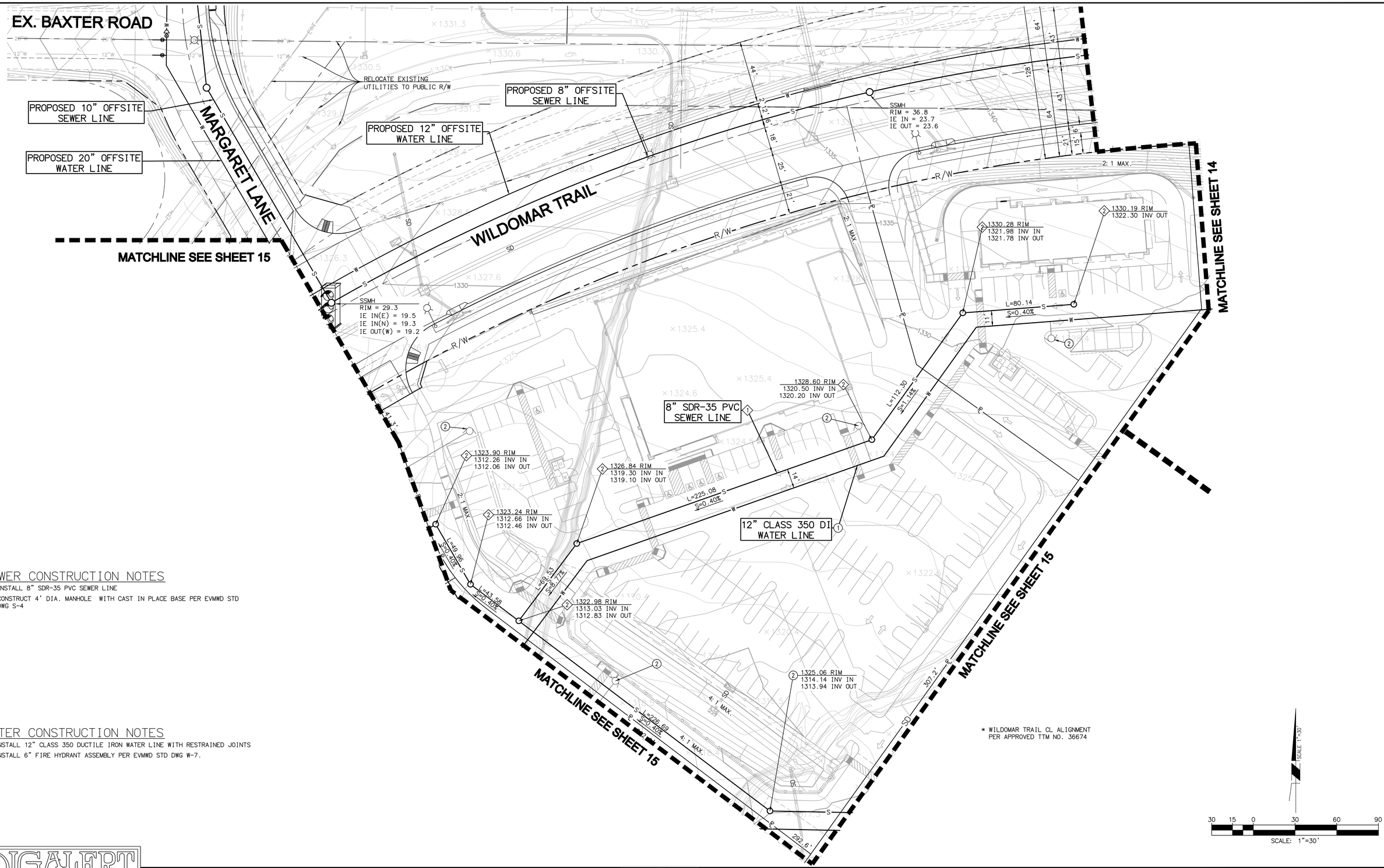
WILDOMAR TRAIL TOWN CENTER

SITE PLAN OF DEVELOPMENT

OVERALL CONCEPTUAL UTILITY PLAN

SHEET No. 12 OF 18 SHTS

H:\PDATA\163508\CADD\LAND\DLV\GRADING\CONCEPTUAL\163508-CG-012.DWG OLGA.SHEVCHENKO 4/15/21 1:23 PM



SEWER CONSTRUCTION NOTES

1. INSTALL 8" SDR-35 PVC SEWER LINE
2. CONSTRUCT 4' DIA. MANHOLE WITH CAST IN PLACE BASE PER EVMWD STD DWG S-4

WATER CONSTRUCTION NOTES

1. INSTALL 12" CLASS 350 DUCTILE IRON WATER LINE WITH RESTRAINED JOINTS
2. INSTALL 6" FIRE HYDRANT ASSEMBLY PER EVMWD STD DWG W-7.

* WILDOMAR TRAIL CL ALIGNMENT PER APPROVED TTM NO. 36674

SCALE 1"=30'

30 15 0 30 60 90

SCALE: 1"=30'

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ENGINEER | CITY

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PREPARED BY: JOHN D. TANNER III

R.C.E. No. 60132 DATE

BENCHMARK:
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BENCHMARK # E-6-70

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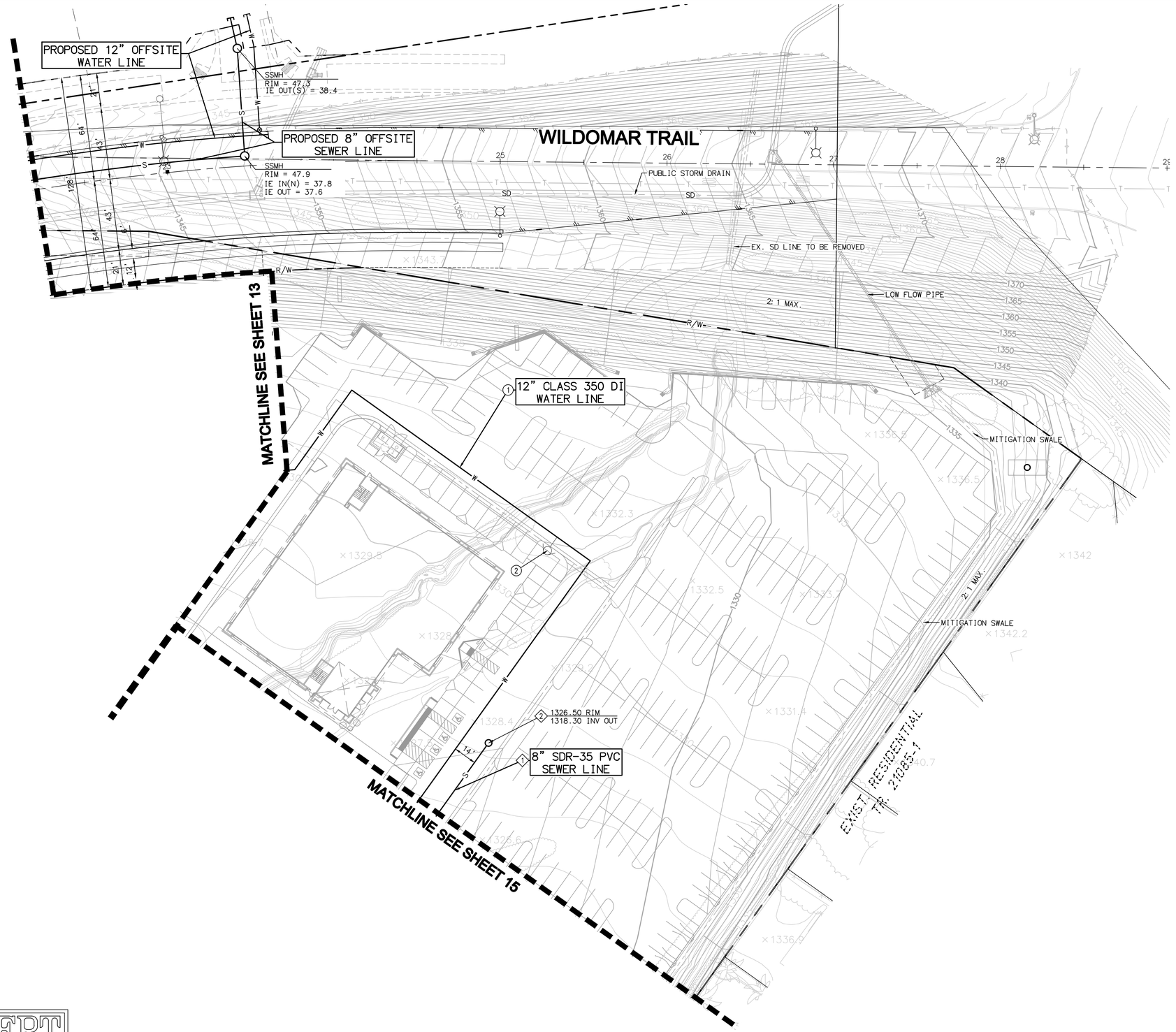
CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
SITE PLAN OF DEVELOPMENT
CONCEPTUAL UTILITY PLAN

SHEET No. 13

OF 18 SHTS

1503



SEWER CONSTRUCTION NOTES

1. INSTALL 8" SDR-35 PVC SEWER LINE
2. CONSTRUCT 4' DIA. MANHOLE WITH CAST IN PLACE BASE PER EVMWD STD DWG S-4

WATER CONSTRUCTION NOTES

1. INSTALL 12" CLASS 350 DUCTILE IRON WATER LINE WITH RESTRAINED JOINTS
2. INSTALL 6" FIRE HYDRANT ASSEMBLY PER EVMWD STD DWG W-7.

SCALE 1"=30'

30 15 0 30 60 90

SCALE: 1"=30'

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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. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
SITE PLAN OF DEVELOPMENT
CONCEPTUAL UTILITY PLAN

SHEET No. 14
OF 18 SHTS

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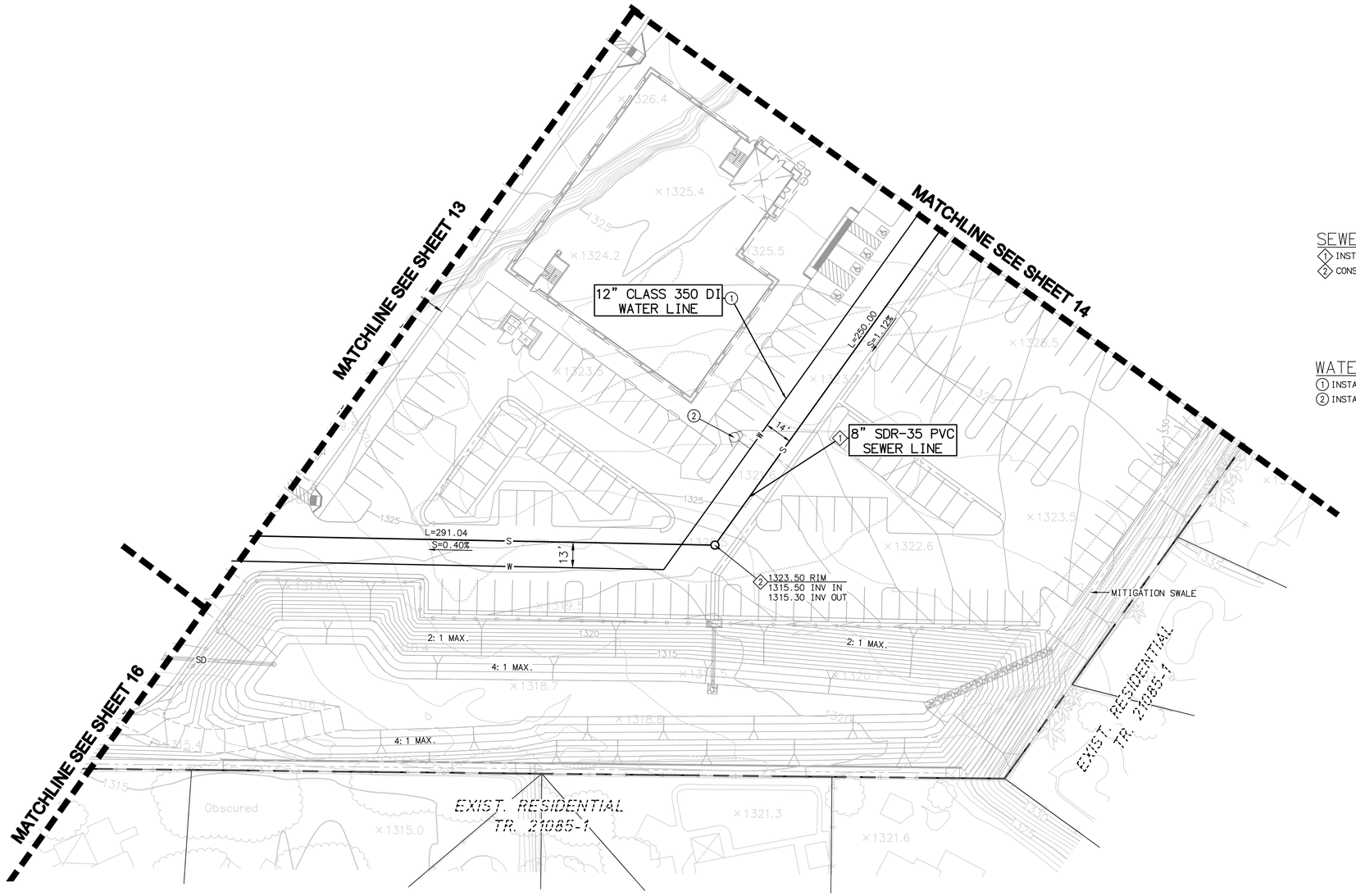
1504



SEWER CONSTRUCTION NOTES

1. INSTALL 8" SDR-35 PVC SEWER LINE
2. CONSTRUCT 4' DIA. MANHOLE WITH CAST IN PLACE BASE PER EVMWD STD DWG S-4

WATER CONSTRUCTION NOTES

1. INSTALL 12" CLASS 350 DUCTILE IRON WATER LINE WITH RESTRAINED JOINTS
2. INSTALL 6" FIRE HYDRANT ASSEMBLY PER EVMWD STD DWG W-7.

SCALE 1"=30'

30 15 0 30 60 90

SCALE: 1"=30'

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:
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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

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BY INLAND AERIAL SURVEYS, INC.

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SCALE:
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PA NO. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
SITE PLAN OF DEVELOPMENT
CONCEPTUAL UTILITY PLAN

SHEET No. 15
OF 18 SHTS

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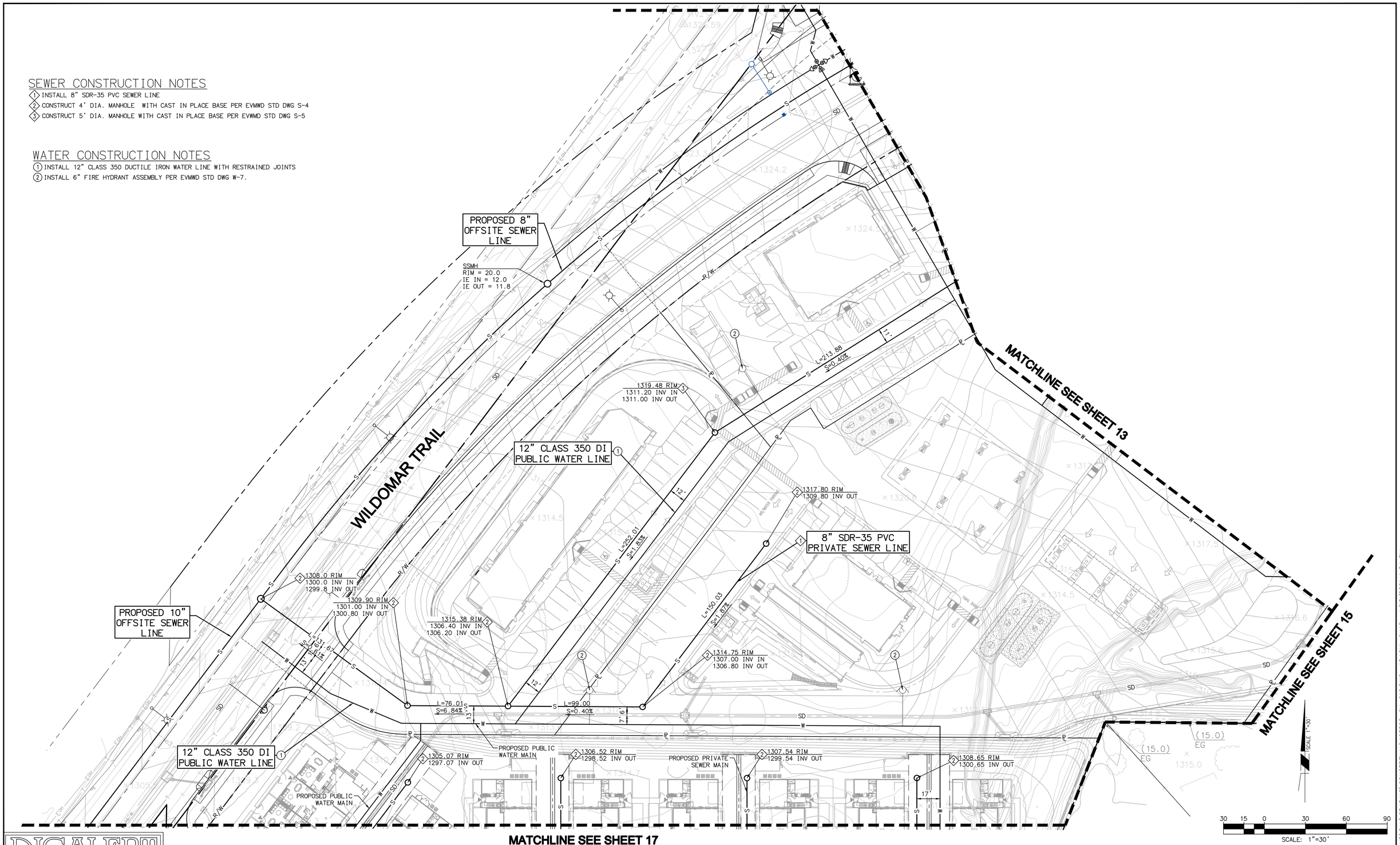
1505

SEWER CONSTRUCTION NOTES

1. INSTALL 8" SDR-35 PVC SEWER LINE
2. CONSTRUCT 4' DIA. MANHOLE WITH CAST IN PLACE BASE PER EVMWD STD DWG S-4
3. CONSTRUCT 5' DIA. MANHOLE WITH CAST IN PLACE BASE PER EVMWD STD DWG S-5

WATER CONSTRUCTION NOTES

1. INSTALL 12" CLASS 350 DUCTILE IRON WATER LINE WITH RESTRAINED JOINTS
2. INSTALL 6" FIRE HYDRANT ASSEMBLY PER EVMWD STD DWG W-7.



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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

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

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PA NO. 20-0039

CITY OF WILDOMAR

WILDOMAR TRAIL TOWN CENTER

SITE PLAN OF DEVELOPMENT

CONCEPTUAL UTILITY PLAN

SHEET No. 16

OF 18 SHTS

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1506

MATCHLINE SEE SHEET 16

SSMH
RIM = 1303.5
IE IN = 1295.5
IE OUT = 1295.3

EX. WATER LINE

WILDOMAR TRAIL

TRACT 40280

PROPOSED 10" OFFSITE SEWER LINE

PROP. PUBLIC STORM DRAIN

PROP. PRIVATE STORM DRAIN

SSMH
RIM = 1298.0
IE IN = 1288.7
IE OUT = 1288.5

PROPOSED OFFSITE SEWER LINE

PROPOSED 8" OFFSITE SEWER LINE

SSMH
RIM = 1299.9
IE IN = 1290.3
IE OUT = 1290.1

L=349.81
S=0.40%

EX.TERMINUS MANHOLE

EX.SS LINE

EX.WATER LINE

CERVERA ROAD

1304.30 RIM
1295.07 N' INV IN
1295.07 S' INV IN
1294.87 E' INV OUT

L=135.59
S=1.41%

L=44.92
S=0.40%

1304.81 RIM
1294.69 INV IN
1294.49 INV OUT

1305.40 RIM
1294.18 W' INV IN
1294.18 N' INV IN
1293.98 S' INV OUT

L=76.89
S=0.40%

L=74.86
S=2.09%

L=122.78
S=2.09%

1306.80 RIM
1297.20 INV IN
1297.00 INV OUT

1305.89 RIM
1295.95 INV IN
1295.75 INV OUT

L=26.28
S=1.12%

L=122.78
S=1.51%

1306.91 RIM
1297.69 N' INV IN
1297.69 E' INV IN
1297.49 W' INV OUT

8" SDR-35 PVC PRIVATE SEWER LINE

L=124.43
S=1.12%

L=122.78
S=1.12%

L=119.07
S=0.40%

1302.94 RIM
1295.66 INV OUT

L=255.86
S=0.40%

1307.86 RIM
1299.28 INV IN
1299.08 INV OUT

L=134.00
S=1.12%

1305.39 RIM
1295.50 N' INV IN
1295.50 E' INV IN
1295.30 S' INV OUT

1306.17 RIM
1298.17 INV OUT

L=154.47
S=1.73%

12" CLASS 350 DI PUBLIC WATER LINE

1302.21 RIM
1294.21 INV OUT

1302.80 RIM
1292.96 N' INV IN
1292.96 W' INV IN
1292.76 E' INV OUT

1303.52 RIM
1292.40 W' INV IN
1292.40 E' INV IN
1292.20 S' INV OUT

L=127.85
S=1.12%

1304.15 RIM
1293.87 N' INV IN
1293.87 E' INV IN
1293.67 W' INV OUT

1305.22 RIM
1297.22 INV OUT

L=65.56
S=1.91%

L=89.68
S=0.40%

L=61.30
S=1.12%

L=34.53
S=1.12%

L=102.09
S=3.28%

1303.98 RIM
1293.28 INV IN
1293.08 INV OUT

L=121.93
S=0.40%

1301.00 RIM
1291.71 INV IN
1291.51 INV OUT

L=298.69
S=0.41%

EXIST. RESIDENTIAL
TR. 23196

PRAIRIE ROAD

EXIST. RESIDENTIAL
TR. 23196

EXIST. RESIDENTIAL
TR. 23196

SCALE 1"=30'

SEWER CONSTRUCTION NOTES

1. INSTALL 8" SDR-35 PVC SEWER LINE
2. CONSTRUCT 4' DIA. MANHOLE WITH CAST IN PLACE BASE PER EVMWD STD DWG S-4

WATER CONSTRUCTION NOTES

1. INSTALL 12" CLASS 350 DUCTILE IRON WATER LINE WITH RESTRAINED JOINTS
2. INSTALL 6" FIRE HYDRANT ASSEMBLY PER EVMWD STD DWG W-7.

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 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. 20-0039

CITY OF WILDOMAR
WILDOMAR TRAIL TOWN CENTER
SITE PLAN OF DEVELOPMENT
CONCEPTUAL UTILITY PLAN

SHEET No. 17
OF 18 SHTS

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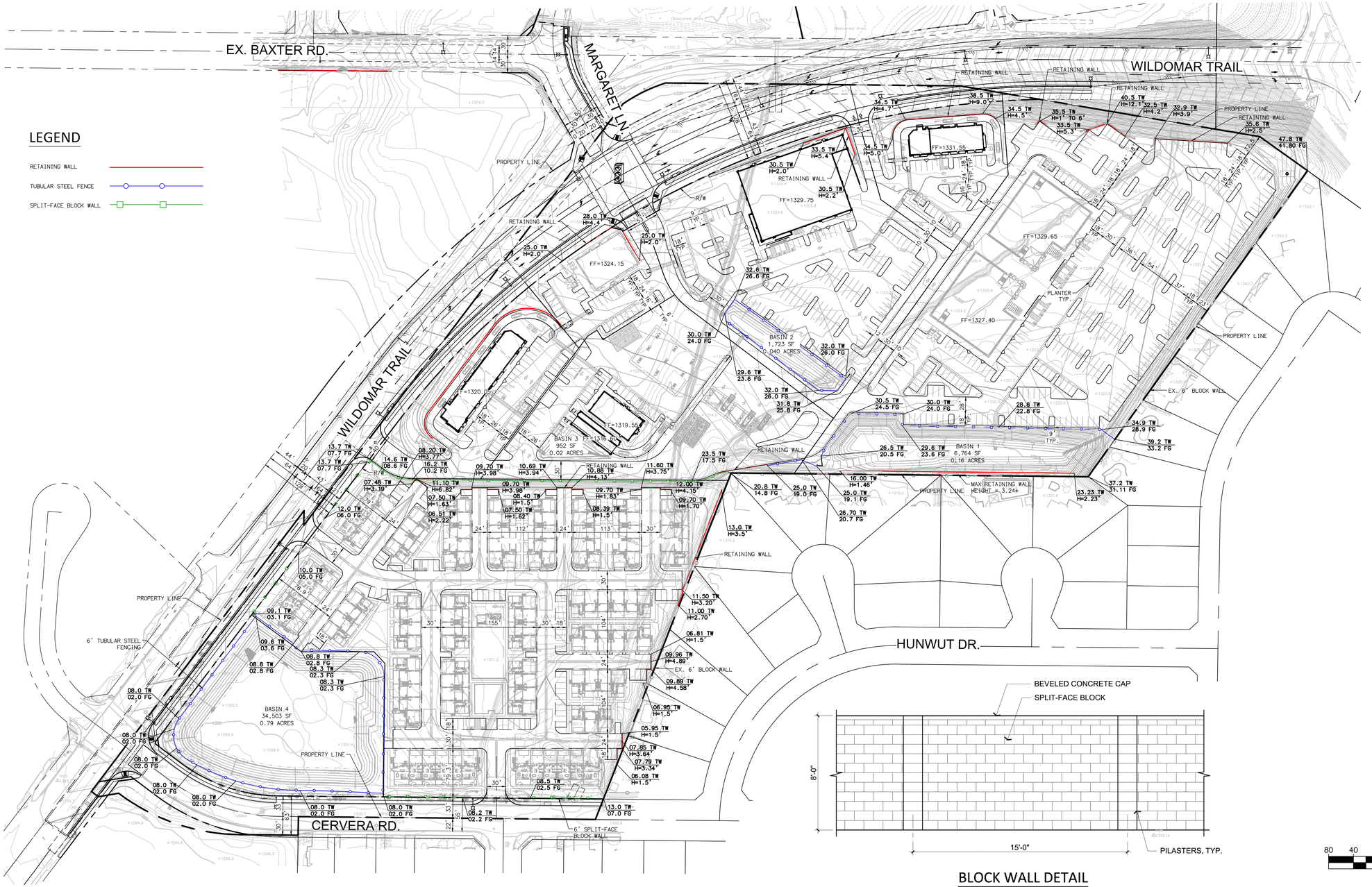

LEGEND

- RETAINING WALL
- TUBULAR STEEL FENCE
- SPLIT-FACE BLOCK WALL

BLOCK WALL DETAIL

NOT TO SCALE

SCALE 1"=80'

80 40 0 80 160 240

SCALE: 1"=80'

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	ENGINEER			CITY	

CITY OF WILDOMAR

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Date:

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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

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R.C.E. No. 60132 DATE

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Datum = NGVD29
BENCHMARK # E-6-70

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

SCALE:
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PA NO. 20-0039

CITY OF WILDOMAR

WILDOMAR TRAIL TOWN CENTER

SITE PLAN OF DEVELOPMENT

OVERALL CONCEPTUAL WALL & FENCE PLAN

SHEET No. 18

OF 18 SHTS

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TENTATIVE TRACT MAP NO. 37494

HE CITY OF WILDOMAR, STATE OF CALIFORNIA

FOR CONDOMINIUM PURPOSES

OWNER / APPLICANT

J & T MANAGEMENT, INC.
P.O. BOX 1958
CORONA, CA. 92878
(951)280-3833 (p)
(951)280.3832 (f)

ENGINEER

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

ASSESSOR PARCEL NUMBER

376-190-002

UTILITIES

SEWER:	ELSINORE VALLEY MUNICIPAL WATER DIST
WATER:	ELSINORE VALLEY MUNICIPAL WATER DIST
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

CONDITIONALLY APPROVED

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

FOR THE CITY OF WILDOMAR ON 09/08/2021
APPLICATION NOS. PA 20-0039
PLANNER Matthew Bassi
SIGNATURE Matthew Bassi

TOTAL COMMERCIAL LOTS: 7
PROJECT ACREAGE: 25.8 ACRES (GROSS)
14.3 GROSS ACRES (COMMERCIAL)
6.3 GROSS ACRES (MULTI-FAMILY RESIDENTIAL)

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.

ACCESS AND CROSS-LOT DRAINAGE EASEMENTS WILL BE DEDICATED PER SEPARATE DOCUMENT PRIOR TO RECORDATION OF THE FINAL MAP.

THIS TENTATIVE MAP WILL BE PHASED INTO 2 OR MORE FINAL MAPS.

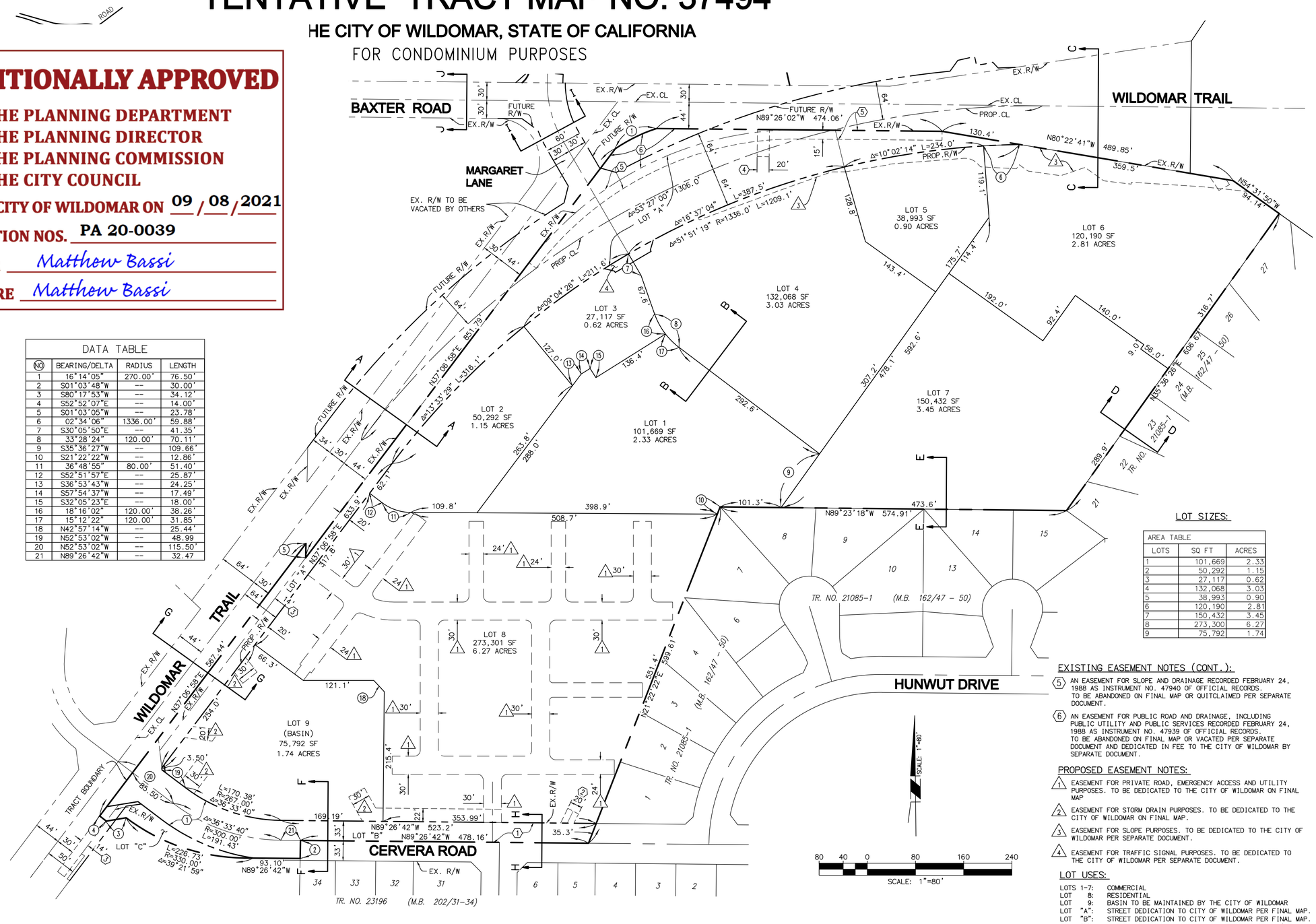
LEGAL DESCRIPTION - APN 376-190-002

PORTIONS OF PARCELS 1 AND 2 OF PARCEL MAP NO. 8063, AS SHOWN BY MAP ON FILE IN BOOK 31, PAGES 33 AND 34 OF PARCEL MAPS, RIVERSIDE COUNTY RECORDS.

SOURCE OF TOPO

AERIAL TOPOGRAPHY COMPILED BY TERRASCRIBE
42471 ALPHA PL
TEMECULA, CA 92592
951-830-7425

BASED UPON PHOTOGRAPHY DATED 8/11/2017.



DATA TABLE			
NO	BEARING/DELTA	RADIUS	LENGTH
1	16°14'05"	270.00'	76.50'
2	S01°03'48"W	--	30.00'
3	S80°17'53"W	--	34.12'
4	S52°52'07"E	--	14.00'
5	S01°03'05"W	--	23.78'
6	02°34'06"	1336.00'	59.88'
7	S30°05'50"E	--	41.35'
8	33°28'24"	120.00'	70.11'
9	S35°36'27"W	--	109.66'
10	S21°22'22"W	--	12.86'
11	36°48'55"	80.00'	51.40'
12	S52°51'57"E	--	25.87'
13	S36°53'43"W	--	24.25'
14	S57°54'37"W	--	17.49'
15	S32°05'23"E	--	18.00'
16	18°16'02"	120.00'	38.26'
17	15°12'22"	120.00'	31.85'
18	N42°57'14"W	--	25.44'
19	N52°53'02"W	--	48.99
20	N52°53'02"W	--	115.50'
21	N89°26'42"W	--	32.47

EXISTING EASEMENT NOTES:

1. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES RECORDED JULY 3, 1986 AS INSTRUMENT NO. 155814 OF OFFICIAL RECORDS. WILL BE REDICATED AS LOT "B" ON FINAL MAP.
2. AN EASEMENT DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES RECORDED OCTOBER 06, 1986 AS INSTRUMENT NO. 246725 OF OFFICIAL RECORDS. TO BE VACATED ON FINAL MAP.
3. AN EASEMENT PUBLIC ROAD AND DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES RECORDED AUGUST 04, 1987 AS INSTRUMENT NO. 225134 OF OFFICIAL RECORDS.
4. AN EASEMENT FOR ROAD CULVERTS AND ALL APPURTENANT WORKS, INCLUDING INGRESS AND EGRESS RECORDED NOVEMBER 18, 1987 AS INSTRUMENT NO. 330260 OF OFFICIAL RECORDS. TO BE VACATED ON FINAL MAP

EXISTING EASEMENT NOTES (CONT.):

5. AN EASEMENT FOR SLOPE AND DRAINAGE RECORDED FEBRUARY 24, 1988 AS INSTRUMENT NO. 47940 OF OFFICIAL RECORDS. TO BE ABANDONED ON FINAL MAP OR QUITCLAIMED PER SEPARATE DOCUMENT.
6. AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES RECORDED FEBRUARY 24, 1988 AS INSTRUMENT NO. 47939 OF OFFICIAL RECORDS. TO BE ABANDONED ON FINAL MAP OR VACATED PER SEPARATE DOCUMENT AND DEDICATED IN FEE TO THE CITY OF WILDOMAR BY SEPARATE DOCUMENT.

PROPOSED EASEMENT NOTES:

1. EASEMENT FOR PRIVATE ROAD, EMERGENCY ACCESS AND UTILITY PURPOSES. TO BE DEDICATED TO THE CITY OF WILDOMAR ON FINAL MAP
2. EASEMENT FOR STORM DRAIN PURPOSES. TO BE DEDICATED TO THE CITY OF WILDOMAR ON FINAL MAP.
3. EASEMENT FOR SLOPE PURPOSES. TO BE DEDICATED TO THE CITY OF WILDOMAR PER SEPARATE DOCUMENT.
4. EASEMENT FOR TRAFFIC SIGNAL PURPOSES. TO BE DEDICATED TO THE CITY OF WILDOMAR PER SEPARATE DOCUMENT.

LOT USES:

LOTS 1-7: COMMERCIAL
LOT 8: RESIDENTIAL
LOT 9: BASIN TO BE MAINTAINED BY THE CITY OF WILDOMAR
LOT "A": STREET DEDICATION TO CITY OF WILDOMAR PER FINAL MAP.
LOT "B": STREET DEDICATION TO CITY OF WILDOMAR PER FINAL MAP.
LOT "C": DEDICATION FOR OPEN SPACE RESERVED BY OWNER (IN FUTURE TO HOME OWNER'S ASSOCIATION).

LOT SIZES:

AREA TABLE		
LOTS	SQ FT	ACRES
1	101,669	2.33
2	50,292	1.15
3	27,117	0.62
4	132,068	3.03
5	38,993	0.90
6	120,190	2.81
7	150,432	3.45
8	273,300	6.27
9	75,792	1.74

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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

PROFESSIONAL LAND SURVEYOR — JOHN R. DUQUETTE — L.S. 7566 — STATE OF CALIFORNIA

Michael Baker INTERNATIONAL
40810 COUNTY CENTER DRIVE, SUITE 200
TEMECULA, CA 92591
PHONE: (951) 676-8042 · MBAKERINTL.COM
PREPARED BY: JOHN R. DUQUETTE
L.S. No. 7566 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)

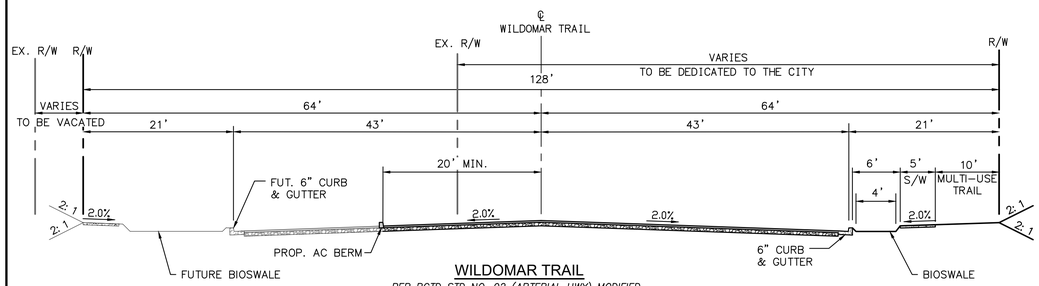
SCALE:
H: As Noted V: As Noted

PA NO. 20-0039

CITY OF WILDOMAR
TENTATIVE TRACT MAP No. 37494
WILDOMAR TRAIL TOWN CENTER
A.P.N. 376-180-006 & 376-190-002
CENTRAL AVENUE & BAXTER ROAD

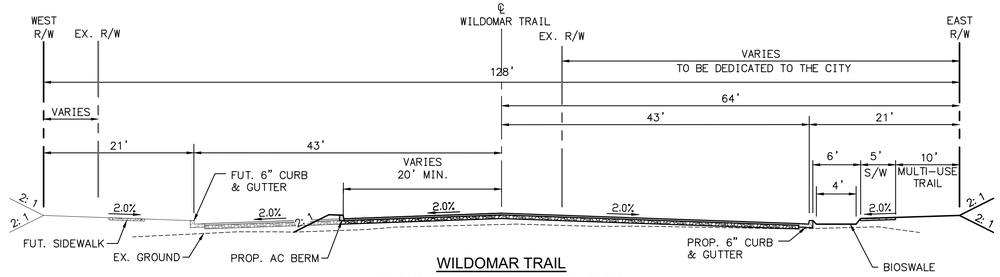
SHEET No. 1 OF 2 SHTS

H:\PDATA\16350B\CADD\MAPPING\TM\16350B-TTM-001.DWG CHAD.ADACHI 6/30/21 11:22 am



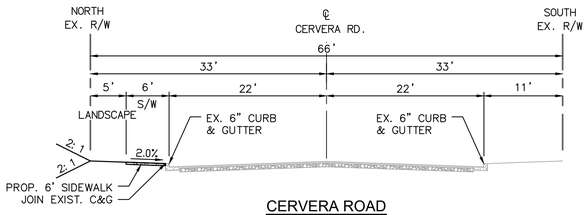
WILDOMAR TRAIL

PER RCTD STD NO. 92 (ARTERIAL HWY) MODIFIED
FROM MARGARET LN. TO FREEWAY
NOT TO SCALE



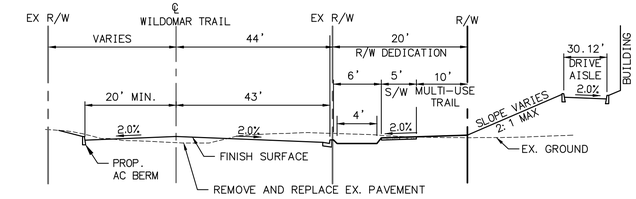
WILDOMAR TRAIL

PER RCTD STD NO. 92 (ARTERIAL HWY) MODIFIED
FROM CERVERA RD. TO MARGARET LN.
NOT TO SCALE



CERVERA ROAD

NOT TO SCALE



SECTION A-A

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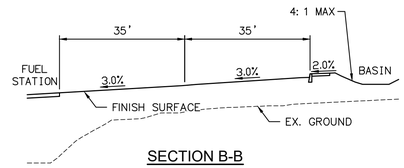
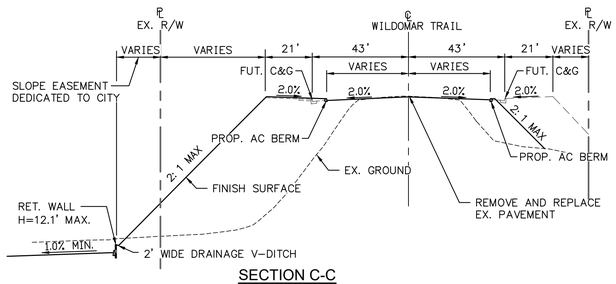
NOT TO SCALE



SECTION B-B

NOT TO SCALE



SECTION C-C

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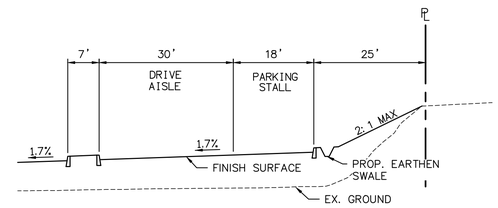
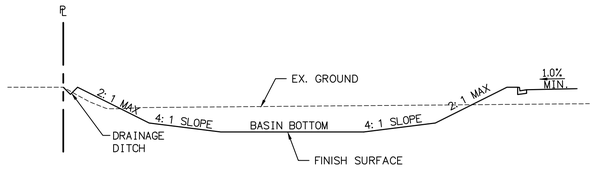
NOT TO SCALE



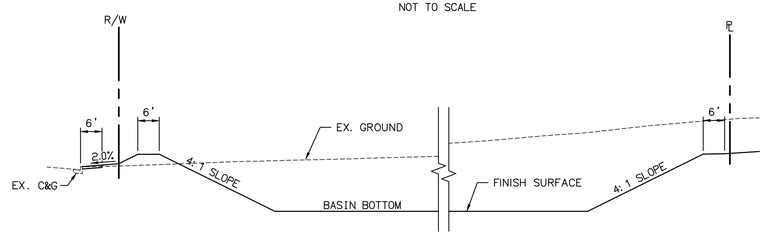
SECTION D-D

NOT TO SCALE



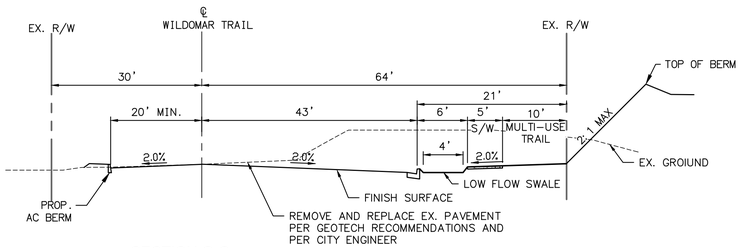
SECTION E-E

NOT TO SCALE



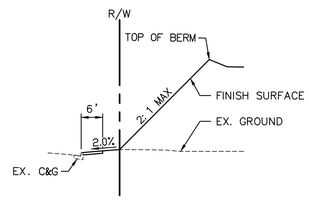
SECTION F-F

NOT TO SCALE



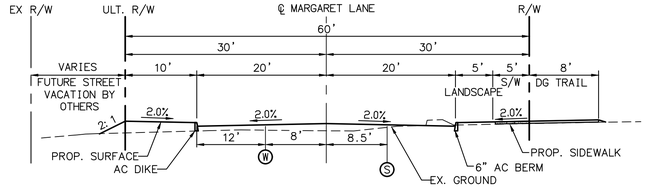
SECTION G-G

PER RCTD STD NO. 92 (ARTERIAL HWY) MODIFIED
FROM CERVERA RD. TO MARGARET LN.
NOT TO SCALE



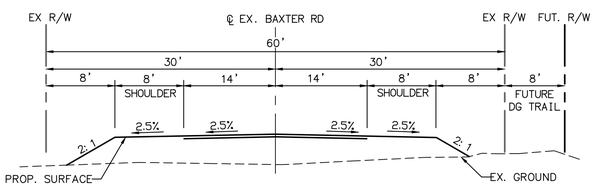
SECTION H-H

NOT TO SCALE



SECTION I-I

MARGARET LANE (PUBLIC) TYPICAL UTILITY LOCATION
PER RCTD STD NO. 105 C (LOCAL STREET 60' WIDE) PART WIDTH MODIFIED
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

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

PROFESSIONAL LAND SURVEYOR — JOHN R. DUQUETTE — L.S. 7566 — STATE OF CALIFORNIA

Michael Baker INTERNATIONAL
40810 COUNTY CENTER DRIVE, SUITE 200
TEMECULA, CA 92591
PHONE: (951) 676-8042 · MBAKERINTL.COM
PREPARED BY: JOHN R. DUQUETTE
L.S. No. 7566 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. 20-0039

CITY OF WILDOMAR
TENTATIVE TRACT MAP No. 37494
WILDOMAR TRAIL TOWN CENTER
A.P.N. 376-180-006 & 376-190-002
CENTRAL AVENUE & BAXTER ROAD

SHEET No. 2 OF 2 SHTS

H:\PDATA\163508\CADD\MAPPING\TTM\163508-TTM-001REV1.DWG OLGA.SHEVCHENKO 4/13/20 3:05 pm

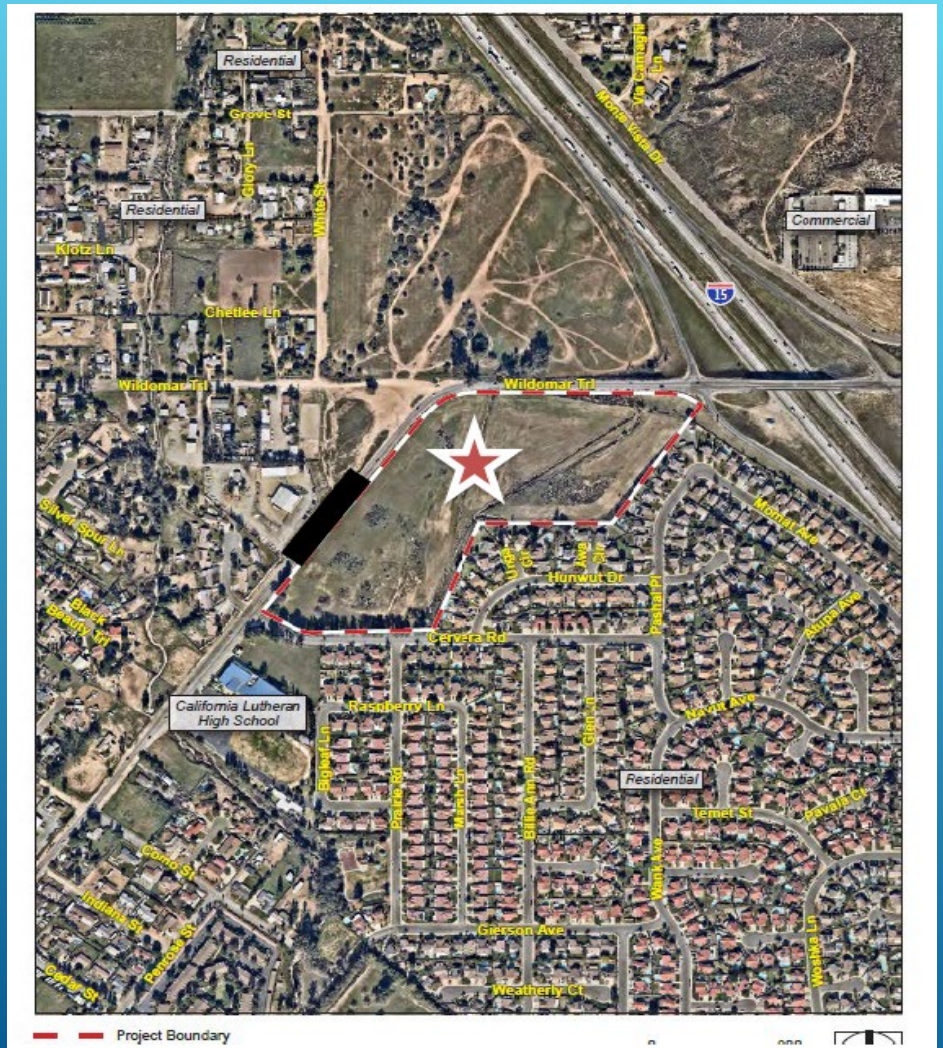
1510

WILDOMAR TRAIL TOWN CENTER TTM 37494 & CUP/P[LOT PLAN 20-0039 EOT #1

Planning Commission Meeting

September 4, 2024

Agenda Item 3.2



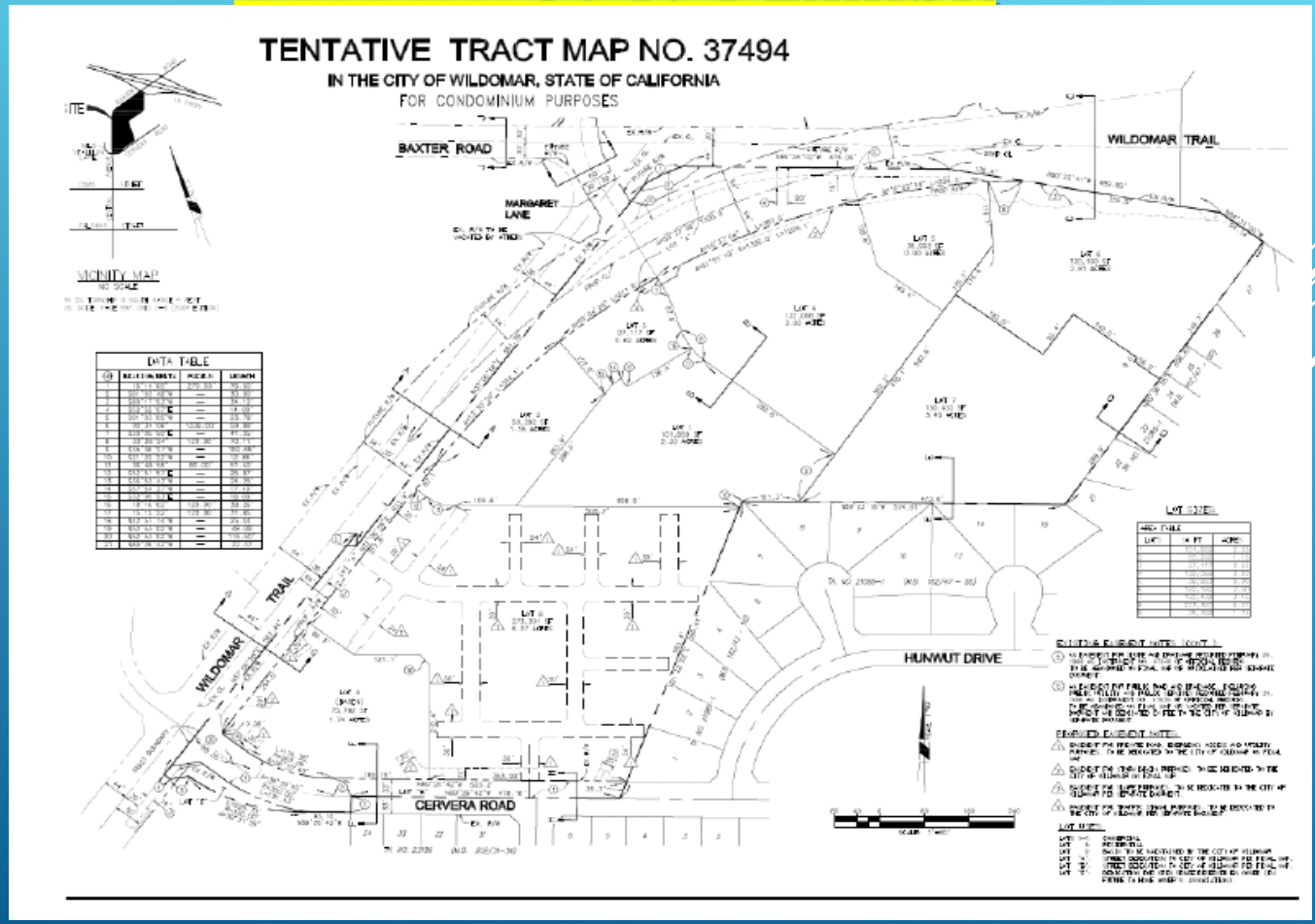
PROJECT LOCATION

- Located on the Southwest corner of the I-15 freeway and Wildomar Trial
- The project site encompasses about 25.8 acres

PROJECT BACKGROUND:

- The Wildomar Trail Town Center project was originally approved by the City Council on September 8, 2021, and included the following actions:
  - Certification of an Environmental Impact Report (EIR) and adoption of an MMRP;
  - Approval of a GPA and Zone Change; and
  - Approval of TTM 37494 and CUP/Plot Plan No. 20-0039 to subdivide the property and build a mixed-use project.
- The Wildomar Trail Town Center project was required to record the TTM and begin construction on the site before the September 8, 2024 deadline.

TTM No. 37494 Exhibit



CUP / Plot Plan 20-0039 Exhibit



EOT #3 - DESCRIPTION:

- **The applicant submitted their EOT application & fee on June 3, 2024…….well in advance of the Sept. 8, 2024, expiration date.**
- **The Applicant is requesting their 1st EOT (for 3 years) which if approved will make the new deadline September 8, 2027, to record TTM 37494 and begin construction of the mixed-use project approved under CUP/Plot Plan No. 20-0039.**
- **If the Tentative Map is not recorded and CUP/Plot Plan construction does not happen before the new expiration date, the Applicant may pursue a 2nd Extension of Time (for 2 years).**

EOT #1 FINDINGS:

- **The proposed EOT #1 meets the required findings for approval in that:**

1. **The approved TTM 37494 and CUP/Plot Plan 20-0039 remain consistent with the General Plan goals and policies….**
2. **The approved TTM 37494 and CUP/Plot Plan 20-0039 remain in conformance with the Wildomar Municipal Code.**
3. **The approved TTM 37494 and CUP/Plot Plan 20-0039 remain compatible with the area and do not adversely affect the general health, safety, and welfare of the public.**
4. **The EOT application & fee were filed on June 3, 2024, prior to the September 8, 2024, expiration date….**

STAFF RECOMMENDATION:

Staff recommends the Planning Commission adopt PC Resolution No. 2024-14 taking the following actions:

1) **Determine that no new further Environmental Review is needed in accordance with Section 15162 of CEQA; and**

2) **Approve a 3-year Extension of Time (#1 of 3) to September 8, 2027, for Tentative Tract Map 37494 & CUP/Plot Plan 20-0039.**

Note: All original conditions of approval and EIR mitigation measures will remain in full force and effect for this project.

SUBJECT:

Tentative Tract Map No. 36388 - Extension of Time #3 (Oak Creek Canyon Specific Plan) - Planning Commission review and consideration of a final, 1-year Extension of Time (EOT #3) to November 22, 2025 for Tentative Tract Map No. 36388.

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. 36388 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. 2024-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A FINAL, 1-YEAR EXTENSION OF TIME (#3) TO NOVEMBER 22, 2025 FOR TENTATIVE TRACT MAP NO. 36388 TO SUBDIVIDE APPROXIMATELY 151.23 ACRES INTO 275 LOTS FOR FUTURE SINGLE FAMILY RESIDENTIAL AND COMMERCIAL/RETAIL DEVELOPMENT LOCATED WITHIN THE FARM SPECIFIC PLAN COMMUNITY, AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

3. Receive a brief Presentation from the Applicant regarding several upcoming/proposed changes the approved TTM No. 36388 and Oak Canyon Specific Plan and provide feedback to the Applicant regarding said changes.

PROJECT DESCRIPTION:

The Applicant (Ambient Pacific OCC, LLC, Don Mitchell) is requesting a final, 1-year extension of time (#3 of 3) to November 22, 2025 for Tentative Tract Map No. 36388. Approval of EOT #3 would leave the Applicant with no further time extensions in the event that the final map has not been approved by City Council and recorded with the County Clerk by the new deadline. If it is not recorded the tentative map becomes null and void. The project site encompasses approximately 151+ acres and is located within the Farm Specific Plan community. In general, the project is bisected by Bundy Canyon Road and extends from Farm Road/Harvest Way (on the west) to Sunset Avenue (on the east).

The original Tentative Tract Map was reviewed by the Planning Commission on March 6, 2013 and recommended City Council approval. The City Council approved Tentative Tract Map No. 36388 to subdivide 151+/- acres into 275 lots for future single family residential development. Council's approval also included certification of an Environmental Impact Report (EIR, SCH# 2012-031-064) and adoption of Mitigation Monitoring and Reporting Program (MMRP), General Plan Amendment (GPA), Zone Change and Specific Plan Amendment (SPA or Oak Creek Canyon SPA). A minor change to the approved tract and conditions of approval (resulting from 2 lawsuit settlements) was approved by the Planning Commission on May 6, 2015.

A copy of the Oak Creek Canyon EIR Package (dated 5/22/13), original Council staff report (dated 5/22/13), Oak Creek Canyon specific plan amendment, Minor Change Commission staff report (dated 5/6/15), original/approved TTM No. 36388 exhibit and minor change/TTM 36388 exhibit is provided for Commission consideration (Attachment B – G). The Commission will find detailed background information, project analysis and exhibits within these attachments.

Minor Changes being Proposed by the Applicant (for the future):
As noted on the agenda, the Applicant will provide a brief presentation on their intention to bring forward several changes to the Oak Creek Specific Plan and TTM 36388 for Commission consideration later this calendar year (December 2024). They are seeking input from the Commission on the following items:

1. For Phase 18 (4,500 sq. ft. lots) allow for two story homes on the interior lots while maintaining one story homes on the perimeter lots.
2. Allow the two stand-alone parks in phases 9 and 17A to be dedicated to and maintained by the City of Wildomar. Maintenance costs for the parks will be provided by the CFD.
3. Eliminate the requirement for the construction of pools in the above-mentioned parks lots.
4. Delete the sidewalk on the south side of Bundy Canyon Road. Delete the sidewalk on the north side of Bundy Canyon Road and replace it with a 15-foot-wide shared bike/pedestrian path.
5. Delete the concrete and landscape median in Bundy Canyon Road with a striped median as was proposed in the City's Segment 3 project.
6. Delete the 3-rail fence on the north and south sides of Bundy Canyon Road.
7. For the commercial parcel, Phase 19, allow for 2-story retail.

PROJECT ANALYSIS:

The approved tentative tract map was given an initial 3 years to record (11/22/16), but the project was litigated for nearly 18 months and was subject to state automatic 2-year time extension under AB 116 (approve in July 2013). Given these facts, the tentative map is currently due to expire on November 22, 2024. Section 16.12.240.A of the City's subdivision ordinance allows an Applicant to request a 3-year extension of time (EOT #1) with a total number of years equaling six (6). The final deadline to record the tentative tract map will be November 22, 2025. This 3rd extension of time request and fee was submitted to the Planning Department on July 18, 2024 well in advance of the November 22, 2024 expiration date.

The applicant is currently working with the Engineering department on the final map and improvement plans but these are not complete and more time is needed. The biggest hurdle for the Applicant is the condition to build out the 3rd segment of the Bundy Canyon Road improvements. Therefore, additional time is needed to accommodate this process. In reviewing the extension of time request, the Planning and Engineering departments have determined that the approved tract map has not been modified since approval of the minor change in 2015. The Applicant at this time has not requested any further changes to the map or conditions of approval. Thus, it is staff's opinion the request for a final, 1-year extension of time is reasonable. A copy of the approved tract map is provided on the following page and in Attachment E.

Based on review of the extension of time request #3, the Tentative Tract Map remains in compliance with the Farm Specific Plan, Amendment #4 (Oak Creek Canyon) development standards, design guidelines and policies adopted by the City Council on May 22, 2013. Further, the approved tentative tract map remains in conformance with General Plan land uses for the site, and the Subdivision (Title 16) / Zoning Ordinances (Title 17).

Extension of Time #3 Findings for TTM No. 36388:

Pursuant to Section 16.12.240.C of the Wildomar Municipal Code and in light of the record before it, including the staff report dated November 2, 2022, and all evidence and testimony heard at the public meeting for this 3rd (final), 1-year extension of time for Tentative Tract Map No. 36388, staff recommends the Planning Commission hereby make the following findings:

Finding 1: The proposed Extension of Time for TTM No. 36388 is consistent with the City of Wildomar General Plan.

Evidence: The approved/existing MHDR land use designation for Phase/Planning Area No. 9 and 18 within the Oak Creek Canyon project site remains consistent with the intent of the MHDR designation which allows for single family development on parcels that range in size from 4,000 to 6,500 square feet and a density range of 5 – 8 units/acre. The approved tentative tract map to subdivide Phase/Planning Area No. 9 into 84 single family residential lots on 68.3 acres remains consistent with the overall density. The approved tentative tract map to subdivide Phase/Planning Area No. 18 into 88 single family lots with on 20+/- acres remains consistent with the overall density. Based on this, the tract map for these phase/planning areas remains consistent with the General Plan and Farm Specific Plan. The approved/existing CR land use designation for Phase/Planning Area No. 19 within the Oak Creek Canyon project site remains consistent with the intent of the CR designation which allows for a variety of commercial land uses.

Further, the approved/existing MDR land use designation for Phase/Planning Area No. 17A within the Oak Creek Canyon project site remains consistent with the intent of the MDR designation which allows for single family residential development on parcels of 7,200 square feet and a density range of 2 – 5 units/acre. The approved tentative tract map to subdivide Phase/Planning Area No 17A into 103 single family residential lots on 66.2 acres remains consistent with the overall density. Based on this, the tract map for these phase/planning areas remains consistent with the General Plan and Farm Specific Plan. Further, the Land Use Element of the General Plan encourages 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. The approved tentative tract map and future residential development remains consistent with this policy as it will provide single family residential

homeownership opportunities for Wildomar residents. Considering these facts, the proposed request for a final, 1-year extension of time to November 22, 2025 for Tentative Tract Map No. 36388 continues to be consistent with the General Plan.

Finding 2: The proposed Extension of Time for TTM No. 36388 is consistent with the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon).

Evidence: The approved zoning for Phase/Planning Area 9 and 18 of R-4 (Planned Residential Zone) allows for single family residential development with a minimum lot size of 6,000 square feet remains consistent with the adopted Oak Creek Canyon SPA in that it allows 84 single family residential lots on 68.3. Further, the approved zoning for Phase/Planning Area 17A of R-1 allows for single family residential development with a minimum lot size of 7,200 square feet remains consistent with the adopted Oak Creek Canyon SPA in that it allows 103+/- lots on 66.2 acres with an allowable density of about 1.6 units per acre. This density does not exceed the maximum density allowed by the specific plan. The approved zoning for Phase 19 Planning area of C-1/C-P (General Commercial) remains consistent with the Oak Creek Canyon SPA in that commercial uses will be developed on the site in the future. As there are no changes to the approved tentative tract map, the proposed request for a final, 1-year extension of time to November 22, 2025 for Tentative Tract Map No. 36388 continues to be consistent with the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon SPA).

Finding 3: The proposed Extension of Time for TTM No. 36388 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 because the originally approved tract map and minor change amendment remain in compliance with all the required design and development standards of the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon). Further, all mitigation measures adopted for the project remain in full force and effect and are reflected in the conditions of approval matrix. As there have been no amendments to the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon) or any request to modify the current tentative tract map, the project maintains its original conclusion that it not adversely affect the general health, safety, and welfare of the public. Further, the design of the subdivision remains in conformance with the City's Subdivision Ordinance (Title 16) in that 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 final, 1-year extension of time to November 22, 2025 for Tentative Tract Map No. 36388 continues to meet this finding.

Finding 4: The Applicant submitted the EOT application and required fees prior to the expiration of Tentative Tract Map No. 36388.

Evidence: The Applicant submitted the EOT application and paid the required fees on July 18, 2024 well in advance of the November 22, 2024 expiration date. Considering this fact, the proposed request for a final, 1-year extension of time to November 22, 2025 meets this finding.

ENVIRONMENTAL DISCUSSION:

In accordance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000, et seq. ("CEQA")), an EIR and MMRP was prepared, considered, and certified by the City Council on May 22, 2013, as part of its approval of Tentative Tract Map No. 36388. The accompanying GPA, Zone Change and SPA was also approved by City Council. A Notice of Determination was filed with the State Clearinghouse and Riverside County Clerk's office on May 23, 2013 within the prescribed time frame in accordance with CEQA. As part of the EIR for the project, City Council determined that approval of the Oak Creek Canyon project did not result in significant effects on the environment because all impacts identified in the DEIR/FEIR have been mitigated through changes, alterations and mitigation measures to a less than significant level in accordance Section 15092 of the CEQA Guidelines.

Further, CEQA Guideline 15162 provides that once an Environmental Impact Report is certified for a project, when a subsequent discretionary approval is required for the project the lead agency may determine, based on substantial evidence, whether additional environmental review of the project is warranted. More specifically, if one or more of the conditions stated in Guideline 15162(a) are present (discussed in more detail below), then the lead agency must prepare a subsequent EIR 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)). Guideline 15162(a) requires a subsequent EIR or MND to be prepared if one or more of the following conditions exist:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the MND was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or MND;
(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or MND;
(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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. 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 for this 3rd (final) time extension.

Thus, the Planning Department is recommending the Planning Commission 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. 36388 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 1-year extension of time request being considered Tentative Tract Map No. 36388 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. 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.

PUBLIC NOTICE:

In accordance with Chapter 17.04.050 of the Wildomar Municipal Code, the Planning Department on August 20, 2024, mailed a public meeting notice to all adjacent property owners within a 600-foot radius of the project site notifying them of the September 4, 2024 Planning Commission meeting at which time the Commission would discuss the proposed 1-year extension of time (#3 of 3) for Tentative Tract Map No. 36388. As this EOT request does not require a public hearing and is not a new development project, the provisions of Ordinance No. 135 requiring the posting of a "notice of public hearing sign board" on the project site does not apply.

ATTACHMENTS:

Attach A - PC Resolution No 2024-12 [9-4-24].pdf
Attach B - Adopted Oak Creek Canyon EIR Doc.pdf
Attach C - Original City Council Report 5-22-13.pdf
Attach E - Approved TTM No 36388 5-22-13.pdf
Attach F - TM 36388 Minor Change Exhibit 5-6-15.pdf
Attach G - Aerial Photo-Exhibits.pdf
Attach H - WTTC-EOT#1 power point [9-4-24].pdf

PC RESOLUTION NO. 2024-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A FINAL, 1-YEAR EXTENSION OF TIME (#3) TO NOVEMBER 22, 2025 FOR TENTATIVE TRACT MAP NO. 36388 TO SUBDIVIDE APPROXIMATELY 151.23 ACRES INTO 275 LOTS FOR FUTURE SINGLE FAMILY RESIDENTIAL AND COMMERCIAL/RETAIL DEVELOPMENT LOCATED WITHIN THE FARM SPECIFIC PLAN COMMUNITY, AND A DETERMINATION THAT ADDITIONAL ENVIRONMENTAL REVIEW IS NOT REQUIRED PER CEQA GUIDELINES SECTION 15162

WHEREAS, an application for an Extension of Time #3 for Tentative Tract Map No. 36388 has been filed by:

Applicant / Owner:	Ambient Pacific, OCC, LLC
Authorized Agent:	Don Mitchell
Project Location:	The project is bisected by Bundy Canyon Road and extends from Farm Road/Harvest Way (on the west) to Sunset Avenue (on the east).

WHEREAS, the Wildomar Planning Commission has the authority to review the proposed final, 1-year extension of time in accordance with Chapter 16.12.240 of the Wildomar Municipal Code; and

WHEREAS, the City Council approved Tentative Tract Map No. 36388 on May 22, 2013, and in connection with said approval, also certified an Environmental Impact Report and adopted a Mitigation Monitoring and Reporting Program in accordance with CEQA Guidelines; and

WHEREAS, the Planning Commission, at a duly noticed public meeting on May 6, 2015 approved a Minor Change to Tentative Tract Map No. 36388 which included minor revisions to the tentative tract map, conditions of approval (including incorporation of the settlement agreement conditions); and

WHEREAS, Tentative Tract Map No. 36388 met the state requirement for an automatic extension of time as outlined in AB 116; and

WHEREAS, in accordance with Chapter 16.12 of the Wildomar Municipal Code, the Planning Department on August 20, 2024 mailed a public meeting notice to all adjacent property owners within a 600-foot radius of the project site notifying them of the September 4, 2024 Planning Commission meeting where the Commission would review the proposed extension of time for Tentative Tract Map No. 36388; and

WHEREAS, in accordance with Chapter 16.12 of the Wildomar Municipal Code, the Planning Commission conducted the duly noticed public meeting on September 4, 2024, at which time interested persons had an opportunity to testify in support of, or opposition to, the final, 1-year extension of time for Tentative Tract Map No. 36388 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, and order as follows:

SECTION 1. CEQA FINDINGS.

In accordance with CEQA Guidelines Section 15164, the Planning Commission determines that there have been no significant changes in the project, no significant changes in the circumstances under which the project will be undertaken, and no new information has come to light regarding new or significant environmental effects. Therefore, no conditions exist that might otherwise require a subsequent EIR, subsequent MND, subsequent Negative Declaration, or an Addendum pursuant to Title 14 Cal. Code Regs. Section 15162. The Planning Commission makes the following findings in determining that additional environmental review is not required:

1) *Substantial changes are not proposed in the project:*
The Applicant is not proposing any technical or physical changes to Tentative Tract Map No. 36388 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 1-year extension of time request being considered for Tentative Tract Map No. 36388 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:*
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) for Tentative Tract Map No. 36388 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. EXTENSION OF TIME FINDINGS OF FACT.

Pursuant to Chapter 16.12.240.C of the Wildomar Municipal Code and in light of the record before it, including the staff report dated September 4, 2024, and all evidence and testimony heard at the public meeting for this 1-year (final) extension of time for Tentative Tract Map No. 36388, staff recommends the Planning Commission hereby make the following findings:

Finding 1: The proposed Extension of Time for TTM No. 36388 is consistent with the City of Wildomar General Plan.

Evidence: The approved/existing MHDR land use designation for Phase/Planning Area No. 9 and 18 within the Oak Creek Canyon project site remains consistent with the intent of the MHDR designation which allows for single family development on parcels that range in size from 4,000 to 6,500 square feet and a density range of 5 – 8 units/acre. The approved tentative tract map to subdivide Phase/Planning Area No. 9 into 84 single family residential lots on 68.3 acres remains consistent with the overall density. The approved tentative tract map to subdivide Phase/Planning Area No. 18 into 88 single family lots with on 20+/- acres remains consistent with the overall density. Based on this, the tract map for these phase/planning areas remains consistent with the General Plan and Farm Specific Plan. The approved/existing CR land use designation for Phase/Planning Area No. 19 within the Oak Creek Canyon project site remains consistent with the intent of the CR designation which allows for a variety of commercial land uses.

Further, the approved/existing MDR land use designation for Phase/Planning Area No. 17A within the Oak Creek Canyon project site remains consistent with the intent of the MDR designation which allows for single family residential development on parcels of 7,200 square feet and a density range of 2 – 5 units/acre. The approved tentative tract map to subdivide Phase/Planning Area No 17A into 103 single family residential lots on 66.2 acres remains consistent with the overall density. Based on this, the tract map for these phase/planning areas remains consistent with the General Plan and Farm Specific Plan. Further, the Land Use Element of the General Plan encourages 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. The approved tentative tract map and future residential development remains consistent with this policy as it will provide single family residential homeownership opportunities for Wildomar residents. Considering these facts, the proposed request for a final, 1-year extension of time to November 22, 2025 for Tentative Tract Map No. 36388 continues to be consistent with the General Plan.

Finding 2: The proposed Extension of Time for TTM No. 36388 is consistent with the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon).

Evidence:
The approved zoning for Phase/Planning Area 9 and 18 of R-4 (Planned Residential Zone) allows for single family residential development with a minimum lot size of 6,000 square feet remains consistent with the adopted Oak Creek Canyon SPA in that it allows 84 single family residential lots on 68.3. Further, the approved zoning for Phase/Planning

Area 17A of R-1 allows for single family residential development with a minimum lot size of 7,200 square feet remains consistent with the adopted Oak Creek Canyon SPA in that it allows 103+/- lots on 66.2 acres with an allowable density of about 1.6 units per acre. This density does not exceed the maximum density allowed by the specific plan. The approved zoning for Phase 19 Planning area of C-1/C-P (General Commercial) remains consistent with the Oak Creek Canyon SPA in that commercial uses will be developed on the site in the future. As there are no changes to the approved tentative tract map, the proposed request for a final, 1-year extension of time to November 22, 2025 for Tentative Tract Map No. 36388 continues to be consistent with the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon).

Finding 3: The proposed Extension of Time for TTM No. 36388 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 because the originally approved tract map and minor change amendment remain in compliance with all the required design and development standards of the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon). Further, all mitigation measures adopted for the project remain in full force and effect and are reflected in the conditions of approval matrix. As there have been no amendments to the Farm Specific Plan, Amendment No. 4 (Oak Creek Canyon) or any request to modify the current tentative tract map, the project maintains its original conclusion that it not adversely affect the general health, safety, and welfare of the public.

Further, the design of the subdivision remains in conformance with the City's Subdivision Ordinance (Title 16) in that 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 final, 1-year extension of time to November 22, 2025 for Tentative Tract Map No. 36388 continues to protect the general health, safety, and welfare of the public.

Finding 4: The Applicant submitted the EOT application and required fees prior to the expiration of Tentative Tract Map No. 36388.

Evidence: The Applicant submitted the EOT application and paid the required fees on July 18, 2022 well in advance of the November 22, 2024 expiration date. Considering this fact, the proposed request for a final, 1-year extension of time to November 22, 2025 meets this finding

SECTION 3. PLANNING COMMISSION ACTION

The Planning Commission of the City of Wildomar, based on the criteria/findings above, hereby adopts PC Resolution No. 2024-12 approving a final, 1-year extension of time to November 22, 2024 for Tentative Tract Map No. 36388, subject to the conditions of approval attached hereto as Exhibit 1 to this Resolution.

PASSED, APPROVED AND ADOPTED this 4th day of September, 2024 by the following vote:

AYES.

NOES:

ABSENT:

ABSTAINED:

_____
Eric Filar
Planning Commission Chair

ATTEST:

_____
Matthew Bassi
Community Development Director
Minutes Secretary

APPROVED AS TO FORM:

_____
Stephanie Gutierrez
Assistant City Attorney

EXHIBIT 1 - CONDITIONS OF APPROVAL
Tentative Tract Map No. 36388 / EOT #3 - Oak Creek Canyon Project

Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)

APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015

~~Original City Council Approval Date: May 22, 2013~~ ~~Minor Change/Litigation Stay Date: May 6, 2015~~ ~~AB 116/State Automatic Extension Date: July 11, 2013~~ ~~TTM No. 36388/EOT #1 Approval Date: Oct. 2, 2019~~ ~~TTM No. 36388/EOT #2 PC Approval Date: Nov. 15, 2022~~ ***TTM No. 36388/EOT #3 Approval Date: Sept. 4, 2024***	~~TTM 36388 Original Expiration Date: May 22, 201~~ ~~Minor Change/Litigation Stay New Expiration Date: Nov. 22, 2017~~ ~~AB 116 Expiration Date (added 2 years to total): Nov. 22, 2019~~ ~~TTM No. 36388/EOT #1 Expiration (3 years): Nov. 22, 2022~~ ~~TTM No. 36388/EOT #2 Expiration: Nov. 22, 2024~~ ***TTM No. 36388/EOT #3 Expiration: Nov. 22, 2025***

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
PLANNING DEPARTMENT CONDITIONS					
General Conditions					
1.	~~In compliance with Section 15094 of the CEQA Guidelines, a Notice of Completion shall be filed with the Riverside County Clerk within five (5) days of project approval by the City Council. The Notice shall include the required California Department of Fish and Game (Code Section 711.4.d.3) fee, and the Riverside County Clerk administrative fee. The applicant shall submit to the Planning Department a check or money order made payable to the Riverside County Clerk in the amount of $3,045.25 no later than May 23, 2013. Failure to pay the required fee will result in the project being deemed null and void (California Fish and Game Code Section 711.4(c).~~	~~May 23, 2013 (already paid)~~	~~Planning Department~~		Matthew Bassi
2.	*The applicant shall review and sign below verifying the "Acceptance of the "Updated/Revised Conditions of Approval" and return the signed conditions to the Planning Department no later than September 18, 2024.* *Applicant Signature:* *Date:*	*Sept. 18, 2024*	*Planning Department*		

EXHIBIT 1 - CONDITIONS OF APPROVAL Tentative Tract Map No. 36388 / EOT #3 - Oak Creek Canyon Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
3. The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal	On-Going	Planning Department	ALL PHASES	

EXHIBIT 1 - CONDITIONS OF APPROVAL
Tentative Tract Map No. 36388 / EOT #3 - Oak Creek Canyon Project

Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)

APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015

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	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in the defense of the Action.				
4.	*Approval of Extension of Time #3 for Tentative Tract Map No. 36388 shall now expire on November 22, 2025 if the final tract map has not been approved by City Council and recorded with the Riverside County Clerk. If TTM No. 36782 is not recorded by the new expiration date, the tentative map becomes null and void.*	*Nov. 22, 2025*	*Planning Department*	*ALL PHASES*	
5.	~~Within 35 days of approval of Tentative Tract Map No. 36388 (Project No. 11-0261) by the City Council, any outstanding deposit account balance shall be paid in full by the applicant.~~	~~June 26, 2013~~	~~Planning Department~~		Matthew Bassi
6.	~~In accordance with the procedures set forth in Government Code Section 66020, the applicant has 90 days from the approval date by City Council to protest the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval.~~	~~Aug. 22, 2013~~	~~Planning Department~~		Matthew Bassi

EXHIBIT 1 - CONDITIONS OF APPROVAL Tentative Tract Map No. 36388 / EOT #3 - Oak Creek Canyon Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
~~Original City Council Approval Date: May 22, 2013~~ ~~Minor Change/Litigation Stay Date: May 6, 2015~~ ~~AB 116/State Automatic Extension Date: July 11, 2013~~ ~~TTM No. 36388/EOT #1 Approval Date: Oct. 2, 2019~~ ~~TTM No. 36388/EOT #2 PC Approval Date: Nov. 15, 2022~~ ***TTM No. 36388/EOT #3 Approval Date: Sept. 4, 2024***	~~TTM 36388 Original Expiration Date: May 22, 201~~ ~~Minor Change/Litigation Stay New Expiration Date: Nov. 22, 2017~~ ~~AB 116 Expiration Date (added 2 years to total): Nov. 22, 2019~~ ~~TTM No. 36388/EOT #1 Expiration (3 years): Nov. 22, 2022~~ ~~TTM No. 36388/EOT #2 Expiration: Nov. 22, 2024~~ ***TTM No. 36388/EOT #3 Expiration: Nov. 22, 2025***			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
7. The project shall be subdivided and developed in accordance with the tentative tract map approved by the City Council on May 22, 2013. The applicant may request a minor modification/revision to the final tract map(s) as permitted in the City's Subdivision Ordinance and Zoning Ordinance and State of California Subdivision Map Act. In addition, and in accordance with the Oak Creek Canyon residential development standards and design guidelines, the residential lots within Phase/Planning Area No. 18 shall be restricted to single-story dwelling units only. *Added Conditions Per Sunbelt/Citizens for Quality Development Settlement Agreement:* *a). To the extent and in the location required by the City of Wildomar, and as shown on the tract map, the ten (10) foot wide trail, without fencing, will also accommodate equestrian usage. Sunbelt will fund one (1) crossing button at equestrian height at the signal following signalized intersection located at Harvest Way West and Bundy Canyon Road. If there is no signal at the intersection, the requirement for crossing buttons shall be waived. (Item 2.b of settlement agreement)* *b). The twenty (20) foot wide landscaped open space areas to the rear of lots 173-184 shall be preserved as open space*	On-Going	Planning Department	ALL PHASES	

	through use of a restrictive covenant and/or provisions in the CC&R's acceptable to the developer and the City. The Open Space Buffer shall be owned and maintained by the homeowners association as set out in the CC&R's. (Item 2.c of settlement agreement) *c). The ten (10) foot wide landscaped area to the rear of lots 213-224 shall be preserved as open space through use of a restrictive covenant and/or provisions in the CC&R's acceptable to the developer and the City. The Open Space Buffer shall be owned and maintained by the homeowners association as set out in the CC&R's (Item 2.d of settlement agreement). Approved by the Planning Commission on May 6, 2015*				
8.	If human remains are encountered during grading activities, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall	On-Going	Planning Department	ALL PHASES	

	identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.				
9.	If during ground disturbance activities unique cultural resources are discovered, that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance. (1) All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the Native American tribal representative and the planning director to discuss the significance of the find. (2) At the meeting, the significance of the discoveries shall be discussed and after consultation with the Pechanga and Soboba Band representatives and the archaeologist, a decision shall be made, with the concurrence of the planning director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources. (3) Grading of further ground disturbance shall not resume within the area of the discovery	On-Going	Planning Department	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	until an agreement has been reached by all parties as to the appropriate mitigation.				
Environmental Impact Report (EIR) Mitigation Measures:					
10.	**MM 3.3.1** The project applicant shall be required to implement the following traffic improvements: *Sellers Road/Bundy Canyon Road* • Install a traffic signal. *Monte Vista Drive/Bundy Canyon Road* • Install a traffic signal. *Harvest Way West/Bundy Canyon Road* • Install a traffic signal. • Stripe a shared northbound through-right turn lane in place of the existing de facto right turn lane. • Construct a southbound left turn lane and shared through-right turn lane. • Construct an eastbound left turn lane and two additional through lanes. • Construct two additional westbound through lanes. *Harvest Way East/Bundy Canyon Road* • Install a traffic signal.	Prior to the Issuance of a Final Map	Planning and Public Works Depts.	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	• Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane. *Sunset Avenue/Bundy Canyon Road* • Install a traffic signal. • Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane. • Ensure a northbound and southbound lane of traffic along the frontage of the commercial parcel. • Coordinate improvements with the City of Menifee.				
11.	**MM 3.3.4** The project applicant will prepare and implement a Traffic Management Plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP will include contact information for the general public who may have questions concerning the project and access to their	Prior to the Issuance of a Final Map	Planning and Public Works Depts.	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	property. Two-way traffic through the construction zone will be maintained throughout the construction period.				
12.	**MM 3.3.5** The project applicant shall be required to implement, or pay a fair share of the costs of the implementation of, the following traffic improvements: <u>*Murrieta Road/Scott Road*</u> • Install a traffic signal. • Construct an eastbound left turn lane. • Restripe the southbound shared left-right turn lane as a right turn lane and construct two left turn lanes. • Construct an additional eastbound through lane. • Construct an additional westbound through lane and a dedicated right turn lane. <u>*I-215 Southbound Ramps/Scott Road*</u> • Restripe the southbound shared left-through lane as a left turn lane and construct a second left turn lane and second right turn lane. • Construct three additional eastbound through lanes. • Eliminate the westbound left turn lane and construct two additional through lanes and a right turn lane.	Prior to the Issuance of Building Permits	Planning and Public Works Depts.	ALL PHASES	

	It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. <u>*I-215 Northbound Ramps/Scott Road*</u> • Construct a second northbound right turn lane and restripe the shared left-through lane as a through lane. • Construct two southbound right turn lanes. • Construct a second eastbound left turn lane and two additional through lanes. • Construct two additional westbound through lanes and a shared through-right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. This project's payment of the TUMF is considered adequate mitigation.				

13.	**MM 3.4.2a** The following measures shall be incorporated into project plans and specifications and complied with by the project applicant at all times during construction: • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph). • The construction contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day. (As shown in Table XI-A in **Appendix 3.4-1**, implementation of this measure is estimated to reduce PM_{10} and $PM_{2.5}$ fugitive dust emissions by approximately 61 percent.) • The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour (mph) or less to reduce PM_{10} and $PM_{2.5}$ fugitive dust haul road emissions by approximately 44 percent.	During Ground-disturbing Activities	Public Works and Building Departments	ALL PHASES	
14.	**MM 3.4.2b** Prior to issuance of a grading permit, the grading plans shall reference that a sign will be posted on-site stating that construction workers need to shut off engines after 5 minutes of idling. The California Air Resources Board, in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of	Prior to the Issuance of a Grading Permit	Public Works and Building Departments	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	Regulations, imposes a requirement that heavy-duty trucks accessing the site shall not idle for greater than 5 minutes at any location. This measure is intended to apply to construction traffic.				
15.	**MM 3.5.1a** The project applicant shall construct at least a 6.5-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 33–50 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1. Masonry block 2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot. 3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot. 4. Earthen berm.	Prior to a Certificate of Occupancy	Planning, Public Works and Building Departments	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	5. Any combination of these construction materials The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.				
16.	**MM 3.5.1b** The project applicant shall construct a 6.0-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1. Masonry block 2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot	Prior to a Certificate of Occupancy	Planning, Public Works and Building Departments	ALL PHASES	

	3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot 4. Earthen berm 5. Any combination of these construction materials The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.				
17.	**MM 3.5.1c** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first-floor elevations, with upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 29 at second-floor elevations for lots 33–50, 89–96, 131–144, 152–164, and 198–222.	Prior to a Certificate of Occupancy	Planning and Building Departments	ALL PHASES	
18.	**MM 3.5.1d** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first- and second-floor elevations for lots 1–3, 145–151, 173, 197, and 223–224.	Prior to a Certificate of Occupancy	Planning and Building Departments	ALL PHASES	

19.	**MM 3.5.1e** All window and door assemblies used throughout the project shall be free of cutouts and openings and shall be well fitted and well weather-stripped.	Prior to a Certificate of Occupancy	Planning and Building Departments	ALL PHASES	
20.	**MM 3.5.1f** A final noise study shall be prepared prior to obtaining building permits for lots 1–3, 33–50, 89–96, 131–151, 152–164, 173, and 197–224. This report will finalize the noise requirements based upon precise grading plans and actual building design specifications. The report may result in the need for additional building-specific architectural treatments to meet the interior noise specifications of the City.	Prior to Issuance of a Building Permit	Planning and Building Departments	ALL PHASES	
21.	**MM 3.5.3** The project applicant shall ensure that future commercial uses do not result in exterior noise levels at the nearest sensitive receptor that exceeds 65 dB or interior noise levels that exceed 45 dB. Examples of design features that can be used to reduce noise impacts associated with any future commercial use include, but are not limited to, noise barriers (walls), limited hours of operation, reconfiguration of site design, or restriction of uses or types of use.	Prior to approval of a Plot Plan or Conditional Use Permit for any commercial development within the Phase 19 planning are	Planning and Building Departments	UNIT 5/PHASE 19 PLANNING AREA	
22.	**MM 3.6.3** All existing undocumented artificial fill, topsoil, Quaternary alluvium, Quaternary older alluvium, and unsuitable upper intensely weathered Cretaceous gabbro should be over-excavated to underlying competent Cretaceous gabbro within	During grading and building activities	Public Works and Building Departments	ALL PHASES	

	the areas of proposed structures, fill, or improvements. Anticipated removal depths range from approximately 2 to 14 feet below the existing surface.				
23.	**MM 3.7.1** Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) and be consistent with the *Riverside County Stormwater Quality Best Management Practice Design Handbook,* to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source	Prior to the issuance of a Grading Permit	Public Works Department	ALL PHASES	

	control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device. The project will be responsible for maintenance of the basins to ensure they drain within 72 hours of a storm event.				
24.	**MM 3.8.2** The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, then preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds.	Prior to any ground disturbing activities	Planning and Public Works Department	ALL PHASES	

	If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment) at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest. Alternative exclusion zones may be established through consultation with the CDFG and the USFWS. The exclusion zones shall remain in force until all young have fledged. Reference to this requirement and to the Migratory Bird Treaty Act shall be included in the construction specifications. If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.				
25.	**MM 3.8.3a** Per MSHCP Species-Specific Objective 6, pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present will be conducted for all covered activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. If owls are found on site during the pre-ground-disturbance survey, the City shall immediately notify both the Regional Conservation Authority (RCA) and the wildlife agencies. A conservation strategy will then be developed by the wildlife	30-days prior to any vegetation removal or ground-disturbing activities	Planning Department.	ALL PHASES	

	agencies and the RCA in accordance with the CDFW's "Staff Report on Burrowing Owl Mitigation." The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be conducted between December 1 and January 31. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) out from the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.				
26.	**MM 3.8.3b** Based on the burrowing owl survey results, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance if owls are found to be present: • If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) shall be avoided from February 1 through August 31 by a minimum of a 75-meter (250 feet) buffer or until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.	Prior to any vegetation removal or ground-disturbing activities	Planning Department	ALL PHASES	

	• If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through noninvasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by the CDFG (2012). • The RCA and Wildlife agencies do not support passive relocation of burrowing owls except in narrow circumstances where there is suitable adjacent conserved land available. There is currently no suitable land adjacent to the project. If relocation of the owls is approved for the site by the Wildlife Agencies, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following: – The location of the nest and owls proposed for relocation. – The location of the proposed relocation site.				

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	– The number of owls involved and the time of year when the relocation is proposed to take place. – The name and credentials of the biologist who will be retained to supervise the relocation. – The proposed method of capture and transport for the owls to the new site. – A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control). – A description of efforts and funding support proposed to monitor the relocation. • If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (i.e., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort (e.g., killing of young).				
27.	**MM 3.8.4** The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a US Army Corps of Engineers (USACE) approved or mitigation bank. Mitigation associated with regulatory permits issued	Prior to project vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	

	through the CDFG, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.				
28.	**MM 3.8.5a** The jurisdictional delineation shall be verified by the USACE and the California Department of Fish and Wildlife for waters of the State and submitted to the City for review.	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
29.	**MM 3.8.5b** The project applicant shall ensure that the project will result in no net loss of waters of the United States and waters of the State by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation. Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities; these programs are generally administered by government agencies or nonprofit organizations that have established an agreement with the regulatory agencies to use in-lieu fee payments collected from permit applicants; and/or (c)	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	

	providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity.				
30.	**MM 3.8.8a** If riparian/riverine habitats covered under the MSHCP cannot be avoided, the project applicant shall submit a Determination of Biological Equivalent or Superior Preservation (DBESP), as outlined in Section 4.2 of the MSHCP Permittee Implementation Guidance Manual, to the City for approval. The project applicant shall ensure that the project will result in no net loss of riparian/riverine habitats by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the DBESP. Mitigation accomplished under mitigation measure **MM 3.8.5b** may apply to meet the standards where appropriate.	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
31.	**MM 3.8.8b** The project applicant shall submit plans that illustrate how disturbance to the portion of the project site located within the portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan will be avoided for City for approval.	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
32.	**MM 3.8.8c** The project applicant shall submit fees to the City in accordance to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the MSHCP	Prior to the Issuance of Building Permits	Planning and Building Departments	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	Mitigation Fee Area and the Stephens' Kangaroo Rat Mitigation Fee Area.				
33.	**MM 3.9.2a** At least 30 days prior to the issuance of the first grading permit, the project applicant shall enter into a Cultural Resources Treatment and Tribal Monitoring Agreement with the Pechanga Band of Luiseno Indians. 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; and 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 Pechanga Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.	Prior to ground-disturbing activities	Planning and Building Departments	ALL PHASES	
34.	**MM 3.9.2b** Should any cultural resources be uncovered during the grading and construction phases of the proposed project, work shall be halted or relocated to an area outside of the area in which the resource was found while the project archaeologist and the Pechanga representative identify the resource and reassess the area. If the resource found is	During all grading and construction activities	During all grading and construction activities	ALL PHASES	

	determined to be an historical or unique archeological resource, a time allotment sufficient to allow for the implementation of avoidance measures or appropriate mitigation shall be made available. Work on the proposed project may continue in other areas of the project site while any historical or unique archeological resource mitigation takes place.				
35.	**MM 3.9.2c** Prior to beginning project construction, 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 in consultation with the Pechanga Tribe. The project archaeologist shall be responsible for updating the State DPR forms and completing an Archaeological Monitoring Report detailing the results of the monitoring program, including the final disposition of CA-RIV-8282 and CA RIV-1256, updated DPR forms, a complete catalog list of resources collected during monitoring activities, and any other pertinent information related to the project. A final copy of the study shall be sent to the project applicant, the City of Wildomar, the Eastern Information Center, and the Pechanga Tribe.	During all grading and construction activities	During all grading and construction activities		

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
36.	**MM 3.9.2d** Prior to beginning project construction, the project applicant shall file an archaeological monitoring 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 to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in mitigation measure MM 3.9.2, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the Pechanga Tribe in order to evaluate the significance of any archaeological resource discovered on the property. Tribal and archaeological monitors shall be allowed to monitor all grading, excavation, and groundbreaking activities, and shall also have the authority to temporarily stop and redirect grading activities.	During all grading and construction activities	During all grading and construction activities		
37.	**MM 3.9.2e** The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the Pechanga Tribe for proper treatment and disposition. The Tribe maintains a 36 CFR Part 79 standard facility and requests that all artifacts, not including human remains, sacred/ceremonial items, or grave goods, be curated at that facility. Further, all sacred sites,	During all grading and construction activities	During all grading and construction activities		

	should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.				
38.	**MM 3.9.2f** Significant site CA-RIV-8282 cannot be avoided as the preferred option per CEQA. As there are no large boulder outcrops or other predominant features located within this site, no measures are necessary for relocation. However, because the archaeological testing plan identified cultural resources on the surface and at least 35 centimeters in depth, controlled grading will occur within the boundaries of CA-RIV-8282 in order to observe any buried features, artifacts, or human remains that were not identified during testing. A plan detailing the controlled grading will be prepared in consultation with the Pechanga Tribe describing the process and duration of the grading in this area prior to grading in the CA-RIV-8282 area.	During all grading and construction activities	During all grading and construction activities		
39.	**MM 3.9.2g** Significant site CA-RIV-1256 will be avoided through design of the project. Prior to development in the area, the project archaeologist and the Pechanga Tribe will fence the area to be protected. No impacts to the area should occur during grading. Upon completion of the grading in this area, the fencing will be removed. The Pechanga Tribe and the project applicant will develop a long-term management plan for CA-RIV-1256.	During all grading and construction activities	During all grading and construction activities		

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
40.	**MM 3.9.3** Prior to issuance of a grading permit, the project applicant shall present a letter to the Chief Building Official indicating that a qualified paleontologist has been retained to carry out a paleontological monitoring and salvage program. The contracting paleontologist shall be present to monitor all initial ground-disturbing activities in native soils or sediments, including all vegetation removal. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work in the immediate vicinity shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the project applicant shall consider the recommendations of the qualified paleontologist. The City, the qualified paleontologist, and the project applicant shall consult and agree upon implementation of a measure or measures that the City, the qualified paleontologist, and the project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by the project applicant, qualified paleontologist, and the City, as well as the Native American tribal representative	Prior to Issuance of a Grading Permit and during ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	if relevant, as to the appropriate preservation or mitigation measures.				
41.	**MM 3.9.4** In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Riverside County Coroner shall be contacted to determine whether an investigation into the cause of death is required; and b. If the Riverside County Coroner determines the remains are Native American: i. The Coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent may make recommendations to the landowner or the person	Prior to Issuance of a Grading Permit and during ground-disturbing activities	Planning and Public Works Department	ALL PHASES	

	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 Section 5097.98; or (2) 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 subsurface disturbance. a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; b. The descendant identified fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage				

	Commission fails to provide measures acceptable to the landowner.				
42.	**MM 3.11.4** 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 dripline of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes: 1. A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a). 2. The removal of all oak trees 5 inches or more in diameter at breast height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three (3) native oak trees of 5 gallons or larger size ~~*(or other appropriate tree species as determined by the Planning Director, City Landscape Architect and applicant's Arborist)*~~ *(Item 2.a of Sunbelt/Citizens for Quality Development settlement agreement)* shall be planted for each oak tree removed that is greater than or equal to 5 inches diameter at breast height (DBH). The trees shall be	Prior to any ground disturbance activities	Planning and Public Works Department	ALL PHASES	

	planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted. *Approved by the Planning Commission on May 6, 2015* 3. A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals. 4. Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the dripline 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				

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan. 5. Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.				
Prior to Issuance of a Grading Permit					
43.	Prior to the issuance of the 1st first grading permit for Tentative Tract Map No. 36388, the" applicant shall enter into a Tribal Monitoring Agreement" with the Pechanga Band of Luiseno Indians. The agreement shall, include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources and establishing on-site monitoring provisions/requirements during all on-site 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 1st grading permit.	Prior to Issuance of a Grading Permit	Planning Department	UNIT/PHASE 1	
44.	The grading plan shall include the following information in the Notes Section of the Grading Plan: "No grubbing/clearing of the site shall occur prior to scheduling the pre-grading meeting with Engineering. All project sites containing suitable habitat for burrowing owls, whether owls	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	

	were found or not, require a 30-day preconstruction survey that shall be conducted within 30 days prior to ground disturbance to avoid direct take of burrowing owls. If the results of the survey indicate that no burrowing owls are present on-site, then the project may move forward with grading, upon Planning Department approval. If burrowing owls are found to be present or nesting on-site during the preconstruction survey, then the following recommendations must be adhered to: Exclusion and relocation activities may not occur during the breeding season, which is defined as March 1 through August 31, with the following exception: From March 1 through March 15 and from August 1 through August 31 exclusion and relocation activities may take place if it is proven to the City and appropriate regulatory agencies (if any) that egg laying or chick rearing is not taking place. This determination must be made by a qualified biologist."				
45.	The grading plan shall include the following information in the Notes Section of the Grading Plan: "If at any time during excavation/construction of the site, archaeological/cultural resources, or any artifacts or other objects which reasonably appears to be evidence of cultural or archaeological resource are discovered, the property owner shall immediately advise the City of such and the City shall	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	

	cause all further excavation or other disturbance of the affected area to immediately cease. The Planning Director at his/her sole discretion may require the property owner to deposit a sum of money it deems reasonably necessary to allow the City to consult and/or authorize an independent, fully qualified specialist to inspect the site at no cost to the City, in order to assess the significance of the find. Upon determining that the discovery is not an archaeological/cultural resource, the Planning Director shall notify the property owner of such determination and shall authorize the resumption of work. Upon determining that the discovery is an archaeological/cultural resource, the Planning Director shall notify the property owner that no further excavation or development may take place until a mitigation plan or other corrective measures have been approved by the Planning Director."				
46.	Prior to the issuance of a the 1st grading permit the applicant shall receive approval of a haul permit for any import of material to the site or export of material off-site. The request for a haul permit shall include a haul route plan addressing the limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This haul permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the	Prior to Issuance of a Grading Permit	Planning Department	UNIT/PHASE 1	

	project site. If the proposed material source or disposal site was not previously evaluated by the mitigated negative declaration, a grading environmental assessment shall be approved by the planning director prior to the issuance of the haul permit.				
47.	Prior to the issuance of the 1st grading permit for each phase , the applicant shall provide a note on the grading plans that state the following: “All existing native, oak or riparian trees on the property identified for preservation in the “Oak Creek Canyon Tree Preservation Plan” shall also be identified on the grading plan for preservation. No grading or grubbing activities shall be allowed within the protected area for any preserved native, oak or riparian tree. The protected areas shown on the grading plan shall be fenced in accordance with city standards to prevent accidental grading activities in these sensitive areas.	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	
48.	Prior to the issuance of the 1st grading permit for each phase , the applicant shall provide a note on the grading plans that state the following: "No ground disturbing or grubbing activities shall be allowed within the protected drip line of any preserved native, oak or riparian tree identified for preservation. Fencing shall be placed around these protected areas.”	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	

EXHIBIT 1 - CONDITIONS OF APPROVAL Tentative Tract Map No. 36388 / EOT #3 - Oak Creek Canyon Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
~~Original City Council Approval Date: May 22, 2013~~ ~~Minor Change/Litigation Stay Date: May 6, 2015~~ ~~AB 116/State Automatic Extension Date: July 11, 2013~~ ~~TTM No. 36388/EOT #1 Approval Date: Oct. 2, 2019~~ ~~TTM No. 36388/EOT #2 PC Approval Date: Nov. 15, 2022~~ ***TTM No. 36388/EOT #3 Approval Date: Sept. 4, 2024***	~~TTM 36388 Original Expiration Date: May 22, 201~~ ~~Minor Change/Litigation Stay New Expiration Date: Nov. 22, 2017~~ ~~AB 116 Expiration Date (added 2 years to total): Nov. 22, 2019~~ ~~TTM No. 36388/EOT #1 Expiration (3 years): Nov. 22, 2022~~ ~~TTM No. 36388/EOT #2 Expiration: Nov. 22, 2024~~ ***TTM No. 36388/EOT #3 Expiration: Nov. 22, 2025***			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
Prior to Final Map / Recordation Approval				
49. Prior to the recordation of the first final tract map, the applicant shall *annex into CFD No. 2013-1 (Services) and be subject to the same special tax formula and rates established for existing Tax Zones 1, 2, and 3* to pay for recurring public service *and maintenance* costs *for* this project. The provisions of the CFD shall be reviewed and approved by the Finance, Planning and Engineering departments. *(Approved by the Planning Commission on May 6, 2015 for Minor Change)*	Prior to 1st Final Map Recordation	Finance, Planning & Engineering Depts.	UNIT/PHASE 1	
50. Prior to the recordation of the final tract map for TTM 36388, or any subsequent final maps within the project area, the Applicant shall pay all fees in accordance with Zone A of the Southwest Road and Bridge Benefit District.	Prior to Final Map Approval	Planning Department	ALL PHASES	
51. Prior to the recordation of the final tract map for TTM 36388, or any subsequent final maps within the project area, the applicant shall pay the appropriate impact mitigation fee to the Riverside County Flood Control and Water Conservation District.	Prior to Final Map Approval	Planning Department	ALL PHASES	
52. Prior to the recordation of the final map for TTM 36388, a copy of the proposed Covenants, Conditions, and Restrictions (CC&R's) shall be submitted to the Planning Director and City Attorney for review. The CC&R's shall include liability insurance and methods of maintaining landscaping, parking	Prior to Final Map Approval	Planning Department	UNIT/PHASE 1	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	areas, private roads, exterior of all buildings (if applicable), and all landscaped and open areas including parkways, as well as a provisions indicating that the homeowners association may not be terminated or dissolved with the permission of the City. The CC&R's shall be in the form and content approved by the planning director and city attorney and shall include such provisions as are required by this approval and as said officials deem necessary to protect the interests of the City and its residents.				
Prior to Issuance of Building Permits					
53.	Prior to the issuance of the 1st building permit for each phase/planning area, the applicant shall pay all applicable Development Impact Fees and City Mitigation Fees as determined by the Building and Engineering departments.	Prior to Issuance of Building Permits	Building and Engineering Departments	ALL PHASES	
54.	Prior to the issuance of the 1st building permit for each phase/planning area, the applicant shall submit for review and approval by the Planning Department a "Final Site Plan of Development" package (including the required application and deposit fee) for review and approval. All development plans under Tentative Tract Map No. 36388 shall be consistent with the residential site/architectural design guidelines approved	Prior to Issuance of the 1st Building Permit for each Planning Sub-Area	Planning Department	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	under Specific Plan No. 116, Amendment No. 4 (Planning Application No. 11-0261).				
55.	Prior to the issuance of the 1st building permit for phase/planning area No. 9, 17A and 18, the applicant shall submit for review and approval by the Planning Department a Minor Plot Plan application for development of each park site. The park development plan shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 1st Building Permit for each Planning Sub-Area	Planning Department	ALL PHASES	
56.	Prior to the issuance of the of the 42nd building permit within planning/phase area No 9, the applicant shall have completed construction and installed all park improvements for the 1.8 acre park site approved within this phase/planning area. The park development shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 42nd Building Permit.	Planning Department	UNIT/PHASE 4	
57.	Prior to the issuance of the of the 52nd building permit within planning/phase area No 17A, the applicant shall have completed construction and installed all park improvements for the 1.8 acre park site approved within this phase/planning area. The park development shall be consistent with the site	Prior to Issuance of the 52nd Building Permit.	Planning Department	UNIT/PHASE 4	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).				
58.	Prior to the issuance of the of the 44th building permit within planning/phase area No 18A, the applicant shall have completed construction and installed all park improvements for the 1.8 acre park site approved within this phase/planning area. The park development shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 44th Building Permit.	Planning Department	UNIT/PHASE 4	
59.	Prior to the issuance of the 1st building permit to construct any signs, the applicant shall submit a Minor Plot Plan application for review and approval by the Planning Director, a master sign program. The proposed sign program shall be consistent with the location and design guidelines approved under Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 1st Building Permit	Planning Department	UNIT/PHASE 1	
60.	Prior to the issuance of a building permit for development of the commercial parcel, the applicant shall submit a Plot Plan application to the Planning Department for review and approval. The proposed commercial/retail project shall comply with the design guidelines approved under Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of a Building Permit	Planning Department	PHASE 1 OF THE COMMERCIAL SITE	

EXHIBIT 1 - CONDITIONS OF APPROVAL Tentative Tract Map No. 36388 / EOT #3 - Oak Creek Canyon Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
~~Original City Council Approval Date: May 22, 2013~~ ~~Minor Change/Litigation Stay Date: May 6, 2015~~ ~~AB 116/State Automatic Extension Date: July 11, 2013~~ ~~TTM No. 36388/EOT #1 Approval Date: Oct. 2, 2019~~ ~~TTM No. 36388/EOT #2 PC Approval Date: Nov. 15, 2022~~ ***TTM No. 36388/EOT #3 Approval Date: Sept. 4, 2024***	~~TTM 36388 Original Expiration Date: May 22, 201~~ ~~Minor Change/Litigation Stay New Expiration Date: Nov. 22, 2017~~ ~~AB 116 Expiration Date (added 2 years to total): Nov. 22, 2019~~ ~~TTM No. 36388/EOT #1 Expiration (3 years): Nov. 22, 2022~~ ~~TTM No. 36388/EOT #2 Expiration: Nov. 22, 2024~~ ***TTM No. 36388/EOT #3 Expiration: Nov. 22, 2025***			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
Special Landscaping Conditions				
61. Prior to the issuance of the 1st building permit for each phase/planning area, the applicant shall submit two (2) sets of detailed landscape and irrigation plans (drawn at a scale of 20 feet to 1 inch - any other scale shall be first approved by the Planning Director and City Landscape Architect) for review and approval by the Planning Director and City Landscape Architect. The landscape and irrigation plans shall be prepared by a registered landscape architect and be designed to be consistent with the landscape design guidelines approved under Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of a Building Permit	Planning Department	ALL PHASES	
62. All landscape and irrigation plans shall also meet the standards outlined in Title 17.276 of the Wildomar Zoning Ordinance (Water Efficient Landscapes and Water Efficient Irrigation Guidelines).	On-Going	Planning Department	ALL PHASES	
63. All existing California Native Oak trees (*Quercus species*) designated to be relocated and/or preserved on-site, which are damaged during construction, shall be replaced at the direction of the Planning Director and City Landscape Architect.	On-Going	Planning Department	ALL PHASES	

64.	No trees shall be removed during the bird migratory season, if it is determined and verified that live nests exist in the trees.	On-Going	Planning Department	ALL PHASES	
65.	No light fixture, electric transformer, fire detector check or fire hydrant shall be designed for any location in a planting area, which would make it necessary to eliminate a tree.	On-Going	Planning Department	ALL PHASES	
66.	All ground covers shall be installed from living plant materials. Spacing shall be such that 100% coverage is achieved within 2 years of the installation.	On-Going	Planning Department	ALL PHASES	
67.	Decorative rock and crushed rock areas shall be allowed in limited quantity, where approved by the Planning Director and City Landscape Architect for maintenance, pathways, or particular use.	On-Going	Planning Department	ALL PHASES	
68.	Cool-season turf grass is discouraged, except as necessary for recreational use areas. Warm season turf grass is allowed. An approved concrete mow strip shall separate all turf and shrub beds, except at individual residences.	On-Going	Planning Department	ALL PHASES	
69.	Planting areas adjacent to streets shall have approved species of trees provided at the rate of one-24" box planted at 30 feet on center.	On-Going	Planning Department	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
70.	All subdivision individual lots shall have one approved species street tree per lot installed from a 24" box container. Lots with 10 feet or greater planter area between lots shall have an additional street tree installed. Street trees shall be installed one-foot outside the right-of-way within the private area of the residential front yard; at least 5 feet from side property lines, structures, utilities, and driveways; at least 3 feet from water meters and water mainline. No trees shall be planted in drainage swales.	On-Going	Planning Department	ALL PHASES	
71.	Individual front yard typical landscaping shall be designed to provide a complete and finished looking landscape installation, including yard trees, shrubs and ground covers, without large areas of bark mulch.	On-Going	Planning Department	ALL PHASES	
72.	Mature specimen trees in 36-inch and 48-inch boxes shall be supplied in sufficient quantity to provide variety and emphasis at main focal areas, monument signs, and project entries.	On-Going	Planning Department	ALL PHASES	
73.	All trees shall be double staked with vinyl/rubber type ties nailed to the lodge pole stakes in at least two vertical locations. Trunk protection devices shall be provided to all trees located in turf grass areas and a 24-inch diameter grass cut-out at the trunk shall be filled with 3 inches of approved bark mulch kept 3 inches away from the tree trunk.	On-Going	Planning Department	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
74.	All irrigation design shall conform to the ETo requirements set forth by Elsinore Valley Municipal Water District (60% ETo). No irrigation design shall force the owner into a tier greater than one upon initial design calculation.	On-Going	Planning Department	ALL PHASES	
75.	All irrigation in shrub areas shall be designed and installed using drip irrigation or irrigation measured in gallons per hour.	On-Going	Planning Department	ALL PHASES	
76.	The irrigation systems shall be installed using pipe and equipment for reclaimed water.	On-Going	Planning Department	ALL PHASES	
77.	A weather-based irrigation controller shall be installed that measures evapo-transpiration. A rain shut off device shall be installed connected with the irrigation controller.	On-Going	Planning Department	ALL PHASES	
78.	Plant materials within shrub areas shall incorporate low water use species as a general rule, be water-efficient, and hydro-zoned. California native plants are encouraged.	On-Going	Planning Department	ALL PHASES	
79.	Root barriers (“Bio-barrier”™), shall be installed for all trees planted within 10 feet of paving along public streets. Within the project, root barriers of a type approved by the City Landscape Architect (continuous and non-paneled), shall be installed for all trees located within 5 feet of paving.	On-Going	Planning Department	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
80.	No Eucalyptus or plant materials that could freeze shall be utilized in the design.	On-Going	Planning Department	ALL PHASES	
81.	All grass shall be installed from sod in individual residences, if applicable.	On-Going	Planning Department	ALL PHASES	
82.	Bio-swales, drainage areas, detention basins, and open spaces shall incorporate California native plants (ground cover, shrubs, and trees). Un-mowed California native low-water usage perennial grasses and other approved low growing ground covers, may be designed, as approved by the City Landscape Architect as required for the minimum expected soil moisture in the bio-swales, drainage areas, detention basins, and open spaces as a best management practice for water and energy conservation.	On-Going	Planning Department	ALL PHASES	
83.	The landscape plans required as part of the Final Site Plan of Development for each planning/phase area shall reflect the following standards for slopes: a) All slopes over 3 feet in vertical height, must be landscaped. A minimum of 4 inches of medium grind bark mulch shall be applied to control erosion and weed growth. Trees shall be located at least 10 feet below the top of the slope, if another residential property is located above the other property.	On-Going	Planning Department	ALL PHASES	

	Trees located at the top of the slope should be installed towards the side property lines to preserve the homeowners' views. Shrubs shall be designed in a clustered and massed layout to appear natural. Ground cover shall be planted at a spacing to fill in 100% within 1 year of installation.				
84.	The landscape contractor is responsible for providing an agronomic soil report that determines soil fertility and recommendations prior to initiating each major area of work. The report shall be transmitted electronically to the City Landscape Architect, and it shall include recommendations for pre-plant and long-term landscape maintenance. The soil report shall specifically recommend materials and rates representing the area of the project where construction will take place. Soil reports for cut or fill slopes shall be provided separately from areas that require less grading.	On-Going	Planning Department	ALL PHASES	
85.	All fertilizers and soil amendments used during planting preparation and installation shall be derived from organic-based materials as a best management practice for storm water source control.	On-Going	Planning Department	ALL PHASES	
86.	All landscaping that drains into existing creeks or drainage areas shall be installed using California native plants.	On-Going	Planning Department	ALL PHASES	

87.	The landscape concept for fuel modification zones/areas shall be included and shown in the required landscape plans required herein.	On-Going	Planning Department	ALL PHASES	
88.	All areas of the project on or off-site, which are graded, shall be planted and irrigated at the direction of the City Landscape Architect, whether shown as a part of this project or not.	On-Going	Planning Department	ALL PHASES	
89.	Specific long-term landscape maintenance specifications shall be provided by the project landscape architect to ensure proper landscape maintenance for the homeowners' association.	On-Going	Planning Department	ALL PHASES	
90.	The City Landscape Architect shall meet with the job site superintendent and the landscape contractor for a pre-job meeting. A copy of the soil fertility recommendations shall be presented prior to the meeting. No landscaping or site work in the public right-of-way or privately maintained areas shall occur prior to the meeting.	On-Going	Planning Department	ALL PHASES	
91.	All required landscaping and irrigation systems shall be installed in a condition acceptable to the City and in accordance with the approved landscape construction plans. The City will conduct inspections to ensure that the landscape installation is in compliance with the approved landscape plans.	Prior to Occupancy Permits for each Unit/Phase Area	Planning Department	ALL PHASES	

EXHIBIT 1 - CONDITIONS OF APPROVAL
Tentative Tract Map No. 36388 / EOT #3 - Oak Creek Canyon Project

Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)

APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015

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	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
Prior to Issuance of a Certificate of Occupancy					
92.	Prior to the issuance of a certificate of occupancy for any dwelling unit within each phase/planning area, all conditions of approval for that phase/planning area shall be satisfied.	Prior to Issuance of a Certificate of Occupancy	Planning and Building Department	ALL PHASES	
PUBLIC WORKS/ENGINEERING/BUILDING DEPARTMENT CONDITIONS					
General Conditions					
1.	All above-ground utilities, including but not limited to communication and power that are 33KV in size or less within the Oak Creek Canyon project area, shall be undergrounded by the developer in accordance with City requirements. The undergrounding of utilities shall be reflected on the project improvement plans.	On-Going	Public Works Dept.	ALL PHASES	
2.	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	Public Works Dept.	ALL PHASES	

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	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
3.	All retaining walls shall require a separate permit from the Building Department.	On-Going	Building Dept.	ALL PHASES	
4.	The proposed access to the basins from Bundy Canyon Road shall be designed in a safe manner and designed and constructed to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
5.	The Bundy Canyon driveway for the commercial parcel (Lot 313), shall be restricted and designed as a right-in / right-out. Said design shall be reflected on the future Plot Plan when this site develops.	On-Going	Public Works Dept.	ALL PHASES	
6.	All nonstandard features, such as stamped concrete and/or pavers shall be outside of the public right of way and the maintenance shall be the responsibility of the Oak Creek Canyon homeowners association. This condition shall be included in the CC&R's required for this project.	On-Going	Public Works Dept.	ALL PHASES	
7.	All proposed gates within any of the phase/planning areas shall be reviewed and approved by the Planning and Public Works Directors prior to installation.	On-Going	Engineering & Planning Depts.	ALL PHASES	
8.	No grading shall be performed within the Oak Creek Canyon project area without first applying for a grading permit from the Public Works Department.	On-Going	Public Works Dept.	ALL PHASES	

9.	Written permission shall be obtained from the affected property owners allowing the proposed grading and/or facilities to be installed outside of the project boundaries.	On-Going	Public Works Dept.	ALL PHASES	
10.	The developer's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site.	On-Going	Public Works Dept.	ALL PHASES	
11.	The Developer shall dedicate, design and construct all improvements in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, as further conditioned herein and to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
12.	The Developer shall be responsible for all costs associated with off-site right-of-way acquisition, including any costs associated with the eminent domain process, if necessary.	On-Going	Public Works Dept.	ALL PHASES	
13.	All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. Prior to commencing any grading which includes 50 or more cubic	On-Going	Public Works & Building Depts.	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	yards, the developer shall obtain a grading permit from the Building Department.				
14.	All necessary measures to control dust shall be implemented by the developer during grading to the satisfaction of the City Engineer. A PM10 plan may be required at the time a grading permit is issued, as determined by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
15.	Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the City Engineer and Planning Director.	On-Going	Engineering & Planning Depts.	ALL PHASES	
16.	Grading in excess of 199 cubic yards will require performance security to be posted with the City.	On-Going	Public Works Dept.	ALL PHASES	
17.	Erosion control – landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed by a registered landscape architect and bonded per the requirements of Ordinance 457 (refer to dept. form 284-47). Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The Developer shall plant & irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be	On-Going	Public Works Dept.	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	planted with additional shrubs or trees or as approved by the City Engineer.				
18.	Should this project lie within any assessment/benefit district, the project proponent shall, prior to acceptance of improvements, make application for and pay for their reapportionment of the assessments or pay the unit fees in the benefit district unless said fees are otherwise deferred.	On-Going	Public Works Dept.	ALL PHASES	
19.	The developer shall design and construct all driveways in accordance with the City of Wildomar Improvement Standards.	On-Going	Public Works Dept.	ALL PHASES	
20.	The improvement plans for the required public improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the project boundaries at a grade and alignment as approved by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
21.	All flood control plans to be reviewed shall be submitted through the City of Wildomar, unless otherwise directed by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
22.	The HOA shall maintain the connecting lots (Detention Basins) for the 72" RCP's connecting Lots 315 to 316 and Lots 316 to 320. The 72" RCP shall be placed outside of the paved improvements for Bundy Canyon to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	UNIT/PHASE 3	

EXHIBIT 1 - CONDITIONS OF APPROVAL Tentative Tract Map No. 36388 / EOT #3 - Oak Creek Canyon Project				
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APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
23. The HOA shall obtain an easement for the RCP within Lot 163 and 199.	On-Going	Public Works Dept.	UNIT/PHASE 4	
24. The HOA and/or a maintenance district shall maintain the drainage facilities, water quality basins and areas within the project boundaries including but not limited to the areas north of Lot 269; between Lot 105 and 106; within Lot 163, 199, 310, 322; between Lot 124 and 125; and the RCP connecting Lots 312 to 321.	On-Going	Public Works Dept.	ALL PHASES	
25. The HOA shall maintain all open space areas including but not limited to trails, slopes, terrace drains, interceptor drains, walls, drainage pipes, headwalls, outfalls, detention basins and their access drives and other associated facilities.	On-Going	Public Works Dept.	ALL PHASES	
26. The 36" culvert under Beverly Street shall be resized and constructed to handle additional flows from this project to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
Prior to Issuance of a Grading Permit				
27. Prior to the issuance of the first grading permit in any phase/planning area, the developer shall submit final geotechnical soils reports to the City Engineer for review and approval prior to issuance of grading permit. All grading shall	Prior to Issuance of the first Grading Permit	Public Works Dept.	UNIT/PHASE 1	

	be in conformance with the recommendations of the geotechnical/soils reports as approved by City of Wildomar.				
28.	Prior to the issuance of a grading permit, it shall be the sole responsibility of the developer to obtain any and all easements and/or permissions necessary to perform the grading required for the project. A notarized letter of permission from all affected property owners or easement holders, or encroachment permit, is required for all off-site grading.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
29.	Prior to the issuance of grading permits, the project specific SWPPP shall be approved by the City Engineer.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
30.	Prior to issuance of grading permits, the Developer shall provide the Engineering Department evidence of compliance with the National Pollutant Discharge Elimination System (NPDES) and obtain a construction permit from the State Water Resource Control Board (SWRRCB).	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
31.	Prior to the issuance of a grading permit, the developer shall have obtained approval for the import/export location from the City of Wildomar. Additionally, if either location was not previously approved by an Environmental Assessment, prior to issuing a grading permit, a Grading Environmental Assessment shall be	Prior to Issuance of a Grading Permit	Engineering & Planning Depts.	ALL PHASES	

	submitted to the Planning Director for review and comment and to the City Engineer for approval.				
32.	Prior to the issuance of a grading permit, the developer shall submit a Final Water Quality Management Plan (WQMP), in conformance with the requirements of the San Diego Regional Water Quality Control Board. All stormwater quality treatment devices shall be located outside of the ultimate public right of way. The developer shall design the stormwater quality treatment devices to accommodate all project runoff, ensuring post-construction flows and volumes do not exceed pre-construction levels, in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. These BMPs shall be consistent with the Final WQMP and installed to the satisfaction of the City Engineer.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
33.	Prior to the issuance of a grading permit, the developer is to provide the appropriate documentation that will allow this project a waiver for mitigation volume related to the Lake Elsinore sub watershed of the Santa Ana Watershed. Please note the City is not a permittee in the MS4 permit for the Santa Ana River Watershed (Lake Elsinore) and is governed only by the MS4 permit for the Santa Margarita Watershed, therefore	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	

	the Applicant needs to provide evidence that this waiver has been approved by the Santa Ana Regional Water Quality Control Board. Otherwise, volume has to be addressed.				
34.	Prior to the issuance of grading permit, the developer shall prepare and submit a comprehensive drainage study and plan that includes, but is not limited to: definition with mapping of the existing watersheds; a detailed pre- and post-project hydrologic and hydraulic analysis of the project and project impacts; definition of the local controlling 100-year frequency water levels existing and with project; the proposed method of flow conveyance to mitigate the potential project impacts with adequate supporting calculations; any proposed improvements to mitigate the impacts of increased runoff from the project and any change in runoff; including quality, quantity, volume, and duration in accordance with City of Wildomar's Hydrology Manual, Improvement Standards, and to the satisfaction of the City Engineer. Specifically, the study will: a. Analyze the detention basin drainage area for a project using the Rational Method 100-year storm event for the pre-project and post-project. b. Analyze 4 hydrographs for the detention basin drainage area for a project using the Unit Hydrograph 100-year	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	

	storm event for the 1-hour, 3-hour, 6-hour, and 24-hour storm durations for post-project condition. c. Using the Unit Hydrographs determine which duration provides the highest flow rate. Adjust parameters such as lag time, flow line roughness coefficient or other parameters to calibrate Unit Hydrograph model to provide results similar to the Rational Method. d. Using the calibrated Unit Hydrograph for the detention basin drainage area perform basin routing analysis to demonstrate that the outflow is less than the pre-project Rational Method flow rate.				
35.	Prior to issuance of a grading permit for Unit/Phase 1, the developer is to vacate easement #8, 'An easement for sewer and incidental purposes, granted to the Farm, a California Corporation, recorded September 18, 1978 as instrument No. 196924 of O.R. If easement #8 cannot be vacated, amended entitlement approvals may be necessary as a result.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
36.	Prior to issuance of a grading permit, the developer is to vacate easement #7, within Unit/Phase 3, 'An easement for street, ingress, egress and incidental purposes, granted to Title Insurance and Trust Company, a California Corporation, recorded April 9, 1962 as instrument No. 3229 of O.R.' within	Prior to Issuance of a Grading Permit	Public Works Dept.	UNIT/PHASE 3	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	Unit 3. If easement #7 cannot be vacated, amended entitlement approvals may be necessary as a result.				
	Prior to Improvement Plan Approval				
37.	Prior to the 1st Improvement Plan submittal, the developer shall show all easements per the Title Report to the satisfaction of Public Works. Any conflicts with existing easements shall result in the site being redesigned and potentially going back to Planning Commission and City Council.	Prior to 1st Improvement Plan Submittal	Public Works Dept.	ALL PHASES	
	Prior to Final Map Approval				
38.	Prior to final map approval, improvement plans shall be prepared, processed, approved and complete the improvements; or execute an Improvement Agreement and Improvement Security. This condition shall be in conformance with local regulations and the Subdivision Map Act, and applies to the conditions of approval Nos. 39 – 75. *Prior to final map approval, the construction of all sewer infrastructure required by the EVMWD will serve letter issued as a result of Public Works/Engineering Condition No. 77 shall be secured by a faithful performance bond in the amount of 100% of the construction cost of the project and a labor and materials bond in the amount of 100% of the construction cost. (Item 3.1.2 of*	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	

	Sunbelt/Bridges/Burkett settlement agreement) Approved by the Planning Commission on May 6, 2015				
39.	Prior to Final Map approval, the developer, for the entire project frontage of Bundy Canyon Road from Unit 1 to Unit 5, shall dedicate, design and construct Bundy Canyon Road based upon a 152 foot urban arterial highway, Standard No. 91, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer. *The developer shall construct 86' curb to curb where project frontage is on both sides of the street. Where the project only has frontage on one side of the street, half street improvements shall apply. Standard 91, Sheet 1 of 2 shall be modified to eliminate the 12' frontage lanes. Compensation for the frontage lanes shall be satisfied by payment of Road and Bridge Benefit District Fee or Development Impact Fee. (added per Minor Change No. 14-0052 as approved by the Planning Commission on May 6, 2015*	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
40.	Prior to Final Map approval, all appropriate offsite transition on Bundy Canyon Road in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	

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Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
~~Original City Council Approval Date: May 22, 2013~~ ~~Minor Change/Litigation Stay Date: May 6, 2015~~ ~~AB 116/State Automatic Extension Date: July 11, 2013~~ ~~TTM No. 36388/EOT #1 Approval Date: Oct. 2, 2019~~ ~~TTM No. 36388/EOT #2 PC Approval Date: Nov. 15, 2022~~ ***TTM No. 36388/EOT #3 Approval Date: Sept. 4, 2024***	~~TTM 36388 Original Expiration Date: May 22, 201~~ ~~Minor Change/Litigation Stay New Expiration Date: Nov. 22, 2017~~ ~~AB 116 Expiration Date (added 2 years to total): Nov. 22, 2019~~ ~~TTM No. 36388/EOT #1 Expiration (3 years): Nov. 22, 2022~~ ~~TTM No. 36388/EOT #2 Expiration: Nov. 22, 2024~~ ***TTM No. 36388/EOT #3 Expiration: Nov. 22, 2025***			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
41.	Prior to Final Map approval, the developer shall dedicate, design and construct the intersection of Bundy Canyon Road / Sunset Avenue based on the expanded intersection Standard No. 91 and modified Standard 111, in accordance with the City of Wildomar Road Improvement Standards & Specification to the satisfaction of the City Engineer. A modified expanded intersection may be approved by the City Engineer prior to the development of Unit 5. *The developer shall construct Standard 91, Sheet 2 of 2 as modified for half street improvements and to eliminate the 12' southern frontage lane. Compensation for the frontage lanes shall be satisfied by payment of Road and Bridge Benefit District Fee or Development Impact Fee. (added per Minor Change No. 14-0052 as approved by the Planning Commission on May 6, 2015*	Prior to Final Map Approval & Unit 5	Public Works Dept.	ALL PHASES	
42.	Prior to Final Map approval, the developer shall dedicate, design and construct streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	

43.	Prior to Final Map approval, 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 Final Map Approval	Public Works Dept.	ALL PHASES	
44.	Prior to Final Map approval, the developer shall submit landscaping and irrigation plans within the public right-of-way to the Planning Department. These plans shall include water usage calculations, estimate of irrigation and the location of all existing trees that will remain. All plans and calculations shall be designed and calculated per the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Codes and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works & Planning Depts.	ALL PHASES	
45.	Prior to Final Map approval, the developer shall submit to the City Engineer traffic control plans along Bundy Canyon Road to ensure the continued flow of traffic during construction.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
46.	Prior to Final Map approval, the developer shall execute a maintenance agreement for the stormwater quality control treatment device to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
47.	Prior to Final Map approval, the developer shall execute a maintenance agreement for the maintenance of the detention basins and 72” RCP to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	

48.	Prior to issuance of any permit or final map, the developer is to vacate easement #8 on the plot plan (#46 in the title report), 'An easement for sewer and incidental purposes, granted to the Farm, a California Corporation, recorded September 18, 1978 as instrument No. 196924 of O.R. If this easement cannot be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
49.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
50.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
51.	Prior to Final Map approval, the developer, shall dedicate, design and construct Harvest Way West based upon a 66 foot enhanced local, Standard No. 104, as identified on the tentative map, in accordance with the City of Wildomar Improvement	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	Standards & Specifications and to the satisfaction of the City Engineer. Prior to the installation of the traffic signal access restrictions may be imposed at this intersection.				
52.	Written permission shall be obtained from the affected property owners allowing the proposed drainage leaving the project boundaries from Lot 300 and 323.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
53.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
54.	Prior to Final Map approval, the developer, shall design and construct Beverly Street, modified Standard 105-A, and associated drainage facilities as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
55.	Prior to Final Map approval, the developer, shall design and modify the intersection of Bundy Canyon Road / Harvest Way West to incorporate the north leg of the intersection (L Street), as identified on the tentative map, in accordance with the City	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	

	of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
56.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Harvest Way West, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
57.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / I Street, consistent with the tentative map widths, as a right-in/out and left-in intersection, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
58.	Prior to issuance of any permit or final map approval, the developer is to vacate easement #7 on the plot plan (#45 in the title report), within Unit 3, 'An easement for street, ingress, egress and incidental purposes, granted to Title Insurance and Trust Company, a California Corporation, recorded April 9, 1962 as instrument No. 3229 of O.R.' within Unit 3. If this easement cannot be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
59.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
60.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
61.	Prior to Final Map approval, the developer, shall dedicate, design and construct Harvest Way East based upon a 66 foot enhanced local, Standard No. 104, as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
62.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / Harvest Way East in accordance with the City of Wildomar	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
63.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Harvest Way East, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
64.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement cannot be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
65.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
66.	Prior to Final Map approval, the developer, shall dedicate, design and construct Harvest Way East based upon a 66 foot enhanced local, Standard No. 104, as identified on the tentative	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	

	map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
67.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / Harvest Way East in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
68.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Harvest Way East, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
69.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
70.	Prior to Final Map approval, the developer, shall dedicate, design and construct Sunset Avenue based upon a 78 foot	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	

	industrial collector street, Standard No. 111, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
71.	Prior to Final Map approval, the developer, shall dedicate, design and construct 14 foot trail adjacent to Sunset Avenue, as shown on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
72.	Prior to Final Map approval, the developer shall dedicate, design and construct all appropriate offsite transition on Sunset Avenue in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
73.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / Sunset Avenue in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
74.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Sunset Avenue, in accordance with the City of Wildomar	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	

	Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
Prior to Issuance of a Building Permit					
75.	Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
76.	Prior to the issuance of a building permit, Improvement plans shall be approved by the City Engineer and all improvements to be constructed shall be secured by the Developer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
77.	*Prior to issuance of a building permit, Sunbelt shall provide will serve letters form the appropriate water and sewer agencies and shall construct the RP-23 sewer line identified in the Project EIR, which is also identified in the EVMWD 2008 Wastewater Master Plan. EVMWD shall provide sewer service to the Project and The Farm Mutual Water Company shall not provide project sewer service. (Item 3.1.1 of Sunbelt/Bridges/Burkett settlement agreement) Approved by the Planning Commission on May 6, 2015*	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
78.	Prior to issuance of a building permit, the developer shall install streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	

	Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.				
79.	Prior to issuance of a building permit, the developer shall install all street name signs at intersections adjacent to the project, public or private and/or replace street name signs in accordance with the City of Wildomar Standard Details and to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
80.	Prior to issuance of a building permit the developer shall annex into all applicable Community Service Areas and Landscaping Maintenance District for landscaping, lighting, drainage and maintenance to the satisfaction of the City Engineer or otherwise form a District where one is not currently in place.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
81.	Prior to issuance of a building permit the developer shall pay all necessary impact and mitigation fees required. These fees include, but are not limited to, fees associated with Transportation Uniform Mitigation Fee (TUMF), Quimby (parkland in-lieu) Fee, Riverside County Flood Control and Water Conservation District, Southwest Road and Bridge Benefit District (R&BBD) and City Development Impact Fees.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
82.	Prior to issuance of a building permit the developer shall construct the stormwater quality treatment devices to accommodate all project runoff in accordance with City of	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. All stormwater quality treatment devices shall be constructed outside of the ultimate public right of way.				
RIVERSIDE COUNTY FIRE DEPT.					
General Conditions					
1.	10.FIRE.999 MAP #50-BLUE DOT REFLECTORS Blue retro-reflective pavement markers shall be mounted on private streets, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Dept..	On-Going	County Fire Dept.	ALL PHASES	
2.	10.FIRE.999 MAP-#16-HYDRANT/SPACING Schedule A fire protection approved standard fire hydrants, (6"x 4"x 2 ½") locate one at each street intersection and space no more than 500 feet apart in any direction, with no portion of any lot frontage more than 250 feet from hydrant. Minimum fire flow shall be 1000 GPM for 2 hours duration at 20 PSI, and shall	On-Going	County Fire Dept.	ALL PHASES	

EXHIBIT 1 - CONDITIONS OF APPROVAL Tentative Tract Map No. 36388 / EOT #3 - Oak Creek Canyon Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261 & 14-0052)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
~~Original City Council Approval Date: May 22, 2013~~ ~~Minor Change/Litigation Stay Date: May 6, 2015~~ ~~AB 116/State Automatic Extension Date: July 11, 2013~~ ~~TTM No. 36388/EOT #1 Approval Date: Oct. 2, 2019~~ ~~TTM No. 36388/EOT #2 PC Approval Date: Nov. 15, 2022~~ ***TTM No. 36388/EOT #3 Approval Date: Sept. 4, 2024***	~~TTM 36388 Original Expiration Date: May 22, 201~~ ~~Minor Change/Litigation Stay New Expiration Date: Nov. 22, 2017~~ ~~AB 116 Expiration Date (added 2 years to total): Nov. 22, 2019~~ ~~TTM No. 36388/EOT #1 Expiration (3 years): Nov. 22, 2022~~ ~~TTM No. 36388/EOT #2 Expiration: Nov. 22, 2024~~ ***TTM No. 36388/EOT #3 Expiration: Nov. 22, 2025***			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
	include perimeter streets at each intersection and spaced 1000 feet apart.				
Prior to Recordation of Final Map				
3.	50.FIRE.999 MAP-#004-ECS-FUEL MODIFICATION. ECS map must be stamped by the Riverside County Surveyor with the following Note: Prior to the issuance of a grading permit, the developer shall prepare and submit to the County Fire Dept. for approval a fire protection/vegetation management that should include but not limited to the following items: a) Fuel modification to reduce fire loading. b) Appropriate fire breaks according to fuel load, slope and terrain. c) Nonflammable walls along common boundaries between rear yards and open space areas shall be provided at intervals not to exceed 1500'. e) A homeowner's association or appropriate district shall be responsible for maintenance of all fire protection measures within the open space areas. ANY HABITAT CONSERVATION ISSUE AFFECTING THE COUNTY FIRE DEPT. FUEL MODIFICATION REQUIREMENTS SHALL HAVE CONCURRENCE WITH THE RESPONSIBLE WILDLIFE AND/OR OTHER CONSERVATION AGENCY.	Prior to Recordation of Final Map	County Fire Dept.	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
4.	50.FIRE.999 MAPS-#46-WATER PLANS. The applicant or developer shall furnish one copy of the water system plans to the County Fire Dept. for review. Plans shall be signed by a registered civil engineer, containing a County Fire Dept. approval signature block, and shall conform to hydrant type, location, spacing and minimum fire flow. Once plans are signed by local water company, the originals shall be presented to the County Fire Dept. for signature.	Prior to Recordation of Final Map	County Fire Dept.	ALL PHASES	
5.	50.FIRE.999 MAP-#53-ECS-WTR PRIOR/COMBUSTION. ECS map must be stamped by Riverside County Surveyor with the following Note: The required water system, including fire hydrants, shall be installed and accepted by the appropriate water agency prior to any combustible building material placed on an individual lot.	Prior to Recordation of Final Map	County Fire Dept.	ALL PHASES	
Prior to Issuance of a Grading Permit					
6.	60.FIRE.999 MAP-#004-ECS-FUEL MODIFICATION. ECS map must be stamped by the Riverside County Surveyor with the following Note: Prior to the issuance of a grading permit, the developer shall prepare and submit to the County Fire Dept. for approval a fire protection/vegetation management that should include but not limited to the following items: a) Fuel	Prior to Issuance of a Grading Permit	County Fire Dept.	ALL PHASES	

	Conditions of Approval	Timing / Implementation	Enforcement / Monitoring	Unit/Phase Areas	Verification (Date and Signature)
	modification to reduce fire loading. b) Appropriate fire breaks according to fuel load, slope and terrain. c) Non-flammable walls along common boundaries between rear yards and open space areas shall be provided at intervals not to exceed 1500'. e) A homeowner's association or appropriate district shall be responsible for maintenance of all fire protection measures within the open space areas. ANY HABITAT CONSERVATION ISSUE AFFECTING THE COUNTY FIRE DEPT. FUEL MODIFICATION REQUIREMENTS SHALL HAVE CONCURRENCE WITH THE RESPONSIBLE WILDLIFE AND/OR OTHER CONSERVATION AGENCY.				
Prior to Issuance of Building Permits					
7.	80.FIRE.999 MAP-#50-TRACT WATER VERIFICATION. The required water system, including all fire hydrant (s), shall be installed and accepted by the appropriate water agency and the Riverside County Fire Dept. prior to any combustible building material placed on an individual lot. Contact the Riverside County Fire Dept. to inspect the required fire flow, street signs, all weather surface, and all access and/or secondary. Approved water plans must be at the job site.	Prior to Issuance of a Building Permit	County Fire Dept.	ALL PHASES	

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Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
Prior to Issuance of Occupancy Permits/Final Inspection				
8. 80.FIRE.999 MAP – MAP INSPECTION OF PRIOR TO BUILD ISSUES: The applicant or developer shall request Fire Dept. Inspection for all items listed as prior to building permit issuance.	Prior to Issuance of Occupancy Permits	County Fire Dept.	ALL PHASES	
9. 80.FIRE.999 MAP – RESIDENTIAL FIRE SPRINKLER Residential fire sprinklers are required in all one and two family dwellings per the California Residential code, California Building Code and the California Fire Code. See NFPA 13D, 2010 Edition or contact the Riverside County Fire Dept. for the Residential Fire Sprinkler Standard. All sprinkler plans must be reviewed and approved prior to installation. West County – Riverside Office 951 955-4777	Prior to Issuance of Occupancy Permits	County Fire Dept.	ALL PHASES	

END

CITY OF WILDOMAR

OAK CREEK CANYON DEVELOPMENT

ADMINISTRATIVE DRAFT ENVIRONMENTAL IMPACT REPORT

SCH No. 2012031064
SPECIFIC PLAN NO. 116, AMENDMENT NO. 4
CHANGE OF ZONE AND TENTATIVE TRACT MAP NO. 36388
(PLANNING APPLICATION NO. 11-0261)

Lead Agency:

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

NOVEMBER 2012

CITY OF WILDOMAR

OAK CREEK CANYON DEVELOPMENT

ADMINISTRATIVE DRAFT ENVIRONMENTAL IMPACT REPORT

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NOVEMBER 2012

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ES - EXECUTIVE SUMMARY

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

ES1 PURPOSE AND SCOPE OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

This DEIR will provide, to the greatest extent possible, an analysis of the potential environmental effects associated with the implementation of the proposed Oak Creek Canyon Residential Development (Planning Application No. 11-0261), pursuant to CEQA.

This DEIR analysis focuses on potential environmental impacts that could arise from implementation of the proposed project, as regulated and guided by the large number of federal, state, and local regulations, including ordinances, General Plan policies, and local resource plans. The DEIR also evaluates the proposed changes to The Farm Specific Plan and proposed rezoning of the project site. The DEIR is intended to provide a credible worst-case scenario of the impacts resulting from project implementation.

ES2 PROJECT SUMMARY

The following applications are the requested City entitlements:

1. **General Plan Amendment** – A proposal to amend the General Plan land use designation for 20.11 acres within Phase/Planning Area No. 18 from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) to accommodate single-family lots with a minimum lot size of 4,500 square feet and to increase the size of the Phase/Planning Area 19 land use designation of Commercial Retail (CR) from 1.1 acres to 5.21 acres, including relocation of the phase/planning area to the southwest corner of the intersection of Bundy Canyon Road and Sunset Avenue.

2. **Specific Plan Amendment No. 116 (Amendment 4) to The Farm Specific Plan** – The Farm Specific Plan (Specific Plan No. 116-C/W), which was originally approved on September 24, 1974, and subsequently amended on July 28, 1981 (Resolution No. 81-269) and on January 29, 2002 (Resolution 2002-27), is a master planned community consisting of approximately 1,520 acres with residential uses assigned to occupy 776.7 acres. The remaining 576.7 acres are dedicated to open space and recreation areas consisting of a clubhouse/swimming pool, private park, and lake. Additionally, there are 37.7 acres set aside for school uses, 4.1 acres for a sewage treatment plant, 21.6 acres for commercial use, and 10.3 acres for street purposes. The proposed modification to the Specific Plan (Amendment No. 4) seeks to change the approved land uses for the planning areas identified as Phases 9, 17A, 18, and 19. These changes include the conversion of 1.1 acres from commercial use to residential/open space use, establishment of lot sizes for each residential unit of the subdivision, and creation of a 5.21-acre commercial site (see **Figure 2.0-1**).

3. **Zone Change** – The proposed project site is currently zoned R-1 (One-Family Dwelling – Phase 9, 17A, and 18) and C-P-S (Scenic Highway Commercial). The proposal to change the zoning designations for three Farm Specific Plan phasing/planning areas is as follows:

    a. Rezone all of the Phase 9 Planning Area from the current Specific Plan designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 6,000 square feet;

b. Rezone all of the Phase 18 Planning Area from the current Specific Plan designation of R-1 (One-Family Dwelling) and C-P-S (Scenic Highway Commercial) to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 4,500 square feet; and

c. Rezone all of the Phase 19 Planning area from the current Specific Plan designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.0 acres and Rezone all of the Phase 19 Planning area from the current Specific Plan designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.0 acres and relocate it from its current location to the southwest corner of Sunset Avenue and Bundy Canyon Road. (See **Figure 2.0-2**, Existing Zoning, and **Figure 2.0-3**, Proposed Zoning.)

4. **Approval of Tentative Tract Map No. 36388** – Tentative Tract Map (TTM) 36388 includes the subdivision of the 151.23-acre proposed project site into 275 single-family lots and 17 total open space lots. The 275 single-family lots will have a minimum lot size of 4,500 square feet to 7,200 square feet. The overall unit density of the proposed project area will be 1.8 units per acre, with a developable density of 3.5 units per acre. As proposed, the map divides the property into five development units, with units 1–4 providing for residential uses and unit 5 allowing for commercial development. (See **Figure 2.0-4**, Proposed Subdivision and Phasing Map.)

5. **Grading Permit** – A grading permit will be needed to prepare the property for development consistent with the approved tentative map. As noted on the tentative map, the proposed project estimates approximately 700,000 cubic yards of cut and fill, but does not anticipate the need for import or export of fill material.

6. **Building Permit** – Building permits will be needed to allow construction.

7. **Encroachment Permit** – Encroachment permits will be needed for any construction that must occur on public property or within publicly held easements.

The proposed project also includes construction of public improvements necessary to support the subdivision, including two 500,000-gallon water tanks and an access road, a realigned portion of Bundy Canyon Road, and internal and external roadway improvements to City of Wildomar standards. The DEIR does not address the future development of the contained commercial property except in a conceptual manner, as there are no proposed land uses or specific development plans for the commercial portion of the site at this time.

ES3 PROJECT ALTERNATIVES SUMMARY

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project which could feasibly attain the basic objectives of the project and avoid and/or lessen the environmental effects of the project. Further, CEQA Guidelines Section 15126.6(e) requires that a "no project" alternative be evaluated in an EIR. The Draft EIR evaluates the following alternatives:

- **Alternative 1 – No Project Alternative.** This alternative represents the no action alternative on the part of the City and assumes no development of the property at all. This alternative does acknowledge that the property is both designated and zoned for

development by The Farm Specific Plan (No. 116-C/W) and has been identified for residential development for over 38 years. For purposes of this analysis, however, the no project alternative assumes no development of the site.

- **Alternative 2 – Reduced Density Alternative.** As noted in Alternative 1, the proposed project area has been designated and zoned for residential development for over 38 years. This alternative evaluates the unit potential associated with the existing Specific Plan and zoning and does not allow for minimum lot sizes of 4,500 square feet.

ES4 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

The City of Wildomar was identified as the lead agency for the proposed project. In accordance with Section 15082 of the CEQA Guidelines, the City of Wildomar prepared and distributed a Notice of Preparation (NOP) for the proposed project that was circulated for public review on March 19, 2012 (SCH 2012031064). Written comments received in response to the NOP were considered in the preparation of the DEIR. The issues identified in response letters to the NOP included biological, cultural, traffic and transportation, recreation, public services, energy use, noise, and safety concerns. Section 1.0, Introduction, provides a summary of issues and areas of concern related to the proposed project, as presented to the City by agencies and the public during the NOP review period. The complete text of the NOP and NOP comments are included as **Appendix 1.0-1** and **Appendix 1.0-2** to this Draft EIR.

ES5 SUMMARY OF ENVIRONMENTAL IMPACTS

Table ES-1 displays a summary of impacts for the proposed project and proposed mitigation measures that would avoid or minimize potential impacts. In the table, the level of significance is indicated both before and after the implementation of each mitigation measure. For detailed discussions of all mitigation measures that would provide mitigation for each type of environmental impact addressed in this Draft EIR, refer to the appropriate environmental topic section (i.e., Sections 3.1 through 3.12).

This EIR identifies impacts that require mitigation in the following topic areas:

- Traffic and Circulation
- Air Quality
- Noise
- Geology and Soils
- Hydrology and Water Quality
- Biological and Natural Resources
- Cultural and Paleontological Resources
- Aesthetics and Visual Resources

None of the impacts in the DEIR remain significant after mitigation is applied. There are no cumulatively considerable or significant and unavoidable impacts.

Areas of No Impact

The potential for the proposed project to result in certain impacts was not included in Table ES-1 because the City of Wildomar determined that the proposed project could not result in an impact in these environmental areas for the following reasons. Impacts not included in Table ES-1 include those pertaining to:

- **Mineral Resources** – The proposed project site is located within Mineral Zone MRZ-3, indicating that there no current determination regarding the significance of mineral resources present.

- **Agricultural Resources** – The proposed project site does not contain, and is not adjacent to, Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any land subject to a Williamson Act contract.

- **Hazards and Hazardous Materials** – The proposed project will not impact a designated evacuation plan or produce hazardous materials or emissions. The proposed project site is not included on any list of hazardous materials sites, and it is located approximately 4 miles from the nearest airport, Skylark Field.

TABLE ES-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Land Use				
Impact 3.1.1	The proposed project will occur within an area that is currently vacant and surrounded by separate single-family communities. The proposed project will be an infill project and will not physically divide an established community.	NI	None required.	NI
Impact 3.1.2	The proposed project has been prepared to be consistent with the Wildomar General Plan and Zoning Ordinance as well as with The Farm Specific Plan.	LS	None required.	LS
Impact 3.1.3	The proposed project will occur within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).	NI	None required.	NI
Impact 3.1.4	Development of the proposed project will be consistent with the planning policies of the City of Wildomar General Plan while also being consistent with the surrounding land uses.	NI	None required.	NI
Population/Housing /Employment				
Impact 3.2.1	Buildout of the proposed project would result in population growth and the generation of employment.	LS	None required.	LS
Impact 3.2.2	Development of the proposed project would result in a slight increase in the population of the City of Wildomar.	LCC	None required.	LCC

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact		Level of Significance Without Mitigation	Mitigation Measure		Resulting Level of Significance
Traffic and Circulation					
Impact 3.3.1	Implementation of the proposed project would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.	PS	**MM 3.3.1**	The project applicant shall be required to implement the following traffic improvements: *Sellers Road/Bundy Canyon Road* • Install a traffic signal. *Monte Vista Drive/Bundy Canyon Road* • Install a traffic signal. *Harvest Way West/Bundy Canyon Road* • Install a traffic signal. • Stripe a shared northbound through-right turn lane in place of the existing de facto right turn lane. • Construct a southbound left turn lane and shared through-right turn lane. • Construct an eastbound left turn lane and two additional through lanes. • Construct two additional westbound through lanes. *Harvest Way East/Bundy Canyon Road* • Install a traffic signal. • Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane. *Sunset Avenue/Bundy Canyon Road* • Install a traffic signal. • Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane. *Timing/Implementation: Prior to issuance of Final Map, a*	LS

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			subdivision improvement agreement will be executed that will establish the precise timing for the improvements. All improvements shall be in place prior to full buildout of the project. *Enforcement/Monitoring:* *City of Wildomar Public Works Department*	
Impact 3.3.2	Implementation of the proposed project will not conflict with adopted policies, plans or programs supporting alternative transportation.	LS	None required.	LS
Impact 3.3.3	Implementation of the proposed project will not result in increased hazards due to a design feature or incompatible uses.	LS	None required.	LS
Impact 3.3.4	Implementation of the proposed project could result in temporary blockages of Bundy Canyon Road and other roadways, causing an impact on emergency access.	LSM	**MM 3.3.4** The project applicant will prepare and implement a Traffic Management Plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period. *Timing/Implementation:* *Prior to fling of a final map* *Enforcement/Monitoring:* *City of Wildomar Public Works and Planning Departments*	LS

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact		Level of Significance Without Mitigation	Mitigation Measure		Resulting Level of Significance
Impact 3.3.5	When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed project would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations.	CC	**MM 3.3.5**	The project applicant shall be required to implement, or pay a fair share of the costs of the implementation of, the following traffic improvements: *Murrieta Road/Scott Road* • Install a traffic signal. • Construct an eastbound left turn lane. • Restripe the southbound shared left-right turn lane as a right turn lane and construct two left turn lanes. • Construct an additional eastbound through lane. • Construct an additional westbound through lane and a dedicated right turn lane. *I-215 Southbound Ramps/Scott Road* • Restripe the southbound shared left-through lane as a left turn lane and construct a second left turn lane and second right turn lane. • Construct three additional eastbound through lanes. • Eliminate the westbound left turn lane and construct two additional through lanes and a right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. *I-215 Northbound Ramps/Scott Road* • Construct a second northbound right turn lane	LCC

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			and restripe the shared left-through lane as a through lane. • Construct two southbound right turn lanes. • Construct a second eastbound left turn lane and two additional through lanes. • Construct two additional westbound through lanes and a shared through-right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. This project's payment of the TUMF is considered adequate mitigation. *Timing/Implementation:* *Prior to issuance of building permits* *Enforcement/Monitoring:* *City of Wildomar Public Works and Building Departments*	
Air Quality				
Impact 3.4.1	Land use activities associated with the proposed project will not conflict with or obstruct implementation of regional air quality management planning.	LS	None required.	LS
Impact 3.4.2	Construction-generated emissions could result in an air quality violation concerning localized significance.	PS	**MM 3.4.2a** The following measures shall be incorporated into project plans and specifications and complied with by the project applicant at all times during construction: • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph).	LS

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		• The construction contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day. (As shown in Table XI-A in **Appendix 3.4-1**, implementation of this measure is estimated to reduce PM_{10} and $PM_{2.5}$ fugitive dust emissions by approximately 61 percent.) • The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour (mph) or less to reduce PM_{10} and $PM_{2.5}$ fugitive dust haul road emissions by approximately 44 percent. *Timing/Implementation:* *As a condition of project approval, and implemented during ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments* **MM 3.4.2b** Prior to issuance of a grading permit, the grading plans shall reference that a sign will be posted on-site stating that construction workers need to shut off engines after 5 minutes of idling. The California Air Resources Board, in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, imposes a requirement that heavy-duty trucks accessing the site shall not idle for greater than 5 minutes at any location. This measure is intended to apply to construction traffic. *Timing/Implementation:* *As a condition of project approval, and implemented during ground-disturbing activities*	

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			Enforcement/Monitoring: City of Wildomar Planning and Building Departments	
Impact 3.4.3	Construction-generated emissions will not contribute substantially to an existing or projected air quality violation.	LS	None required.	LS
Impact 3.4.4	Subsequent land use activities associated with implementation of the proposed project will not result in long-term operational emissions that could violate or substantially contribute to a violation of federal and state standards for ozone and coarse and fine particulate matter.	LS	None required.	LS
Impact 3.4.5	The proposed project will not contribute to localized concentrations of CO that would exceed applicable ambient air quality standards.	LS	None required.	LS
Impact 3.4.6	The proposed project would not result in exposure of sensitive receptors to substantial toxic emissions.	LS	None required.	LS
Impact 3.4.7	Development of the proposed project will not result in exposure of sensitive receptors to substantial odorous emissions.	LS	None required.	LS
Impact 3.4.8	Construction of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the South Coast Air Basin, will not significantly contribute to cumulative increases in emissions of criteria air pollutants that could contribute to future concentrations of pollutants for which the region is currently designated nonattainment.	LCC	None required.	LCC

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Noise			
Impact 3.5.1 The completed proposed project may expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	LSM	**MM 3.5.1a** The project applicant shall construct at least a 6.5-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 33–50 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1. Masonry block 2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot 3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot 4. Earthen berm 5. Any combination of these construction materials The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking. *Timing/Implementation:* *Prior to a Certificate of Occupancy for lots 33–50 (Phase 18 planning area)* *Enforcement/Monitoring:* *City of Wildomar Planning and*	LS

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		Building Departments **MM 3.5.1b** The project applicant shall construct a 6.0-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1. Masonry block 2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot 3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot 4. Earthen berm 5. Any combination of these construction materials The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking. *Timing/Implementation:* *Prior to a Certificate of Occupancy for lots 89–96, 131–144, 150–164 (Phase 9 planning area) and 198–222 (Phase 17A planning area)*	

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		Enforcement/Monitoring: *City of Wildomar Planning and Building Departments* **MM 3.5.1c** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first-floor elevations, with upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 29 at second-floor elevations for lots 33–50, 89–96, 131–144, 152–164, and 198–222. *Timing/Implementation:* *Prior to a Certificate of Occupancy (as a part of building permit requirements) for lots 33–50, 89–96, 131–144, 152–164, and 198–222* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments* **MM 3.5.1d** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first- and second-floor elevations for lots 1–3, 145–151, 173, 197, and 223–224. *Timing/Implementation:* *Prior to a Certificate of Occupancy (as a part of building permit requirements) for lots 1–3, 145–151, 173, 197, and 223–224* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments* **MM 3.5.1e** All window and door assemblies used throughout the project shall be free of cutouts and openings and shall be well fitted and well weather-stripped.	

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Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			Timing/Implementation: *Prior to a Certificate of Occupancy (as a part of building permit requirements)* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments* **MM 3.5.1f** A final noise study shall be prepared prior to obtaining building permits for lots 1–3, 33–50, 89–96, 131–151, 152–164, 173, and 197–224. This report will finalize the noise requirements based upon precise grading plans and actual building design specifications. The report may result in the need for additional building-specific architectural treatments to meet the interior noise specifications of the City. *Timing/Implementation:* *As a part of building permit requirements* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments*	
Impact 3.5.2	The implementation of proposed project may expose persons to or generate minimal, short-duration groundborne vibration or groundborne noise levels.	LS	None required.	LS
Impact 3.5.3	Completion of the proposed project may result in a substantial permanent increase in ambient noise levels in the project vicinity.	LSM	**MM 3.5.3** The project applicant shall ensure that future commercial uses do not result in exterior noise levels at the nearest sensitive receptor that exceeds 65 dB or interior noise levels that exceed 45 dB. Examples of design features that can be used to reduce noise impacts associated with any future commercial use include, but are not limited to, noise barriers (walls), limited hours of operation, reconfiguration of site design, or restriction of uses or types of use.	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		Timing/Implementation: *Prior to approval of a Plot Plan or Conditional Use Permit for any commercial development within the Phase 19 planning area* *Enforcement/Monitoring:* *City of Wildomar Planning Department*	
Impact 3.5.4 Construction of the proposed project may result in a temporary increase in ambient noise levels in the project vicinity.	LSM	**MM 3.5.4a** Pursuant to Section 9.48.020 of the City of Wildomar Municipal Code establishing noise regulations, from June through September, construction can occur from 6:00 AM through 6:00 PM. During the period of October through May, construction activities can occur from 7:00 AM through 6:00 PM (Municipal Code Section 9.48.020I(1)(2)). Hours of construction during these seasons shall be limited to these time frames. *Timing/Implementation:* *During construction* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments* **MM 3.5.4b** During all project site excavation and grading, 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 receptors nearest the project site. *Timing/Implementation:* *During construction* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments* **MM 3.5.4c** The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible,	LS

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			haul routes shall not pass sensitive land uses or residential dwellings. *Timing/Implementation:* *During construction* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Departments* **MM 3.5.4d** Homeowners adjacent to project construction areas shall be notified via US mail and postings on the construction site at least 24 hours prior to the commencement of major construction-related noise impacts, such as grading, which may affect them. *Timing/Implementation:* *During construction* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department*	
Impact 3.5.5	Implementation of the proposed project will not result in a substantial contribution to cumulative noise levels.	LCC	None required.	LCC
Geology and Soils				
Impact 3.6.1	The potential for the project site to be exposed to hazards associated with fault rupture or strong seismic ground shaking is considered unlikely.	LS	None required.	LS
Impact 3.6.2	The project site does not include soils which may be subject to seismic-related ground failure, including liquefaction and landslide.	LS	None required.	LS
Impact 3.6.3	Within the project site, areas of undocumented artificial fills, alluvium, and portions of the old alluvium may become unstable as a result of the project.	LSM	**MM 3.6.3** All existing undocumented artificial fill, topsoil, Quaternary alluvium, Quaternary older alluvium, and unsuitable upper intensely weathered Cretaceous gabbro should be over-excavated to underlying competent Cretaceous gabbro within the areas of proposed structures, fill, or	LS

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			improvements. Anticipated removal depths range from approximately 2 to 14 feet below the existing surface. *Timing/Implementation:* *During grading and building activities* *Enforcement/Monitoring:* *City of Wildomar City Public Works and Building Departments*	
Impact 3.6.4	Soils testing indicates that non-expansive and expansive soils are present within the proposed project site.	LSM	Implement mitigation measure **MM 3.6.3**.	LS
Impact 3.6.5	Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the City of Wildomar and nearby areas of Riverside County, would not contribute to cumulative geologic and soils impacts.	LCC	None required.	LCC
Hydrology and Water Quality				
Impact 3.7.1	Construction and operation of the proposed project will not result in erosion and water quality degradation of downstream surface water and groundwater resources.	LSM	**MM 3.7.1** Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the	LS

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		project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device. The project will be responsible for maintenance of the basins. Timing/*Implementation:* *Prior to the issuance of a grading permit* *Enforcement/Monitoring:* *City of Wildomar Engineering Department*	
Impact 3.7.2 The proposed project would introduce impervious surfaces in the form of structures and parking lots to a previously undeveloped piece of land. This would result in an incremental reduction in recharge of the local groundwater aquifer.	LS	None required.	LS

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.7.3	Development of the proposed project will alter the existing drainage pattern of the site and may impact stormwater runoff rates and volumes compared to existing conditions.	LS	None required.	LS
Impact 3.7.4	The project site is not within the 100-year floodplain or in an area designated by FEMA as a special flood hazard area. In addition, the project includes a storm drain system that will provide flood protection to the project site.	LS	None required.	LS
Impact 3.7.5	The proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita and Santa Ana watersheds, could alter drainage conditions, rates, volumes, and water quality, which could result in potential erosion, flooding, and water quality impacts within the overall watersheds.	LCC	None required.	LCC
Biological and Natural Resources				
Impact 3.8.1	Implementation of the proposed project will not result in impacts to endangered, threatened, and other listed species.	LS	None required.	LS
Impact 3.8.2	Implementation of the proposed project could result in the direct mortality or loss of habitat for raptors and migratory birds.	PS	**MM 3.8.2** The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, then preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		activities taking place have the potential to disturb or otherwise harm nesting birds. If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment) at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest. Alternative exclusion zones may be established through consultation with the CDFG and the USFWS. The exclusion zones shall remain in force until all young have fledged. Reference to this requirement and to the Migratory Bird Treaty Act shall be included in the construction specifications. If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required. *Timing/Implementation:* *The project applicant shall incorporate requirements into all rough and/or precise grading plan documents. The project applicant's construction inspector shall monitor to ensure that measures are implemented during construction.* *Enforcement/Monitoring:* *City of Wildomar Planning and Public Works Departments*	
Impact 3.8.3 Project implementation may also result in the loss of western burrowing owls through destruction of active nesting sites, as well as incidental burial of adults, young, and eggs.	PS	**MM 3.8.3a** Per MSHCP Species-Specific Objective 6, pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present will be conducted for all covered activities through the life of the permit. Surveys will be conducted within 30 days prior to	LS

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		disturbance. Take of active nests will be avoided. Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season. The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be conducted between December 1 and January 31. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) out from the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo. *Timing/Implementation:* *30-days prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department* **MM 3.8.3b** Based on the burrowing owl survey results, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance if owls are found to be present: • If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) shall be avoided from February 1 through August 31 by a minimum of a 75-meter (250 feet) buffer or until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.	

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		• If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through noninvasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by the CDFG (2012). • If relocation of the owls is approved for the site by the CDFG, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following: – The location of the nest and owls proposed for relocation. – The location of the proposed relocation site. – The number of owls involved and the time of year when the relocation is proposed to take place. – The name and credentials of the biologist who will be retained to supervise the relocation. – The proposed method of capture and transport for the owls to the new site. – A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term	

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		vegetation control). – A description of efforts and funding support proposed to monitor the relocation. • If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (i.e., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort (e.g., killing of young). *Timing/Implementation:* *Prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department*	
Impact 3.8.4 Implementation of the proposed project could result in disturbance and degradation of riparian habitat identified in local or regional plans, policies, or regulations, or by the CDFG or the USFWS.	PS	**MM 3.8.4** The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a US Army Corps of Engineers (USACE) approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFG, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project. *Timing/Implementation:* *Prior to project vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department*	LS

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Impact 3.8.5	Implementation of the proposed project would result in the loss of jurisdictional waters of the United States and waters of the State.	PS	**MM 3.8.5a** The jurisdictional delineation shall be verified by the USACE and submitted to the City for review. *Timing/Implementation:* *Prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department* **MM 3.8.5b** The project applicant shall ensure that the project will result in no net loss of waters of the United States and waters of the State by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation. Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities; these programs are generally administered by government agencies or nonprofit organizations that have established an agreement with the regulatory agencies to use in-lieu fee payments collected from permit applicants; and/or (c) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project. *Timing/Implementation:* *Prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department*	LS

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Impact 3.8.6	Implementation of the proposed project could interfere substantially with the movement of native resident or migratory fish or wildlife species.	LS	None required.	NI
Impact 3.8.7	Implementation of the proposed project may result in a conflict with a local policy or ordinance protecting biological resources.	LS	None required.	LS
Impact 3.8.8	Implementation of the proposed project would result in disturbance and degradation of riparian/riverine habitat, as defined in Section 6.1.2 of the MSHCP.	PS	**MM 3.8.8a** If riparian/riverine habitats covered under the MSHCP cannot be avoided, the project applicant shall submit a Determination of Biological Equivalent or Superior Preservation (DBESP), as outlined in Section 4.2 of the MSHCP Permittee Implementation Guidance Manual, to the City for approval. The project applicant shall ensure that the project will result in no net loss of riparian/riverine habitats by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the DBESP. Mitigation accomplished under mitigation measure **MM 3.8.5b** may apply to meet the standards where appropriate. *Timing/Implementation:* *Prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department* **MM 3.8.8b** The project applicant shall submit plans that illustrate how disturbance to the portion of the project site located within the portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan will be avoided for City for approval.	LS

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		Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department* **MM 3.8.8c** The project applicant shall submit fees to the City in accordance to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the MSHCP Mitigation Fee Area and the Stephens' Kangaroo Rat Mitigation Fee Area. *Timing/Implementation:* *Prior to any vegetation removal or ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department*	
Impact 3.8.9 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the immediate area of the proposed project, will result in the conversion of habitat and impact biological resources.	LCC	None required.	LCC
Cultural and Paleontological Resources			
Impact 3.9.1 Implementation of the proposed project would not cause a substantial adverse change in the significance of a known historical resource.	NI	None required.	NI
Impact 3.9.2 Implementation of the proposed project could result in a substantial adverse change in the significance of an archaeological resource, as well as the potential disturbance of currently undiscovered cultural resources (i.e., prehistoric archaeological sites, historical archaeological sites, and isolated artifacts and features) and	PS	**MM 3.9.2a** Prior to the issuance of the first grading permit, the project applicant shall enter into a Tribal Monitoring Agreement with the Pechanga Band of Luiseno Indians and/or the Cahuilla Band of Indians. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources and establishing on-site monitoring provisions	LS

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Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
human remains.		and/or requirements during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit. *Timing/Implementation:* *Prior to ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning and Building Department* **MM 3.9.2b** Should any culturally significant resources be uncovered during the grading and construction phases of the proposed project, work shall be halted or relocated to an area outside of the area in which the resource was found while a qualified archeologist and tribal representative identify the resource and reassess the area. If the resource found is determined to be an historical or unique archeological resource, a time allotment sufficient to allow for the implementation of avoidance measures or appropriate mitigation shall be made available. Work on the proposed project may continue in other areas of the project site while any historical or unique archeological resource mitigation takes place. *Timing/Implementation:* *During all grading and construction activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department* and *Public Works Department*	
Impact 3.9.3 Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	PS	**MM 3.9.3** Prior to issuance of a grading permit, the project applicant shall present a letter to the Chief Building Official indicating that a qualified paleontologist has been retained to carry out a paleontological monitoring and salvage program. The contracting paleontologist shall be present to monitor all initial	LS

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		ground-disturbing activities in native soils or sediments, including all vegetation removal. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work in the immediate vicinity shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the project applicant shall consider the recommendations of the qualified paleontologist. The City, the qualified paleontologist, and the project applicant shall consult and agree upon implementation of a measure or measures that the City, the qualified paleontologist, and the project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by the project applicant, qualified paleontologist, and the City, as well as the Native American tribal representative if relevant, as to the appropriate preservation or mitigation measures. *Timing/Implementation:* *As a condition of project approval, and implemented prior to issuance of a grading permit and during ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department*	

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Impact 3.9.4	No human remains have been identified within the project site; however, implementation of the proposed project could result in the inadvertent disturbance of currently undiscovered human remains. Any discovery of human remains would trigger state law governing the treatment of human remains.	PS	**MM 3.9.4**	In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Riverside County Coroner shall be contacted to determine whether an investigation into the cause of death is required; and b. If the Riverside County Coroner determines the remains are Native American: i. The Coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent 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 Section 5097.98; or	LS

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		(2) 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 subsurface disturbance. a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; b. The descendant identified fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. *Timing/Implementation:* *As a condition of project approval, and implemented prior to issuance of a grading permit and during ground-disturbing activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department*	
Impact 3.9.5 Implementation of the proposed project, along with any foreseeable development in the project vicinity, could result in cumulative impacts to cultural resources, i.e., prehistoric sites, historic sites, and isolated artifacts and features).	LCC	None required.	LCC

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Public Services and Utilities				
Impact 3.10.1a	Implementation of the proposed project will not result in the need for additional fire protection and emergency services in order to maintain acceptable service levels. However, the proposed project may result in a slight increase in demand for fire protection and emergency medical services.	LS	None required.	LS
Impact 3.10.1b	While the proposed project is located within an area that is identified as being exposed to a very high risk of wildfire, it is more specifically located in an area that is developed and well served by fire prevention services.	LS	None required.	LS
Impact 3.10.1c	While the proposed project will result in an additional need for water supply, this additional need will not require the creation of additional water supply infrastructure. Implementation of the proposed project may result in additional need for water supply and infrastructure to provide adequate fire flows for fire protection. The provision of these facilities could cause environmental impacts.	LS	None required.	LS
Impact 3.10.1d	Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for fire protection and emergency medical services. However, given the requirement for CEQA review of development, any necessary infrastructure or facilities expansion will be reviewed for potential impacts.	LCC	None required.	LCC

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.10.2a	Implementation of the proposed project will not result in a significant increased demand for law enforcement services and will not result in the need for new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts.	LS	None required.	LS
Impact 3.10.2b	The proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the RCSD service area, would increase the demand for law enforcement services.	LCC	None required.	LCC
Impact 3.10.3a	The proposed project will not result in significant increased enrollment in the local school district ultimately resulting in the need for construction of additional school facilities.	LS	None required.	LS
Impact 3.10.3b	Population growth associated with implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting, will not result in a significant cumulative increase in student enrollment.	LCC	None required.	LS
Impact 3.10.4a	Implementation of the proposed project will slightly increase demand for water supply, which could result in significant effects on the physical environment. However, adequate water supply sources exist, and the proposed project's and the Elsinore Valley Municipal Water District's water conservation provisions, would ensure adequate water service.	LS	None required.	LS

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.10.4b	Implementation of the proposed project would increase demand for water supply and thus require additional water supply infrastructure that could result in a physical impact to the environment.	LS	None required.	LS
Impact 3.10.4c	Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would increase the cumulative demand for water supplies. However, this increased demand will not be sufficient to lead to a requirement for new water facilities and related infrastructure..	LCC	None required.	LS
Impact 3.10.5a	Implementation of the proposed project will not result in wastewater discharge that would exceed the wastewater treatment requirements of the San Diego Regional Water Quality Control Board.	LS	None required.	LS
Impact 3.10.5b	The proposed project will slightly increase wastewater flows. However, the increase represented by the proposed project will not require any additional infrastructure or treatment capacity.	LS	None required.	LS
Impact 3.10.5c	Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would contribute to the cumulative demand for wastewater service. However, continued implementation of EVMWD standards would ensure adequate wastewater facilities are provided.	LCC	None required.	LCC

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.10.6a	Implementation of the proposed project will generate increased amounts of solid waste that will need to be disposed of in landfills or recycled.	LS	None required.	LS
Impact 3.10.6b	Implementation of the proposed project could fail to comply with federal, state, and local statutes and regulations related to solid waste.	LS	None required.	LS
Impact 3.10.6c	Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development in the region, would result in increased demand for solid waste services.	LCC	None required.	LCC
Impact 3.10.7a	Implementation of the proposed project would accommodate a slight increase in population that will be served by the park and recreation facilities to be built as part of the proposed project.	LS	None required.	LS
Impact 3.10.7b	Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development, would increase the use of existing parks and would require additional park and recreation facilities within the cumulative setting, the provision of which could have an adverse physical effect on the environment.	LCC	None required.	LCC
Aesthetics and Visual Resources				
Impact 3.11.1	The proposed project will not have a substantial adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings.	LS	None required.	LS

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 3.11.2	While the potential project will result in changes to the existing visual character of the project site, these changes will not lead to a significant degradation of the existing visual character of the area.	LS	None required.	LS
Impact 3.11.3	The proposed project will not result in any new significant sources of glare or light that would adversely affect the day or nighttime views of the area.	LS	None required.	LS
Impact 3.11.4	Implementation of the proposed project, in combination with the planned Bundy Canyon–Scott Road widening project, would contribute to the alteration of the visual character of the region.	LCCM	**MM 3.11.4** 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 dripline of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes: 1) A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a). 2) The removal of all oak trees 5 inches or more in diameter at breast 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 diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and	LCC

NI – No Impact LS – Less Than Significant PS – Potentially Significant LSM – Less Than Significant with Mitigation
LCC – Less Than Cumulatively Considerable CC – Cumulatively Considerable

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted. 3) A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals. 4) Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the dripline of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan. 5) Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.	

Impact		Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
			Timing/Implementation: *Prior to any ground disturbance activities* *Enforcement/Monitoring:* *City of Wildomar Planning Department and Public Works Department*	
Energy Use and Greenhouse Gases				
Impact 3.12.1	The construction and operation of the proposed project will not result in inefficient, wasteful, and unnecessary consumption of energy.	LS	None required.	LS
Impact 3.12.2	The proposed project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	LS	None required.	LS
Impact 3.12.3	Implementation of the proposed project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	LS	None required.	LS

1.0 – INTRODUCTION

This Draft Environmental Impact Report (Draft EIR or DEIR) was prepared in accordance with and in fulfillment of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. As described in CEQA Guidelines Section 15121(a), an environmental impact report (EIR) is a public informational document that assesses the potential environmental impacts of a project. CEQA requires that an EIR be prepared by the agency with primary responsibility over the approval of a project (the lead agency). The City of Wildomar (City) is the lead agency for the proposed Oak Creek Canyon Residential Development (project).

1.1 PROJECT SUMMARY

The proposed project, known as the Oak Creek Canyon Subdivision, includes an amendment to the Farm Specific Plan and adoption of supporting zoning to allow for a 275-parcel residential development that will include a range of property sizes from a minimum of 4,500 square feet on 137.82 acres of land. The development also includes three parks, trails, drainage basins, one million gallons of water storage, and roadways. As part of the project, Bundy Canyon Road will be realigned consistent with existing City of Wildomar and Riverside County general plans. Approximately 5.2 acres of the site will be designated and zoned for future neighborhood commercial development.

1.2 REGIONAL LOCATION

The project site is located in the City of Wildomar within Riverside County. Bounded by San Bernardino County to the north, Imperial and San Diego counties to the south, and Orange County to the west, Riverside County is located in the Inland Empire region of Southern California.

The City of Wildomar is located in the southwestern portion of Riverside County along Interstate 15 (I-15) southeast of Lake Elsinore. I-15 is a major north–south highway that runs through Southern California. The proposed 137.82-acre project site is located entirely within the City of Wildomar. **Figure 1.0-1** depicts the regional location of the project site, and **Figure 1.0-2** depicts the proposed project site. **Figure 1.0-3** shows views on and near the proposed project site.

1.3 PURPOSE OF THE DEIR

The City of Wildomar has determined that a Draft EIR is the appropriate CEQA-required documentation due to the potential for significant environmental impacts that could result from implementation of the proposed project. This DEIR evaluates the existing environmental resources in the vicinity of the project site and within its boundaries, analyzes potential impacts on those resources due to the proposed project, and if necessary, identifies mitigation measures to reduce those impacts to less than significant levels. This DEIR provides a review of the environmental effects of new development at the project site based on the existing local and regional environmental conditions. This DEIR will be used to evaluate the direct and indirect environmental effects of the proposed project. This DEIR also evaluates reasonable alternatives to the proposed project as well as the cumulative impacts of the project when viewed in the context of the effects of past, current, and probable future projects.

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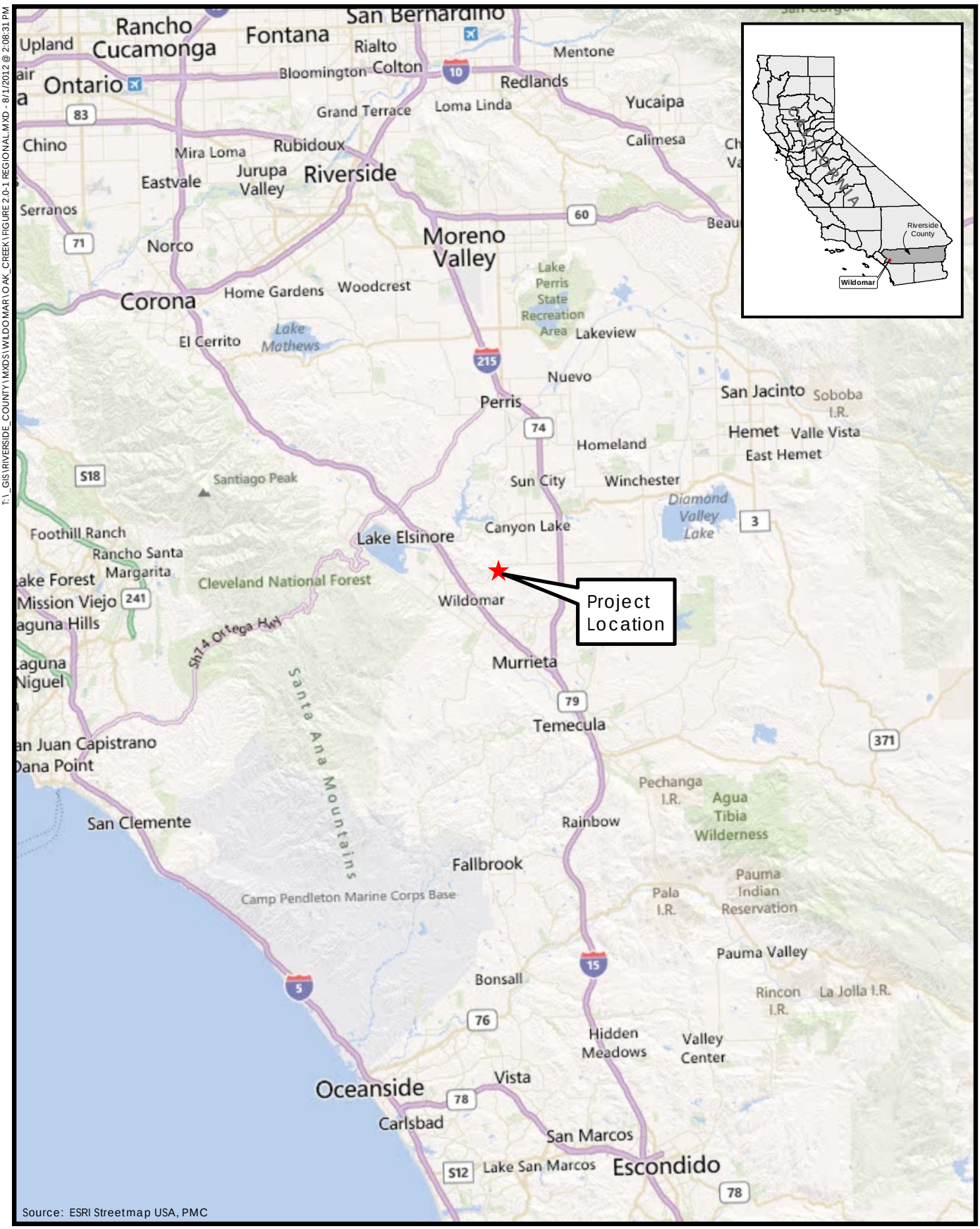

Figure 1.0-1
Regional Vicinity Map

T:_GIS\RIVERSIDE_COUNTY\MXDS\WILDOMAR\OAK_CREEK\FIGURE 2.0-1 REGIONAL.MXD - 8/1/2012 @ 2:08:31 PM

T:_GIS\RIVERSIDE_COUNTY\MXDS\WILDOMAR\OAK_CREEK\FIGURE 2.0-2 PROJECT LOCATION.MXD - 8/1/2012 @ 1:47:59 PM



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Figure 1.0-2
Project Location Map

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Entrance Monument to the Farm Community at Bundy Canyon Road and Harvest Way West



Bundy Canyon Road Eastbound through wooded drainage



Eastern portion of Phase 9 seen from Harvest Way East



Phase 19 seen from Sunset Avenue



Phase 17A looking East



Western portion of Phase 9 seen from intersection of Bundy Canyon Rd and Harvest Way East

Source: City of Wildomar

Figure 1.0-3
Site Photos

PMC®

1.4 KNOWN TRUSTEE AND RESPONSIBLE AGENCIES

For the purpose of CEQA, the term "trustee agency" means a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California. Specifically, the following trustee agencies may have an interest in the proposed project and its implementation and were provided notice of the City's preparation of this DEIR:

- California Department of Fish and Game, Region 6 (CDFG)
- California Department of Transportation, District 8 (Caltrans)
- California Office of Historic Preservation (OHP)
- California Native American Heritage Commission (NAHC)
- San Diego Regional Water Quality Control Board, Region 9 (SDRWQCB)

In CEQA, the term "responsible agency" includes all public agencies other than the lead agency that may have discretionary actions associated with the implementation of the proposed project or an aspect of subsequent implementation of the Oak Creek Canyon Residential Development. It is anticipated that the following agencies may have a role in implementing the proposed project and have been identified as potential responsible agencies and notified of the preparation of this DEIR:

- Lake Elsinore Unified School District (LEUSD)
- Elsinore Valley Municipal Water District (EVMWD)
- Riverside County Flood Control and Water Conservation District (RCFCWCD)
- South Coast Air Quality Management District (SCAQMD)
- US Army Corps of Engineers (USACE)

1.5 TYPE OF DOCUMENT

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a Project EIR pursuant to CEQA Guidelines Section 15161. The analysis associated with a Project EIR focuses primarily on the changes in the environment that would occur as a result of project implementation and examines all phases of the project (i.e., planning, construction, and operation). This document will not analyze the potential impacts of any future use of the 5.21-acre commercial area of the proposed project due to a lack of specific plans for the area. A subsequent programmatic environmental analysis will be performed once the future use of the commercial area of the proposed project has been developed and proposed.

1.6 INTENDED USE OF THE EIR

This Draft EIR is intended to evaluate the environmental impacts of the development of the proposed Oak Creek Canyon Residential Development.

1.7 ORGANIZATION AND SCOPE

Sections 15122 through 15132 of the CEQA Guidelines identify content requirements for EIRs. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures, alternatives, significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The environmental issues addressed in this Draft EIR were established through review of environmental documentation developed for the project, environmental documentation for nearby projects, and public comments and public agency responses to the Notice of Preparation (NOP). This Draft EIR is organized in the following sections:

EXECUTIVE SUMMARY

This section provides a project narrative and identifies environmental impacts and mitigation measures through a summary matrix consistent with CEQA Guidelines Section 15123.

SECTION 1.0 – INTRODUCTION

This section provides an overview that describes the intended use of the EIR, as well as the review and certification process.

SECTION 2.0 – PROJECT DESCRIPTION

This section provides a detailed description of the proposed project and project objectives, along with background information and physical characteristics consistent with CEQA Guidelines Section 15124.

SECTION 3.0 – ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

This section contains technical analyses relative to each environmental topic. Included in this section is a comprehensive analysis related to impacts and mitigations that correspond to project implementation. Each subsection contains a description of the existing setting of the project area. The environmental topics are summarized as follows:

- Land Use
- Population, Housing, and Employment
- Traffic and Circulation
- Air Quality
- Noise
- Geology and Soils
- Hydrology and Water Quality
- Biological and Natural Resources
- Cultural and Paleontological Resources
- Public Services and Utilities
- Aesthetics and Visual Resources
- Energy Use and Greenhouse Gases

SECTION 4.0 – CUMULATIVE IMPACTS

This section discusses the cumulative impacts associated with the proposed project that, when combined with past, present, and reasonably anticipated future events, may have a cumulative impact.

SECTION 5.0 – PROJECT ALTERNATIVES

This section discusses alternatives to the proposed project, including the CEQA mandatory "No Project" alternative, that are intended to avoid or reduce significant environmental impacts of the proposed project.

SECTION 6.0 – LONG-TERM IMPLICATIONS

This section contains discussions of significant irreversible environmental changes which would be involved in the proposed project should it be implemented, as well as unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance.

SECTION 7.0 – REPORT PREPARERS

This section lists all authors and agencies that assisted in the preparation of the report by name, title, and company or agency affiliation.

VOLUME II – TECHNICAL APPENDICES

This volume includes all notices and other procedural documents pertinent to the EIR, as well as all technical material prepared to support the analysis. All technical appendices are provided on CD-ROM.

1.8 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the Oak Creek Canyon Residential project EIR will involve the following general procedural steps:

NOTICE OF PREPARATION

In accordance with Section 15082 of the CEQA Guidelines, the City prepared a Notice of Preparation (NOP) of an EIR for the project on March 19, 2012. The City was identified as the lead agency for the proposed project. The notice was circulated to the public, local, state, and federal agencies, and other interested parties to solicit comments on the proposed project. A scoping meeting was held on March 13, 2012, and a community workshop was held on May 17, 2012, to receive additional comments. Concerns raised in response to the scoping meeting and community workshop were considered during preparation of the Draft EIR. The NOP and comments by interested parties are presented in **Appendix 1.0-1** and **Appendix 1.0-2,** respectively**.**

DRAFT EIR

This document constitutes the Draft EIR. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. Upon

completion of the Draft EIR, the City will file the Notice of Completion (NOC) with the Governor's Office of Planning and Research to begin the public review period (Public Resources Code Section 21161).

PUBLIC NOTICE/PUBLIC REVIEW

Concurrent with the Notice of Completion, the City will provide public notice of the availability of the Draft EIR for public review and invite comment from the general public, agencies, organizations, and other interested parties. The public review and comment period is 45 days. Public comment on the Draft EIR will be accepted both in written form and orally at public hearings. Notice of the time and location of the hearing will be published prior to the hearing. All comments or questions regarding the Draft EIR should be addressed to:

City of Wildomar
OAK CREEK CANYON EIR COMMENT
Planning Department
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595
Attention: Matthew Bassi, Planning Director
mbassi@cityofwildomar.org

RESPONSE TO COMMENTS/FINAL EIR

Following the public review period, a Final EIR (FEIR) will be prepared. The FEIR will respond to written comments received during the public review period and to oral comments made at any public hearing.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The City will independently review and consider the FEIR. If the City finds that the FEIR is "adequate and complete," the City may certify the FEIR. Upon certification of the FEIR, the City may act upon the proposed project. A decision to approve the project would be accompanied by written findings in accordance with CEQA Guidelines Section 15091 and, if applicable, Section 15093. The City would also adopt a Mitigation Monitoring and Reporting Program, as described below, for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment.

MITIGATION MONITORING

CEQA requires lead agencies to adopt a mitigation monitoring and reporting program to describe measures which have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment (California Public Resources Code Section 21081.6[a]). The specific "reporting or monitoring" program required by CEQA is not required to be included in the EIR; however, it will be presented to the City Council for adoption and incorporation into any action on the proposed project. The mitigation measures outlined in the DEIR will be proposed as conditions of approval for Tentative Tract Map (TTM) 36388.

1.9 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

The City received several comment letters on the Notice of Preparation for the proposed project. A copy of the Notice of Preparation is provided in **Appendix 1.0-1** and a copy of each

comment letter is provided in **Appendix 1.0-2** of this DEIR. The City received letters from the following federal, state, and local agencies and other interested parties.

- California Department of Fish and Game
- California Native American Heritage Commission
- City of Lake Elsinore
- City of Menifee
- Farm Property Owners Association
- Pechanga Indian Reservation
- Residents Gary Andre, Nancy Brown, Robert Cashman, Cheryl and Ray Parrish, Elizabeth Ross, Alan and Leda Sack, Arlene Stovall, George Taylor, and Emil Vukasovic; Thompson and Associates on behalf of Penny Umbrell
- Riverside County Transportation and Land Management Agency
- Riverside Transit Agency
- South Coast Air Quality Management District
- US Fish and Wildlife Service

The following summarizes issues raised in the comment letters as well as the author of the letter.

JEFF BRANDT, CALIFORNIA DEPARTMENT OF FISH AND GAME

- A summary of the structure, purpose, and obligations of the lead agency under the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and an analysis of the project in relation to the Elsinore Area Plan and Criteria Cell biographical goals and objectives should be included in any focused biological report or supplemental environmental report.
- A complete assessment should be provided of the flora and fauna within and adjacent to the project area, with particular emphasis on identifying endangered, threatened, and locally unique species and sensitive habitats.
- A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, should be included.
- A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.

- A California Endangered Species Act (CESA) Permit must be obtained if there are impacts to state or federally listed species and the applicant chooses not to process the project through the Resources Conservation Agency of the MSHCP.

- Although the proposed project is within the Western Riverside Multiple Species Habitat Conservation Plan and could be subject to Section 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, a Lake and Streambed Alteration Agreement Notification is required by the CDFG should the site contain jurisdictional waters. The CDFG's criteria for determining the presence of jurisdictional waters are generally more comprehensive than the MSHCP criteria in Section 6.1.2. The CEQA document should include a jurisdictional delineation if there are impacts to riparian vegetation or State waters.

DAVE SINGLETON, CALIFORNIA NATIVE AMERICAN HERITAGE COMMISSION

- Early consultation with Native American tribes in the area of the proposed project will be the best way to avoid unanticipated discoveries of cultural resources or burial sites once the project is under way.

- Native American consulting parties should be provided pertinent project information as pursuant to California Public Resources Code Section 5097.35.

- Confidentiality of historic properties of religious and cultural significance should be considered as protected by California Government Code Section 6254(r).

- Processes mandated by Public Resources Code Section 507.98 regarding the accidental discovery of any human remains at the project location should be followed.

RICHARD J. MACHOTT, CITY OF LAKE ELSINORE

- No comments at this time.

LISA GORDON, CITY OF MENIFEE

- The DEIR shall identify the road improvements for Bundy Canyon Road. Bundy Canyon Road needs to be designed to the roadway width, ultimate vertical and ultimate horizontal alignment for the Bundy Canyon/Scott Road Improvement Project currently under environmental review by Riverside County Transportation.

- The following categories are requested to be assessed in terms of their impact on the City of Menifee: aesthetics, air quality, geology and soils, greenhouse gas emissions, hazardous waste and materials, hydrology and water quality, land use and planning, noise, recreation, and transportation and traffic.

GEORGE W. TAYLOR, FARM PROPERTY OWNERS ASSOCIATION

- Additional recreation facilities should be added to the proposed project's design to prevent expected residents from migrating to recreation facilities owned and operated by the Farm Property Owners Association (FPOA).

- The proposed project should be walled at its boundaries with the Farm Community to prevent criminal activity and a migration of expected residents to the recreational facilities of the Farm Community.

- As a condition of approval for the proposed project and pursuant to the Quimby Act (California Government Code 66477), the project developer should be required to pay a development impact fee to offset any increase in the expense of active recreation facilities.

- The proposed widening of Bundy Canyon Road should be completed prior to construction of the proposed project as a condition of approval.

- Given that the proposed project will not be a component of the Farm Community, assurances must be made that the project is consistent with the most up-to-date and applicable Specific Plan for the project area.

- The development of the proposed project's commercial area will serve to reduce fuel consumption by reducing travel times to obtain sundry and minor grocery items.

- Banners and ornamentation demonstrating the entrance to the Farm Community should remain intact and consistent with the community's entrance points following improvements to Bundy Canyon Road.

- Traffic safety issues at all entrances to Bundy Canyon Road should be considered and addressed.

MICHELE FAHLEY, PECHANGA INDIAN RESERVATION

- The Pechanga Band of Luiseno Indians (the Tribe) should be included on the project's distribution list(s) for public notices and circulation of all documents, including environmental review documents, archeological reports, and all documents pertaining to the project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning the project.

- The environmental document should adequately address the safekeeping of both known cultural resources sites and any inadvertent finds.

- The village identified by the project's archeological study as CA-RIV-1024 may be incorrectly identified or located.

- The Tribe would like to meet with the City and the developer to discuss possible measures for avoiding and preserving two identified and previously recorded cultural areas within the project boundaries.

- If human remains are discovered, California Public Resources Code Section 5097.98 would apply and the mitigation measures for the permit must account for this.

- The Tribe would like to participate with the City, the developer, and the project archeologist to develop avoidance and preservation measures for the existing sites, including a culturally sensitive archeological excavation plan if determined to be appropriate and necessary.

GARY ANDRE, RESIDENT

- Within the proposed project site, current zoning northwest and southeast of Bundy Canyon Road is not consistent with the proposed project.
- Step-down zoning and buffering should be utilized to ensure that the proposed project is compatible with existing land uses.
- The project should be reviewed to ensure consistency with the local applicable urban water management plan.
- Recreational hiking trails developed for the project should be public and should connect to the regional trail on Sunset Road.
- Current water and sewer services to the site are inadequate to support the proposed project.
- Soils testing should ensure that the proposed project site is not contaminated from the nearby sewage treatment facility.
- Current design of Bundy Canyon Road leads to traffic delays. All proposed improvements to Bundy Canyon Road should be completed prior to construction.
- Existing flood control plans and community visioning plans should be adhered to.

NANCY BROWN, RESIDENT

- The DEIR should analyze the need for a bus stop on Bundy Canyon Road. This analysis should be coordinated with the Riverside Transit Authority.

ROBERT CASHMAN, RESIDENT

- The proposed improvements to Bundy Canyon Road do not adequately address the current and projected demands on the road.
- There are no transition points from the high-density portions of the project to those featuring lower densities.
- Small lot sizes do not appear to be compatible with existing development patterns in the City of Wildomar.
- Impacts of the project on wildlife crossing Bundy Canyon Road should be analyzed.
- The Farm Property Owners Association should be permitted to be part of the project's approval process.
- Water and sewer services should be identified to ensure that existing services to the Farm Community are not disrupted.
- The commercial development portion of the project should be larger so as to better serve the area.

CHERYL AND RAY PARRISH, RESIDENTS

- Bundy Canyon Road is inadequate to support increased traffic demand.

ELIZABETH ROSS, RESIDENT

- The increase in local population resulting from the proposed project will result in more traffic and trespassing on the recreational facilities of the Farm Community.
- Barriers which would either restrict access to the farm or limit pedestrian access from the proposed project should be erected.
- The proposed project should be required to include solar energy systems for electrical needs and greywater systems for irrigation needs. In addition, the proposed project should be required more trees per lot than what is currently planned.
- Rainwater catchment basins should be located throughout the project site.
- The efficiency of emergency evacuation routes from the area will be severely degraded by the increased population.

ALAN AND LEDA SACK, RESIDENTS

- The increase in local population resulting from the proposed project will result in more traffic and crime.
- The proposed project will adversely affect air quality due to increased vehicular traffic and construction activities.
- The proposed project represents significant impacts to local biological resources.

ARLENE STOVALL, RESIDENT

- The increase in local population resulting from the proposed project will result in more traffic, noise, crime, and trespassing on the recreational facilities of the Farm Community.
- Increased vehicular traffic will lead to increased emergency response times and air quality impacts.

GEORGE TAYLOR, RESIDENT

- The DEIR should reflect the differences between what was originally intended as a commercial area for residential shopping and the residential use proposed by the project.
- Local roadways in their current configuration will be unable to meet the traffic demands of the proposed project.
- The proposed project's entrance monuments should not compete with, or replace, the pre-existing monuments demonstrating the entrances to the Farm Community.

EMIL VUKASOVIC, RESIDENT

- The increase in local population resulting from the proposed project will result in more traffic and dangerous conditions on Bundy Canyon Road.

FARAH KHORASHADI, RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT

- The City of Wildomar should coordinate with Riverside County during the development of the proposed project and the planned Bundy Canyon Road widening project to address road alignments, environmental document content, etc., to reduce duplication of effort and avoid any inconsistencies that may arise from the two projects.

GORDON ROBINSON, RIVERSIDE TRANSIT AUTHORITY

- Short-range planning being completed by the Riverside Transit Authority (RTA) of bus service to the project area does not include any additional service.

- The RTA will soon be conducting an economic analysis of transit services throughout its service area, which will lead to improved efficiency and a better understanding of consumer needs.

- The project as currently proposed may not feature high enough densities to support additional transit facilities by itself. However, the implementation of park-and-ride facilities and mixed-use development may mitigate for the lower-density design of the project.

- The City of Wildomar should consider the following guidelines in the design of the project's roads and streets: road grade, bus turnouts, intersection radii, location of future transit stops, and accessibility.

IAN MACMILLAN, SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

- The DEIR, all appendices or technical documents related to the air quality and greenhouse gas analysis, and electronic versions of all air quality modeling and health risk assessment files should be forwarded to the South Coast Air Quality Management District (SCAQMD).

- The lead agency should use the 1993 CEQA Air Quality Handbook as guidance when preparing the project's air quality analysis.

- The lead agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project.

- The SCAQMD requests that the lead agency quantify $PM_{2.5}$ emissions and $PM_{2.5}$ significance thresholds.

- When preparing the air quality analysis for the proposed project, the SCAQMD recommends that that the lead agency perform a localized significance analysis by either using the localized significance thresholds developed by the SCAQMD or by performing dispersion modeling as necessary.

- In the event the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile health risk assessment. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

ROBERT THOMPSON, THOMPSON AND ASSOCIATES

- The Planning Application does not appear to adequately take into account the effect that the potential downstream flow of waters will have on the properties located north of Bundy Canyon Road. The Planning Application is based on improper map assumptions, which ultimately and improperly makes the property located at 24550 Bundy Canyon Road, Wildomar, CA 92595 (APN 361-224-008) a catch basin itself. If the plan is approved in its current stage, the property in question will necessarily be damaged and become unusable. For this reason, changes to the flow of water at and from the project site must be reconsidered.

KENNON A. COREY, US FISH AND WILDLIFE SERVICE

- Project implementation relevant to the Multiple Species Habitat Conservation Program (MSHCP) should be addressed in the DEIR.

- The project is located in the Additional Survey Area for burrowing owl. The results of a habitat assessment and, if needed, focused protocol surveys for burrowing owl should also be included in the DEIR.

- Survey results, vegetation mapping, and analysis required under the MSHCP, including a Determination of Biologically Equivalent or Superior Preservation, as appropriate, should also be included in the DEIR.

2.0 – Project Description

This section of the Draft Environmental Impact Report (DEIR or Draft EIR) describes the entirety of the project, including all anticipated development and infrastructure needed to serve the project. See **Appendix 2.0-1**, Major Planning Project Application.

2.1 PROJECT SUMMARY

The proposed project, known as the Oak Creek Canyon Subdivision, includes an amendment to The Farm Specific Plan and adoption of supporting zoning to allow for a 275-parcel residential development that will include a range of property sizes down to a minimum of 4,500 square feet on approximately 168 acres of land. The development also includes three parks, trails, drainage basins, one million gallons of water storage, and roadways. As part of the project, Bundy Canyon Road will be realigned consistent with existing Riverside County plans. Approximately 5.2 acres of the site will be designated and zoned for future neighborhood commercial development.

Development of the project will be phased, with the project divided into at least five development units. While numbered sequentially, the development units might not be developed in numerical sequence and could be developed simultaneously.

2.2 PROJECT OBJECTIVES

The proposed project includes the following project objectives:

- Provide a residential development that would assist the City in meeting its existing and future housing needs;
- Provide a project that minimizes its impact on site resources and existing residents through site design;
- Create the opportunity for future commercial/retail services to become established in the area and serve local residents;
- Provide private park and recreational amenities for the future Oak Creek Canyon residents; and
- Improve existing public access through the site by improving Bundy Canyon Road.

2.3 PROJECT CHARACTERISTICS

REQUESTED ENTITLEMENTS

The following applications are the requested City entitlements:

1. **General Plan Amendment** – A proposal to amend the General Plan land use designation for 20.11 acres within Phase/Planning Area No. 18 from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) to accommodate single-family lots with a minimum lot size of 4,500 square feet and to increase the size of the Phase/Planning Area 19 land use designation of Commercial Retail (CR) from 1.0 acres to 5.21 acres, including relocation of the phase/planning area to the southwest corner of the intersection of Bundy Canyon Road and Sunset Avenue.

2. **Specific Plan Amendment No. 116 (Amendment 4) to The Farm Specific Plan** – The Farm Specific Plan (Specific Plan No. 116-C/W), which was originally approved on September 24, 1974, and subsequently amended on July 28, 1981 (Resolution No. 81-269) and on January 29, 2002 (Resolution 2002-27), is a master planned community consisting of approximately 1,520 acres with residential uses assigned to occupy 776.7 acres. The remaining 576.7 acres are dedicated to open space and recreation areas consisting of a clubhouse/swimming pool, private park, and lake. Additionally, there are 37.7 acres set aside for school uses, 4.1 acres for a sewage treatment plant, 21.6 acres for commercial use, and 10.3 acres for street purposes. The proposed modification to the Specific Plan (Amendment No. 4) seeks to change the existing approved land uses shown in **Figure 2.0-1**, for the planning areas identified as Phases 9, 17A, 18, and 19. These changes include the conversion of 1.1 acres from commercial use to residential/open space use, establishment of lot sizes for each residential unit of the subdivision, and creation of a 5.21-acre commercial site. (See **Appendix 2.0-2.**

3. **Zone Change** – The proposed project site is currently zoned R-1 (One-Family Dwelling – Phase 9, 17A, and 18) and C-P-S (Scenic Highway Commercial. The proposal to change the zoning designations for three Farm Specific Plan phasing/planning areas is as follows:

   a. Rezone all of the Phase 9 Planning Area from the current Specific Plan designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 6,000 square feet;

   b. Rezone all of the Phase 18 Planning Area from the current Specific Plan designation of R-1 (One-Family Dwelling) and C-P-S (Scenic Highway Commercial) to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 4,500 square feet; and

   c. Rezone all of the Phase 19 Planning area from the current Specific Plan designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.0 acres and relocate it from its current location to the southwest corner of Sunset Avenue and Bundy Canyon Road. (See **Figure 2.0-2**, Existing Zoning, and **Figure 2.0-3**, Proposed Zoning.)

4. **Approval of Tentative Tract Map No. 36388** – Tentative Tract Map (TTM) 36388 includes the subdivision of the 151.23-acre proposed project site into 275 single-family lots and 17 total open space lots. The 275 single-family lots will have a minimum lot size of 4,500 square feet to 7,200 square feet. The overall unit density of the proposed project area will be 1.8 units per acre, with a developable density of 3.5 units per acre. As proposed, the map divides the property into five development units, with units 1–4 providing for residential uses and unit 5 allowing for commercial development. (See **Figure 2.0-4a** through **Figure 2.0-4f**, Proposed Subdivision and Phasing Map.) **Figure 2.0-5** shows the proposed site plan and access points.

5. **Grading Permit** – A grading permit will be needed to prepare the property for development consistent with the approved tentative map. As noted on the tentative map, the proposed project estimates approximately 700,000 cubic yards of cut and fill, but does not anticipate the need for import or export of fill material.

6. **Building Permit** – Building permits will be needed to allow construction.

7. **Encroachment Permit** – Encroachment permits will be needed for any construction that must occur on public property or within publicly held easements.

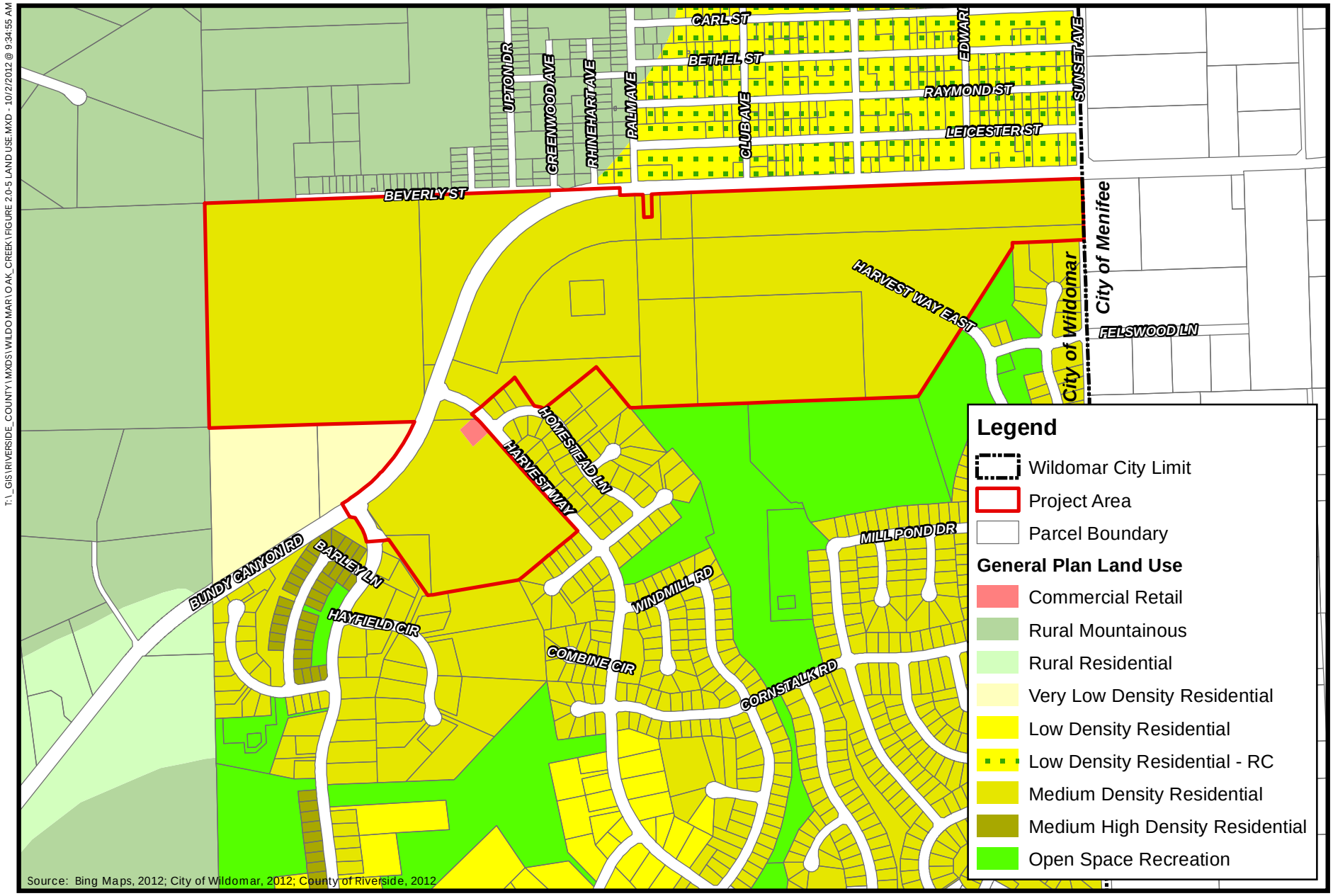


Figure 2.0-1
Land Use Designations

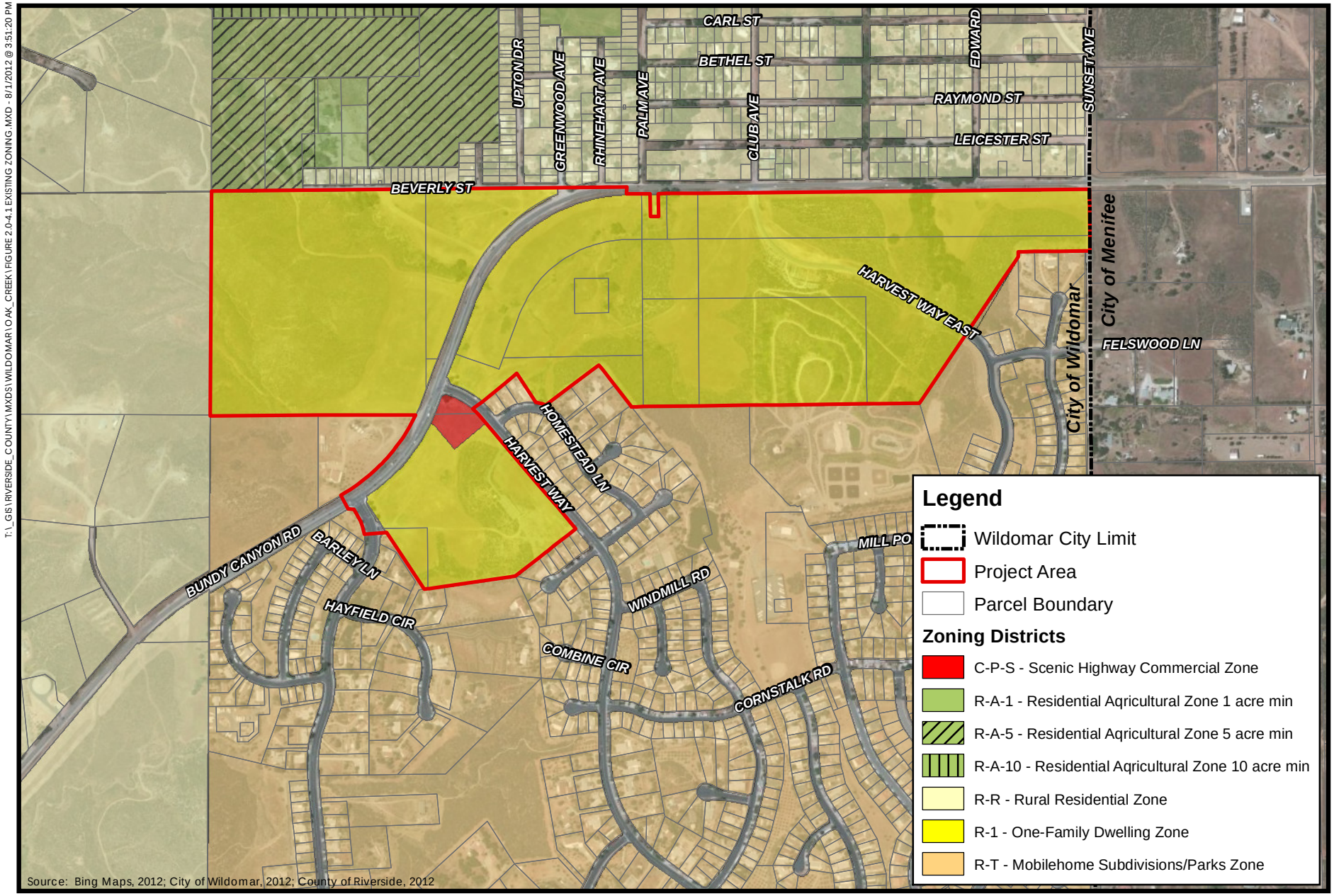


Figure 2.0-**2**
Existing Zoning

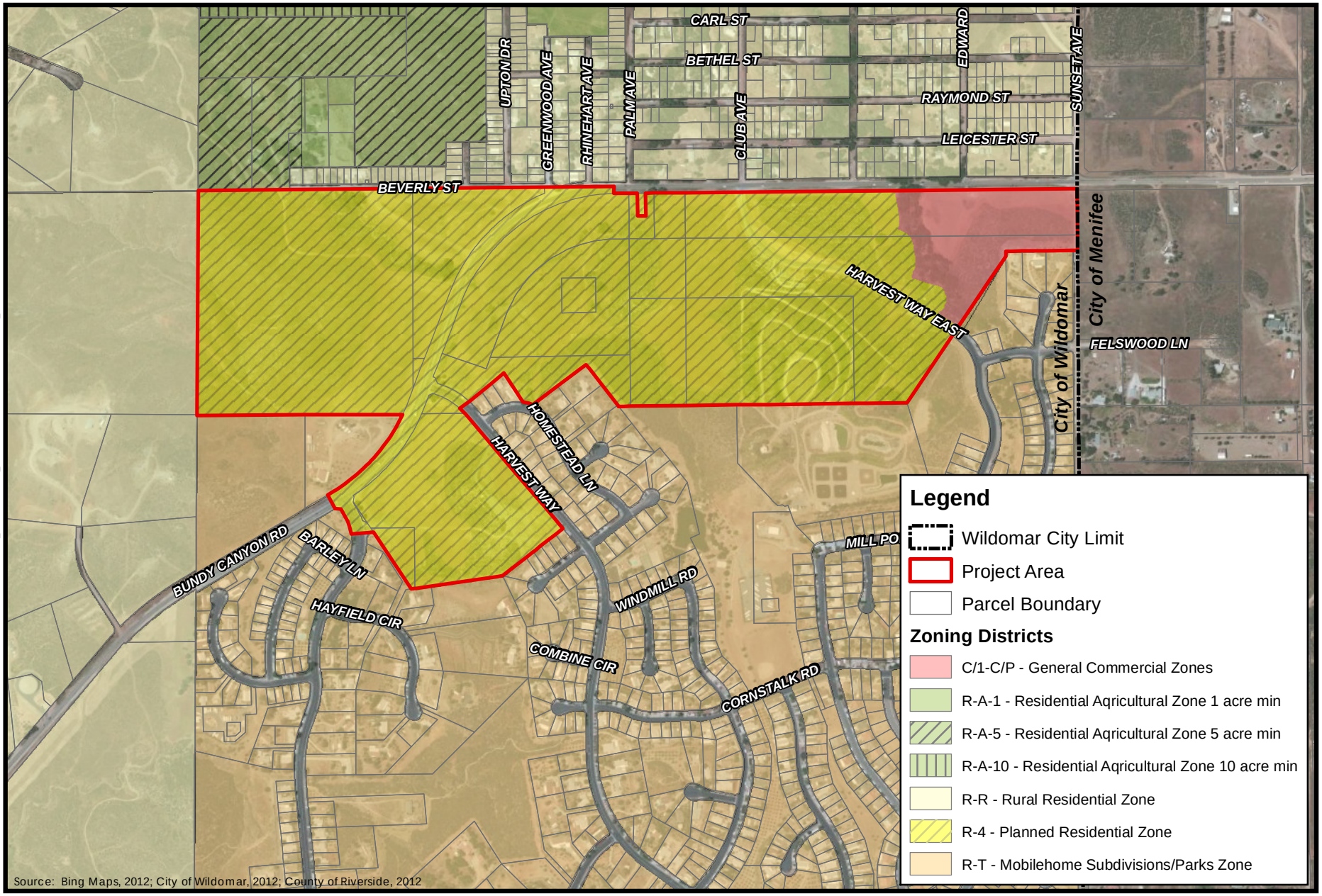
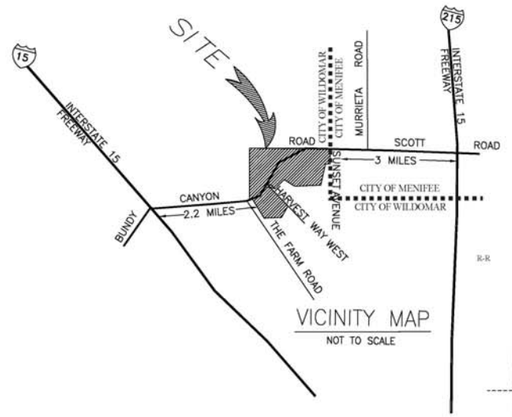


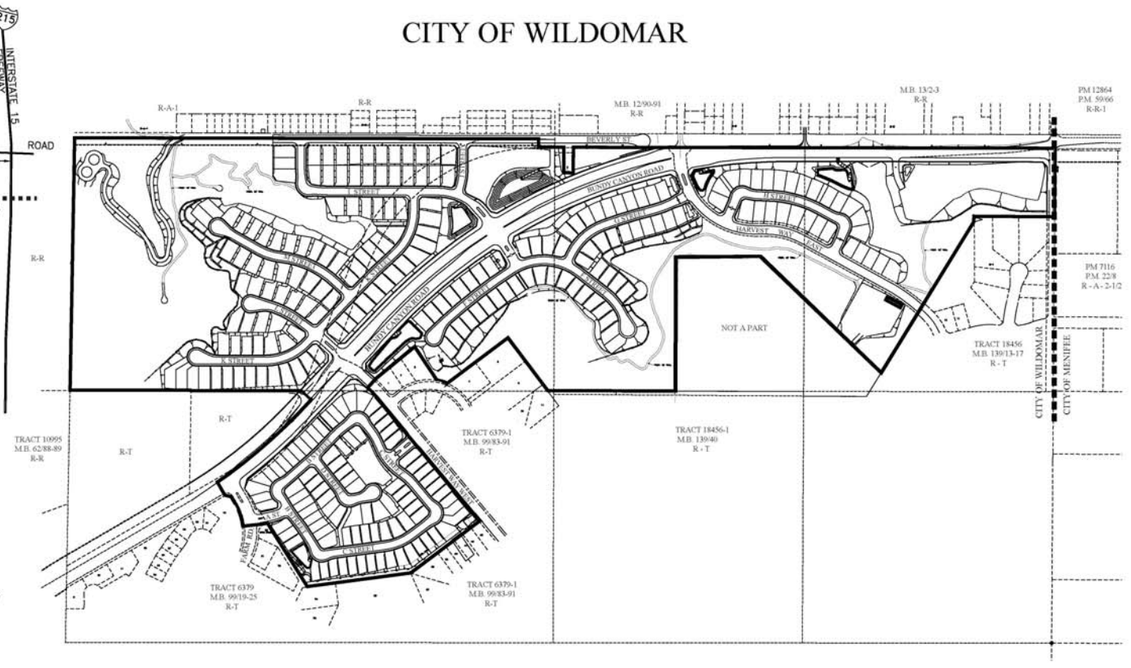
Figure 2.0-**3**
Proposed Zoning

T:_CS\Work\Wildomar. City of\Figures for Oak Creek Canyon EIR 28-0047A-11-0261

CITY OF WILDOMAR



VICINITY MAP
NOT TO SCALE



INDEX MAP
SCALE: 1" = 300'

LEGAL DESCRIPTION:

PARCEL 1: THE WEST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF THE NORTHEAST ONE QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN;
EXCEPTING THERE FROM THAT PORTION THEREOF CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
ALSO EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO THE COUNTY WATER COMPANY, INC., A CALIFORNIA CORPORATION BY DEED RECORDED JULY 9, 1986 AS INSTRUMENT NO. 159570 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (ASSESSOR'S PARCEL NO'S: 362-070-021-1; 362-080-008-0; 362-080-08-1; 362-080-009-2)

PARCEL 2: THE WEST HALF OF THE NORTHWEST QUARTER (BEING ALSO DESIGNATED AS GOVERNMENT LOT 2); THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER; THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER; THE EAST HALF OF THE NORTHEAST QUARTER; ALL OF THE ABOVE BEING IN SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; ALSO EXCEPTING THEREFROM THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; EXCEPTING THERTHEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS RECEORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THAT PORTION THEREOF CONTAINED IN BUNDY CANYON ROAD; ALSO EXCEPTING THAT PORTION CONVEYED TOT HE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THOSE PORTIONS CONVEYED TOT HE FARM, A CALIFORNIA CORPORATION BY DOCUMENTS RECORDED JULY 16, 1976 AS INSTRUMENT NO. 103640 AND APRIL 20, 1979 AS INSTRUMNET NO. 79615 BOTH OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THE FOLLOWING; THAT PORTION OF THE NORTHEAST QUEARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE; BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19; THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLY LINE OF SAID SECTION 19. 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET; THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°54'50", AN ARC DISTANCE OF 155.58 FEET; THENCE SOUTH 9°12'10" EAST, RADIAL TO SAID CURVE, 44.00 FEET; THENCE SOUTH 7°24'16" EAST, 270.19 FEET; THENCE SOUTH 0°17'20" EAST, 222.94 FEET TO THE TRUE POINT OF BEGINNING OF THE DESCRIPTION; THENCE SOUTH 89°42'40" WEST PARALLEL WITH SAID NORTHERLY LINE OF SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST PARALLEL WITH SAID NORTHERLY LINE 200.00 FEET; THENCE NORTH 0°17'20" WEST 200.00 FEET TO THE TRUE POINT OF BEGINNING; ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITH TRACT NO. 18456-1, AS SHOWN BY MAP ON FILE IN BOOK 131 PAGES 40 THROUGH 46, INCLUSIVE, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND WITH TRACT NO. 18456, AS SHOWN BY MAP ON FILE IN BOOK 139 PAGES 13 THROUGH 17, INCLUSIVE OF MAPS RECORS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, OF SAID SECTION 19. ALSO EXCEPTING THEREFROM THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 19. (ASSESSORS PARCEL NO.'S 362-070-001-3; 362-070-013-4; 362-070-018-9; 362-070-023-3; 362-080-004-7; 362-080-012-4; 362-090-004-8)

PARCEL 3: THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE: BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLINE OF SAID SECTION19, 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET; THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°54'50", AND ARC DISTANCE OF 155.58 FEET; THENCE SOUTH 9°112'10" EAST, RADIAL TO SAID CURVE, 44.00 FEET; THENCE SOUTH 7°24'16" EAST, 270.19 FEET; THENCE SOUTH 0°17'20" EAST, 222.94 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 89°42'40" WEST, PARALLEL WITH SAID NORTHERLY LINE OF SAID SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST, PARALLEL WITH SAID NORTHERLY LINE, 200.00 FEET; THENCE NORTH 0°17'20" WEST, 200.00 FEET TO THE TRUE POINT OF BEGINNING. (ASSESSORS PARCEL NO. 362-070-003-5

PARCEL 4: THE SOUTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; (ASSESSORS PARCEL NO. 362-080-005-8)

LEGAL DESCRIPTION (CONT.):

PARCEL 5: THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN MY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA TRACT NO. 6379 AS SHOWN BY MAPON FILE BOOK 104 PAGES 92 TO 96, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMNET RECORDED JUNE 26, 1975 AS INSTRUMENT NO. 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSORS PARCEL NO. 362-090-015-8)

PARCEL 6: THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY, THAT PORTION OF THE SOUTHWEST 1/4 AND THE EAST 1/2 OF THE NORTHWEST 1/4 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, LYING WITHIN AN 88 FOOT WIDE STRIP OF LAND, 44 FEET IN RIGHT ANGLE WIDTH ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE: BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 19; THENCE WESTERLY, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 2719.57 FEET TO THE BEGINNING OF A 1000 FOOT RADIUS CURVE, CONCAVE TO THE SOUTHEAST; THENCE SOUTH WESTERLY ALONG THE ARC OF SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 69°07'80", A DISTANCE OF 1206.45 FEET; THENCE SOUTH 20°25' WEST, A DISTANCE OF 687.91 FEET TO THE BEGINNING OF 1000 FOOT RADIUS CURVE, CONCAVE TO THE NORTHWEST; THENCE SOUTHWESTERLY ALONG SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 38°45', A DISTANCE OF 676.31 FEET; THENCE SOUTH 59°10' WEST, A DISTANCE OF 1356.05 FEET TO A POINT WHICH BEARS NORTH 59°15' WEST, A DISTANCE OF 341.42 FEET FROM THE WEST QUARTER CORNER OF SAID SECTION 19; ALSO EXCEPTING ALL THAT PORTION OF THE ABOVE DESCRIBED PROPERTY LYING NORTH WESTERLY OF THE ABOVE DESCRIBED 88 FOOT WIDE STRIP OF LAND; ALSO EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMENT RECORDED JUNE 26, 1975 AS INSTRUMNET NO 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSORS PARCEL NO. 362-090-015-8)

PARCEL 7: THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. ALSO EXCEPTING THEREFROM THAT PORTION LYING WITHIN BUNDY CANYON ROAD AND THAT PORTION LYING NORTHERLY OF THE NORTHWESTERLY LINE OF SAID BUNDY CANYON ROAD. (ASSESSORS PARCEL NO. 362-090-009-3)

PARCEL 8: THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION LYING WITH BUNDY CANYON. (ASSESSORS PARCEL NO. 362-070-006-8; 362-070-010-1; 362-070-024-4)

NOTES

1) ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION OF CITY OF WILDOMAR GUIDELINES.
2) 2010 THOMAS BROS. MAP BOOK PAGE 897, GRIDS G-1, H-1, G-2, & H-2.
3) THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND OWNER.
4) ALL SLOPES ARE 2:1 RATIO UNLESS OTHERWISE NOTED.
5) THIS MAP IS NOT SUBJECT TO FLOODING PER FEMA MAP DESIGNATION ZONE "C".
6) SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE OF CITY OF WILDOMAR.
7) NO EXISTING STRUCTURES ON PROJECT SITE.
8) THIS MAP IS NOT WITHIN THE ALQUIST PRIOLO SPECIAL STUDIES ZONE AND DESERT BLOWSAND AREAS.
9) THIS MAP LIES WITHIN THE LAKE ELSINORE UNIFIED SCHOOL DISTRICT.
10) THE PROJECT SITE IS NOT IN WITHIN A LIQUEFACTION OR OTHER GEOLOGIC HAZARD AREA PER THE RIVERSIDE COUTNY ENVIRONMENTAL HAZARD MAP.
11) RETAINING WALLS SHALL BE VERDURA OR SIMILAR PLANTABLE WALL.
12) AVERAGE LOT SIZE IS GREATER THAN 6,000 SQUARE FEET.
13) PLANNING DEVIATIONS REQUESTED:
    - MINIMUM 30' LOT FRONTAGE LOTS 47, 48, 222, 223, 224.
    - MINIMUM 55' LOT FRONTAGE LOTS 212, 213, 214.
14) NO ENGINEERING DEVIATIONS REQUESTED.

LEGEND

- TRACT BOUNDARY
- 27 — PROPOSED LOT NUMBER
- 25.0 — PROPOSED PAD ELEVATION
- PROPOSED SEWER LINE
- PROPOSED STORM DRAIN LINE
- FIRE HYDRANT
- PROPOSED 2:1 SLOPE UNLESS NOTED ON PLANS
- 1170 — EXISTING CONTOUR
- DECORATIVE PAVEMENT (PRIVATE STREETS ONLY)

GENERAL NOTES

THOMAS BROS. COORD'S:	PAGE 897, G-1 AND G-2
PROPOSED USE:	RESIDENTIAL (S.F.)
EXISTING ZONING:	SPECIFIC PLAN 116 (THE FARM) AMD. #4
PROPOSED ZONING:	SPECIFIC PLAN 116 (THE FARM) AMD. #4
EXISTING USE:	VACANT
TOTAL SINGLE FAMILY LOTS:	275
TOTAL OPEN SPACE LOTS:	17
LIFT/PUMP STA.	3
TOTAL ACRES:	137.82 AC. GROSS 111.67 AC. NET
MINIMUM LOT SIZE:	4500 S.F.
AVERAGE LOT SIZE:	6,730 S.F.
DENSITY:	1.8 UNIT/AC. (OVERALL) 3.2 UNIT/AC. (DEVELOPED)
PROPOSED IMPROVEMENT SCHEDULE:	SCHEDULE "A"
SCHOOL:	LAKE ELSINORE UNIFIED SCHOOL DISTRICT

UTILITIES

SEWER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
WATER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
GAS:	SOUTHERN CALIF. GAS CO.
ELECTRIC:	SOUTHERN CALIF. EDISON
TELEPHONE:	VERIZON
CATV:	TIME WARNER

ASSESSOR PARCEL NUMBERS

362-070-001, 362-070-003, 362-070-006, 362-070-010, 362-070-013, 362-070-018, 362-070-021, 362-070-023, 362-070-024, 362-080-004, 362-080-005, 362-080-007, 362-070-008, 362-080-009, 362-080-012, 362-090-009, 362-090-015

DEVELOPER

BILL LO
SUNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6023

OWNER

SUNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6023

REPRESENTATIVE

MARKHAM DEVELOPMENT MANAGEMENT GROUP, INC.
41635 ENTERPRISE CIRCLE NORTH, SUITE B
TEMECULA, CA 92590-5614
PHONE: (951) 296-3466
FAX: (951) 296-3476

EXHIBIT PREPARED BY

VSL ENGINEERING
31805 TEMECULA PARKWAY, SUITE 129,
TEMECULA, CA. 92591
PHONE: (951) 296-3930

SITE DATA & DENSITY CALCULATIONS

SEE SHEET 6

SOURCE OF TOPOGRAPHY

FLOWN AERIAL TOPOGRAPHY BY M.C. SPIRO LAND SURVEYING
ON SEPTEMBER 1, 2010.

PRELIMINARY EARTHWORK QUANTITIES

CUT: 700,000 CUBIC YARDS
FILL: 700,000 CUBIC YARDS

NOTE

I HEREBY STATE THAT ALL EASEMENTS AS INDICATED IN ORANGE COAST TITLE COMPANY PRELIMINARY REPORT NO. 1189468-10 DATED AS OF AUGUST 25, 2010, HAVE BEEN SHOWN HEREON AND/OR HAVE BEEN ACCOUNTED FOR IN NOTE PLACE HEREON. ALL EASEMENTS PROPOSED TO BE ABANDONED OR QUIT CLAIMED AND/OR ALL EASEMENTS THAT CAN NOT BE LOCATED ARE NOT HEREON.

William Tim Smith, L.S. 7910
Exp. 12/31/2013

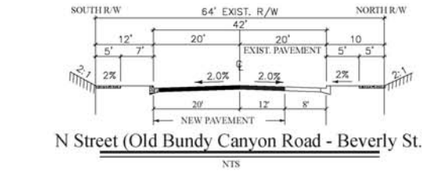
CITY OF WILDOMAR
TENTATIVE TRACT NO. 36388

DATE PREPARED: NOVEMBER, 2011
SHEET 1 OF 6

Source: City of Wildomar

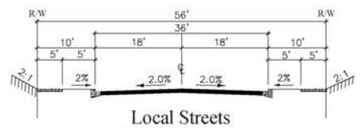
Figure 2.0-4a

T:_CS\Work\Wildomar, City of\Figures for Oak Creek Canyon EIR 28-0047A-11-0261



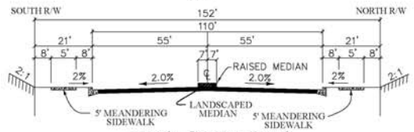
N Street (Old Bundy Canyon Road - Beverly St.)

NTS



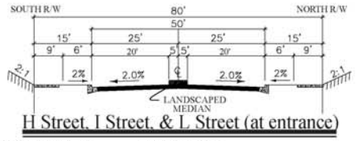
Local Streets

B ST., C ST., D ST., F ST., G ST., H ST., I ST., J ST., K ST., L ST., & M ST.
STD. NO. 105
NTS



Bundy Canyon Road

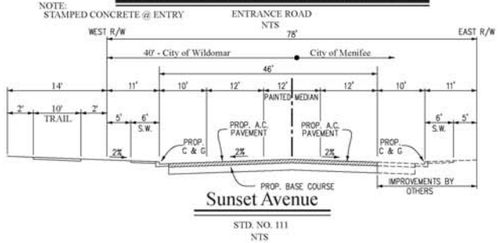
STD. NO. 91
NTS



H Street, I Street, & L Street (at entrance)

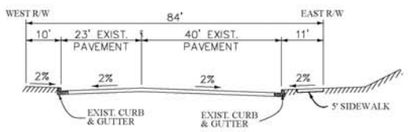
NOTE:
STAMPED CONCRETE @ ENTRY

ENTRANCE ROAD
NTS



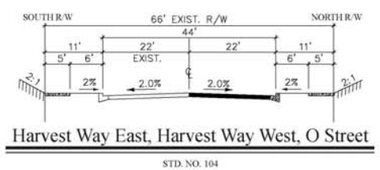
Sunset Avenue

STD. NO. 111
NTS



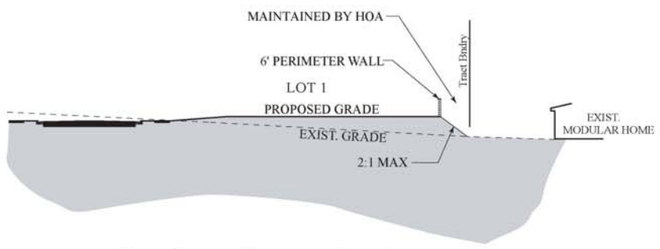
The Farm Road

NTS
NO IMPROVEMENTS PROPOSED



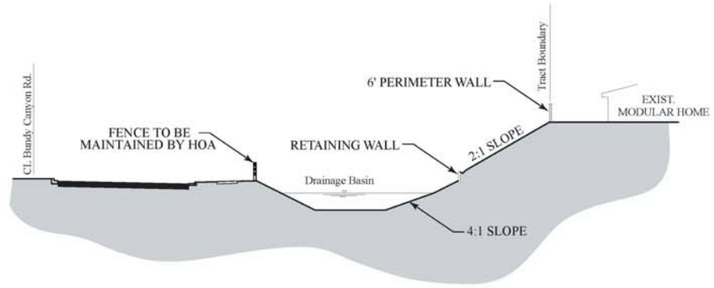
Harvest Way East, Harvest Way West, O Street

STD. NO. 104
NTS



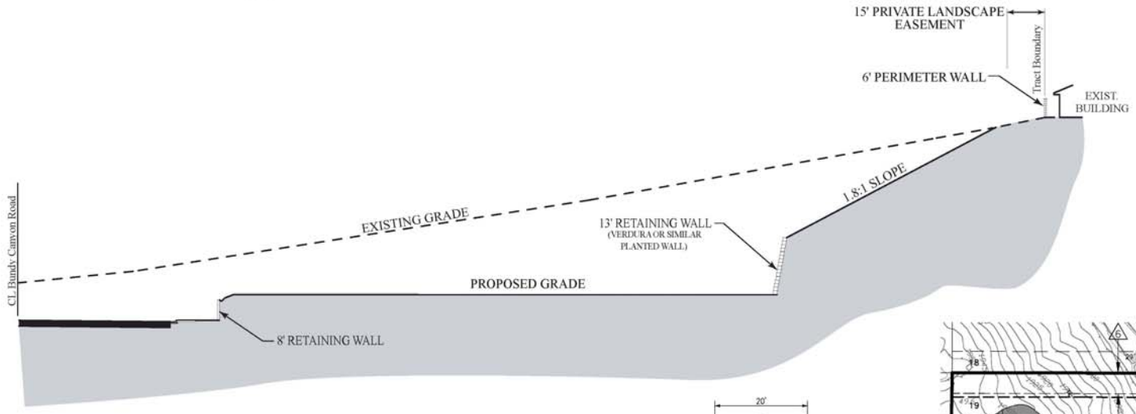
Site Cross Section No. 1

SEE SHEET 3
1" = 20'



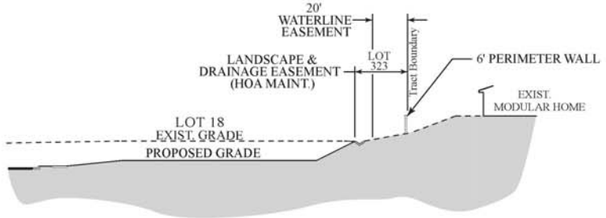
Site Cross Section No. 3

SEE SHEET 4
1" = 20'



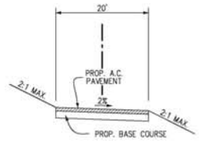
Site Cross Section No. 4

SEE SHEET 5
1" = 20'



Site Cross Section No. 2

SEE SHEET 3
1" = 20'



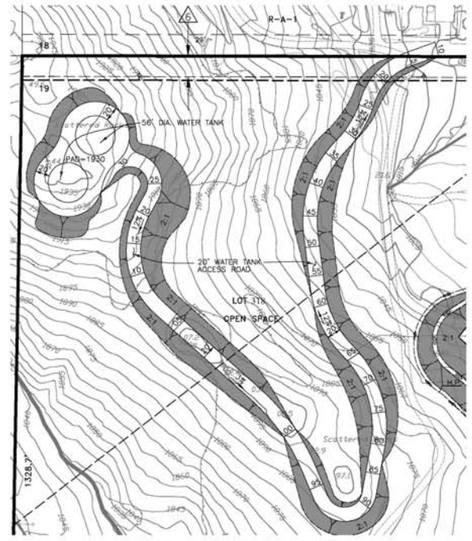
EMWD Access Road

NTS



TRAIL DETAIL

NTS



Water Tank Detail

1" = 80'

SHEET 2 OF 6

Source: City of Wildomar

Figure 2.0-4b

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SEE SHEET NO. 4


TRACT BOUNDARY
N89°56'21"W 637.11'
N89°56'21"W 583.72'
NOT A PART R-T
BUNDY CANYON ROAD
PRIVATE ST.
A ST.
B ST.
C ST.
D ST.
THE FARM ROAD
LOT 300 48.0 DET. BASIN
LOT 301
LOT 302
LOT 303
LOT 304
LOT 323
PARK 1.1 AC.
TRACT NO. 6379 M.B. 99/83-91 R-T
TRACT NO. 6378 M.B. 91/19-25 R-T
PUMP STRUCTURE FOR FARM MUTUAL WATER COMPANY (LOT TO BE DEEDED TO FMWC)
HARVEST WAY (WEST)
HOMESTEAD LANE
EXIST. WATER
PROP. 8" SEWER
EXIST. 8" SEWER
PROP. 6" W
EXIST. 8" W
EXIST. 12" W
EXIST. 20" WATER EASEMENT
INTERCEPTOR DR MAINTAIND BY HOA
PROP. 6' DRAINAGE EASEMENT TO BE MAINTAIND BY HOA
EXIST. EASEMENT TO BE REMOVED
SLOPE EASEMENT TO BE MAINTAINED BY HOA
TEMP. A.C. BERM
PROTECT TREES
OPEN SPACE
GATE
STAMPED CONC. PVMT
AIR RELEASE VALVE
EXIST. C.O.
EXIST. S.D.
EXIST. W.
EXIST. S.C.E.
PARCEL MAP 10965 P.M. 62/88-89 PARCEL 2
PARCEL 3
FUTURE R/W
EXIST. R/W
EXIST. C/L
EXIST. PAVEMENT
OFFSITE 16" SEWER
FUTURE ST. C/L
N00°44'48"E
N01°02'44"E
S00°05'20"W
N53°24'05"E
N39°47'04"W
N82°24'47"E
575.00'
955.97'
547.36'
2456.14'
330.57'
Q100=28 CFS
Q100=15 CFS INV=1745.0
18" RCP
30" RCP
PROP. R/W
EXIST. R/W
EXIST. C/L
EXIST. S.C.E.
EXIST. S.D.
EXIST. C.O.
EXIST. W.

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LOT AREA TABLE
PHASE 9 – PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
89	6442	6000	103	6118	6000
90	6408	6000	104	6121	6000
91	6412	6000	105	6029	6000
92	6408	6000	106	8307	6000
93	6415	6000	107	6577	6000
94	6408	6000	108	6659	6000
95	6408	6000	109	6778	6000
96	6654	6000	110	6000	6000
97	6216	6000	111	6322	6000
98	6845	6000	112	6576	6000
99	6986	6000	113	6017	6000
100	6312	6000	114	6538	6000
101	6001	6000	115	6668	6000
102	6224	6000	116	6414	6000

LOT AREA TABLE – PHASE 17A PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
173	9280	7200	186	9049	7200	199	9655	7200	212	9125	7200	225	7200	7200	238	7340	7200	251	7350	7200	264	7300	7200
174	7350	7200	187	7276	7200	200	8060	7200	213	10749	7200	226	7607	7200	239	7891	7200	252	8400	7200	265	7200	7200
175	7350	7200	188	7700	7200	201	8888	7200	214	9949	7200	227	7200	7200	240	7822	7200	253	8281	7200	266	7200	7200
176	7350	7200	189	7700	7200	202	8786	7200	215	7800	7200	228	7200	7200	241	7899	7200	254	7603	7200	267	7200	7200
177	7350	7200	190	7700	7200	203	7200	7200	216	7800	7200	229	8519	7200	242	7799	7200	255	7200	7200	268	7200	7200
178	7350	7200	191	7700	7200	204	7200	7200	217	7800	7200	230	8254	7200	243	7550	7200	256	7200	7200	269	9375	7200
179	7350	7200	192	7700	7200	205	7200	7200	218	7800	7200	231	8140	7200	244	8773	7200	257	7484	7200	270	8281	7200
180	7350	7200	193	7700	7200	206	7200	7200	219	7800	7200	232	7920	7200	245	8813	7200	258	7522	7200	271	7800	7200
181	7350	7200	194	7700	7200	207	7200	7200	220	7800	7200	233	8311	7200	246	8350	7200	259	7523	7200	272	7562	7200
182	7350	7200	195	7700	7200	208	7200	7200	221	7800	7200	234	7607	7200	247	8655	7200	260	7600	7200	273	7500	7200
183	7962	7200	196	7700	7200	209	7200	7200	222	7860	7200	235	7711	7200	248	7800	7200	261	7608	7200	274	7500	7200
184	7962	7200	197	9406	7200	210	7671	7200	223	8335	7200	236	8606	7200	249	7900	7200	262	7685	7200	275	7680	7200
185	7500	7200	198	9011	7200	211	8056	7200	224	9945	7200	237	7437	7200	250	7350	7200	263	7688	7200			

SEE SHEET NO. 3

- INDICATES SLOPE
- INDICATES EXISTING PAVEMENT
- INDICATES RIPARIAN HABITAT
- INDICATES JURISDICTIONAL DELINEATION.

EASEMENT NOTES:

1. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED FEBRUARY 13, 1948, BOOK 891 PAGE 387, OF O.R.
4. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED MAY 29, 1959, AS INSTRUMENT NO. 47084 OF O.R.
5. AN EASEMENT FOR ROAD PURPOSED, AS SHOWN ON THE MAP OF SAID RECORD OF SURVEY ON FILE IN BOOK 32 PAGE 59 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
6. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA WATER AND TELEPHONE COMPANY, RECORDED JUNE 7, 1961 AS INSTRUMENT NO. 48434 OF O.R.
7. AN EASEMENT FOR STREET, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, RECORDED APRIL 9, 1962 AS INSTRUMENT NO. 32229 OF O.R.
9. AN EASEMENT FOR ROAD, DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES AND INCIDENTAL PURPOSES, GRANTED TO THE COUNTY OF RIVERSIDE, RECORDED SEPTEMBER 15, 1983 AS INSTRUMENT NO. 189325 AND REFERENCED IN DOCUMENT RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587, BOTH OF O.R.

SHEET 4 OF 6

Source: City of Wildomar

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Figure 2.0-4d

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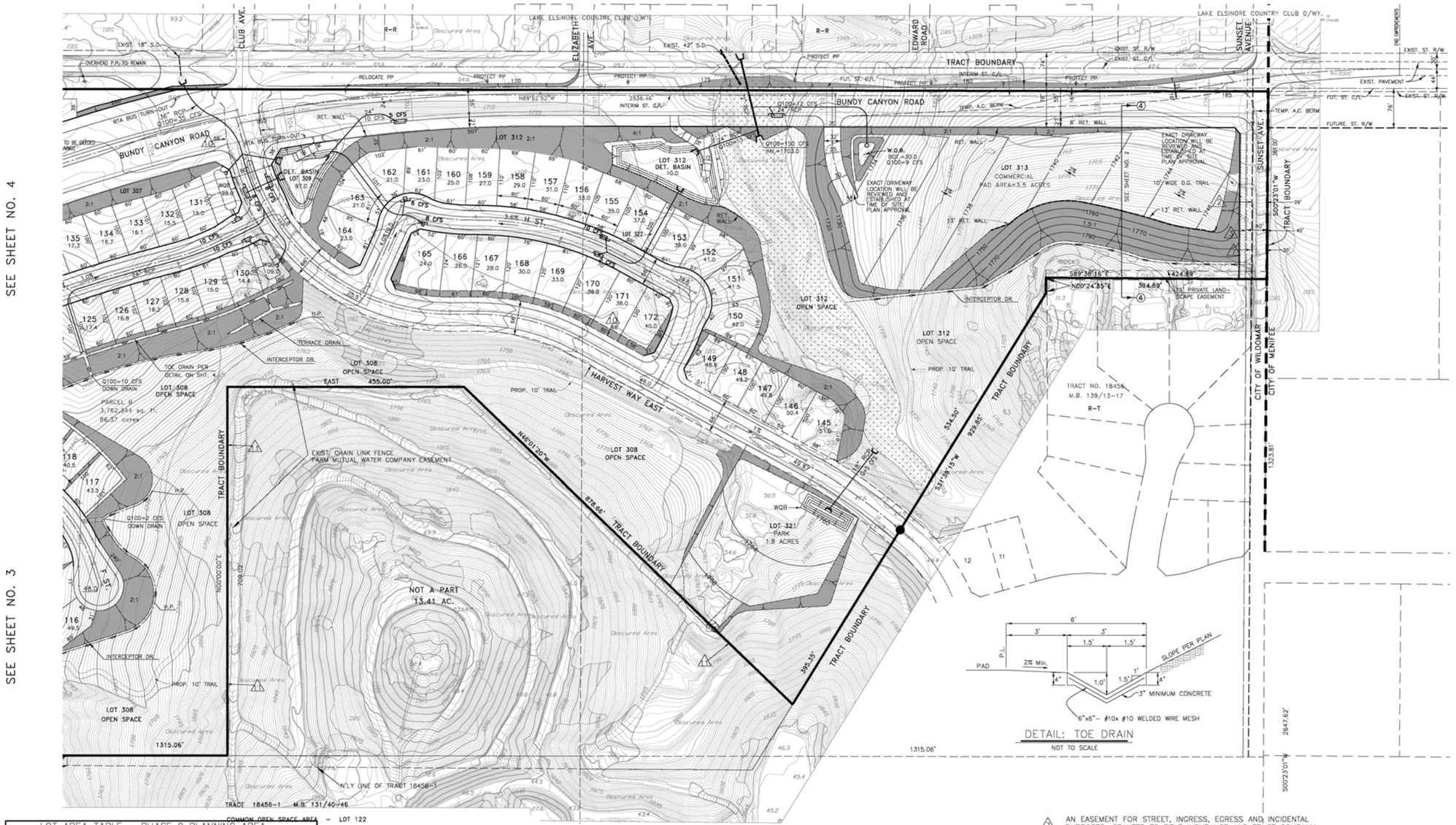
SEE SHEET NO. 4

SEE SHEET NO. 3



LOT AREA TABLE – PHASE 9 PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
117	6081	6000	129	6093	6000	141	6529	6000	153	6143	6000	165	10100	6000
118	6387	6000	130	6063	6000	142	8212	6000	154	6271	6000	166	7302	6000
119	6000	6000	131	6014	6000	143	6363	6000	155	6604	6000	167	7226	6000
120	6155	6000	132	6013	6000	144	7243	6000	156	6807	6000	168	8120	6000
121	7061	6000	133	6014	6000	145	8002	6000	157	6934	6000	169	8401	6000
122	7677	6000	134	6003	6000	146	6000	6000	158	6995	6000	170	7757	6000
123	7176	6000	135	6000	6000	147	6000	6000	159	6585	6000	171	7200	6000
124	6219	6000	136	6000	6000	148	6000	6000	160	6422	6000	172	8204	6000
125	6101	6000	137	6161	6000	149	6467	6000	161	5538	6000			
126	6102	6000	138	6166	6000	150	8135	6000	162	6357	6000			
127	6125	6000	139	6172	6000	151	6698	6000	163	7730	6000			
128	6139	6000	140	6389	6000	152	7251	6000	164	7161	6000			

INDICATES SLOPE
INDICATES EXISTING PAVEMENT
INDICATES RIPARIAN HABITAT
INDICATES JURISDICTIONAL DELINEATION.

EASEMENT NOTES:

2 AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED OCTOBER 3, 1958, BOOK 2342 PAGE 449 OF O.R.

3 AN EASEMENT FOR INGRESS, EGRESS, PIPELINES AND INCIDENTAL PURPOSES, GRANTED TO M.H. ARMSTRONG, A MARRIED MAN, AS TO AN UNDIVIDED 2/5 INTEREST AND J.A. ERICKSEN, A MARRIED MAN, AS TO AN UNDIVIDED 3/5 INTEREST, RECORDED MARCH 12, 1959 AS INSTRUMENT NO. 20551 OF O.R. EXACT LOCATION AND EXTENT IS NOT DISCLOSED OF RECORD.

7 AN EASEMENT FOR STREET, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, RECORDED APRIL 9, 1962 AS INSTRUMENT NO. 32229 OF O.R.

10 AN EASEMENT FOR POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO GENERAL TELEPHONE COMPANY OF CALIFORNIA, RECORDED JANUARY 17, 1984 AS INSTRUMENT NO. 9854 OF O.R.

11 AN EASEMENT FOR A SEWAGE DISPOSAL FIELD AND INCIDENTAL PURPOSES, GRANTED TO THE FARM MUTUAL WATER COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 25, 1986 AS INSTRUMENT NO. 95022 OF O.R. THE LOCATION OF SAID EASEMENT CANNOT BE DETERMINED FROM PUBLIC RECORDS.

SHEET 5 OF 6

Source: City of Wildomar

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Figure 2.0-4e

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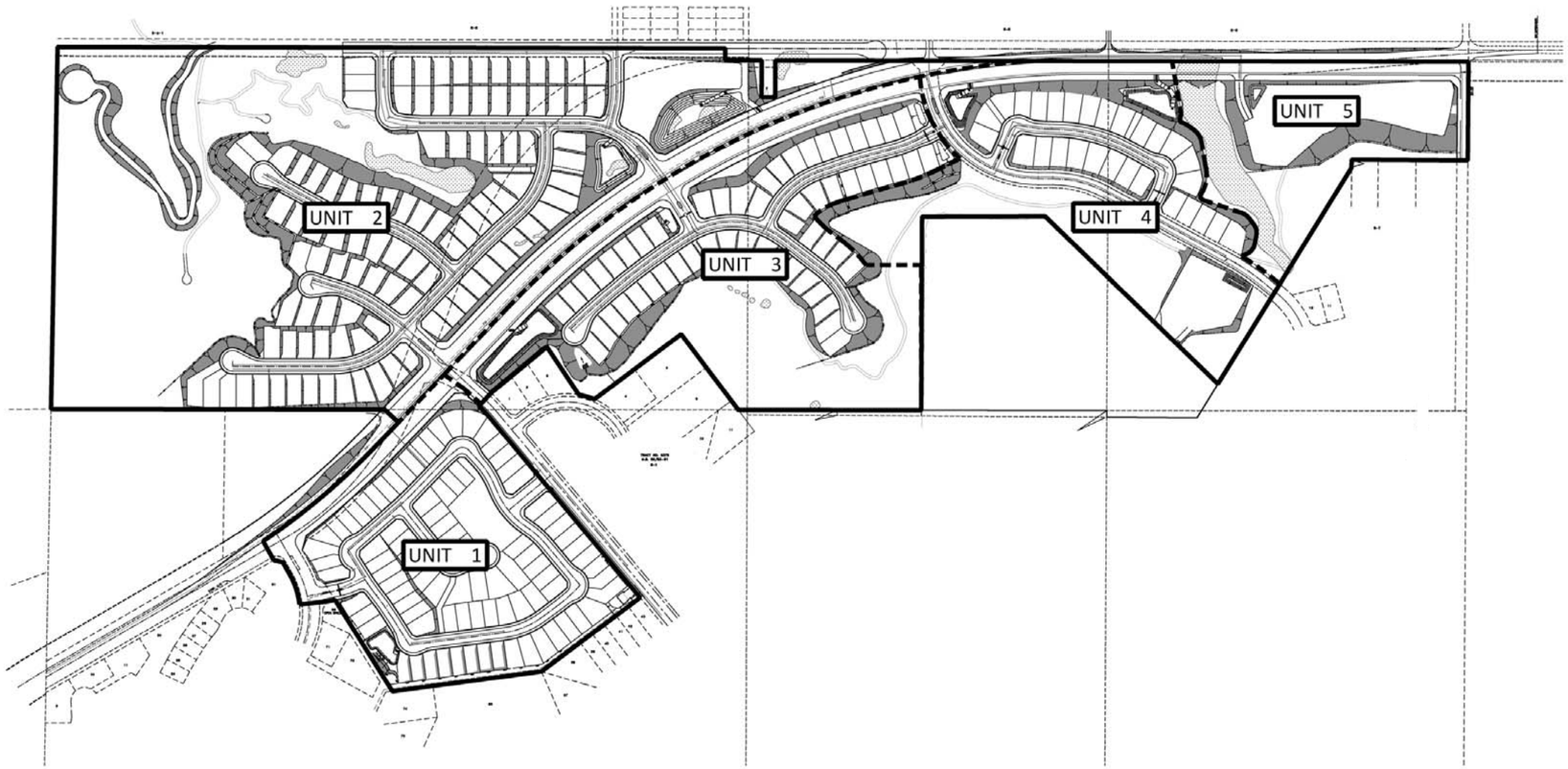
T:_CS\Work\Wildomar, City of\Figures for Oak Creek Canyon EIR 28-0047A-11-0261

PHASING MAP



PHASE NO.	DESCRIPTION	PRODUCT	DU'S	GROSS AREA (AC)	DEVELOPMENT AREA (AC) (Includes Parks, Basins & Parkways)	OPEN SPACE (AC)	DENSITY (DU/AC) (Not Including Open Space)	GROSS DENSITY (DU/AC) (Including Open Space)	AVERAGE LOT SIZE (Square Feet)
18	UNIT 1	4500 SF LOTS (MIN.)	88	20.11	20.11	0	4.38	4.38	5623
17A	UNIT 2	7200 SF LOTS (MIN.)	103	74.34	35.86	38.48	2.87	1.39	7875
9	UNIT 3	6000 SF LOTS (MIN.)	56	21.05	10.84	10.21	5.16	2.66	6641
9	UNIT 4	6000 SF LOTS (MIN.)	28	27.35	19.78	20.98	1.41	0.68	
	TOTAL RESIDENTIAL		275	142.85	86.59	69.67	3.64	2.02	
19	UNIT 5	COMMERCIAL	0	11.69	3.5	6.48	0.00	0.00	
	PROJECT TOTALS			167.95	90.09	76.15			

NOTE: PROJECT PHASE / NOT DEVELOP
IN NUMERICAL (

R-4 OVERALL AREA COMPUTATION UNIT #1		
TOTAL AREA	20.5 ACRES	MIN. OVERALL AREA PER R-4 ZONE 6,000 SF PER DWELLING UNIT
- STREET R/W	6.6 ACRES	
	13.9 ACRES	

13.9 ACRES ÷ 88 DWELLING UNITS = 0.15 ACRES PER DWELLING UNIT
= 6,534 SF PER DWELLING UNIT

R-4 OVERALL AREA COMPUTATION UNITS #3 & #4		
TOTAL AREA	48.4 ACRES	MIN. OVERALL AREA PER R-4 ZONE 6,000 SF PER DWELLING UNIT
- STREET R/W	22.2 ACRES	
	26.2 ACRES	

26.2 ACRES ÷ 84 DWELLING UNITS =0.31 ACRES PER DWELLING UNIT
=13,504 SF PER DWELLING UNIT

SHEET 6 OF 6

Source: City of Wildomar

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Figure 2.0-4f

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T:_CS\Work\Wildomar, City of\Figures for Oak Creek Canyon EIR 28-0047A-11-0261



Source: City of Wildomar

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Figure 2.0-5
Proposed Site Plan

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PHASING OF CONSTRUCTION

Development of the proposed project will occur in at least five development units as shown in **Figure 2.0-6.** While the development units are numbered 1 through 5, there is no requirement for them to be developed consecutively or in phases and the entire project could be developed as a single unit. The first phase of construction will focus on Bundy Canyon Road and the extension of utilities (water, sewer, power, etc.) necessary to provide for the entire development. Grading of one or more of the units will likely occur concurrently with or immediately after construction of Bundy Canyon Road. The two 500,000-gallon water tanks and 20-foot-wide access road leading from Scott Road will also be constructed as part of the first phase of construction activity.

Grading

Grading will occur in each development unit to accommodate the roadways, utilities, trails, proposed homes, and other improvements. As shown in **Figure 2.0-4d**, the most substantial change will be grading to accommodate a realignment of Bundy Canyon Road. The realigned roadway will move south from the current alignment and eliminate a curve that occurs in the approximate middle of the property. Grading will also occur to create the roadways, open space, drainage basins, and buildable parcels for each unit. Proposed slopes will be 2:1 or less, and approximately 700,000 cubic yards of material will be moved during the grading process. The maps and application materials indicate that all of the material will remain within the project boundaries and that no import of export of soil is anticipated.

Residential Units

The full buildout of the project proposes to construct 275 residential single-family residential units. The proposed residential units will occur on residential lots that will feature a minimum size of 4,500 square feet and an average size of 6,730 square feet. Development units 1, 3, and 4 are located south of Bundy Canyon Road, and development unit 2 is located north of Bundy Canyon Road. See **Table 2.0-1** for a summary of each residential development unit.

Private Park Sites and Open Space

The project also includes the development of three private parks and the creation of approximately 76 acres of open space. Development units 1, 2, and 4 include parks. Units 2, 3, and 4 also include trails leading from the housing units to the park and development unit 5. While no specific park design is proposed, the intended improvements will include swings, slides, a climbing apparatus, benches, sidewalks, a dog park, and similar amenities suitable for small children and families. The parks are small and designed to serve the neighborhood and do not have ball fields or other amenities designed to encourage community or regional use. In addition to the three park sites, the approximate 76 acres of open space will feature trails for recreational use. While **Figure 2.0-5** shows the approximate location of the trails located in the open space area, the precise location of the trails has not yet been determined.

Commercial/Retail Development

The project has set aside approximately 5.2 acres, shown as development unit 5, for a future commercial/retail development. The intent of this commercial area as described in the specific plan amendment text is to establish a "neighborhood-serving" retail center for local residents living within and around the Farm Community. Site planning and architectural design guidelines that will ensure future development of this site will be compatible with the Farm Community and surrounding area have been included in the specific plan amendment.

TABLE 2.0-1
PROPOSED OAK CREEK CANYON RESIDENTIAL DEVELOPMENT OVERVIEW
OF PROGRAM AND PLANNING UNITS

Description	Construction Unit	Product	Dwelling Units	Gross Area (ac)	Development Area (ac)	Open Space (ac)	Density (DU/Ac)	Gross Density (DU/Ac)
Phase 18	1	4,500 sf lots (min.)	88	20.11	20.11	0	4.38	4.38
Phase 17A	2	7,200 sf lots (min.)	103	74.34	35.86	38.48	2.87	1.39
Phase 9	3 & 4	6,000 sf lots (min.)	84	48.40	30.62	31.19	2.74	1.74
Total Residential			275	142.85	86.59	69.67	3.64	2.02
Phase 19	5	Commercial/Retail	0	11.69	3.5	6.48	0.00	0.00
Project Totals				167.95	90.09	76.15		

Source: Project Application Materials and Draft EIR Figure 2.0-6

Notes:

Development area acreage includes parks, basins, and parkways.

Density measures do not include open space.

Project phases may not develop in numerical order.

Infrastructure

Circulation

The proposed Oak Creek Canyon Residential Development will occur along one principal arterial roadway, three major collector roadways, and one minor collector roadway. The development of the project will include the creation of 12 local roadways. **Figure 2.0-5** demonstrates the location of vehicular entrances to the proposed project and the surrounding roadways, while **Figure 2.0-4b** illustrates the street section proposed for each of the project's roadways.

Development unit 1 will include entrances from the existing Farm Road and Harvest Way West. Unit 2 will be accessed from Bundy Canyon Road at the proposed I and L streets, and from Beverly Street at the proposed J Street. Units 3 and 4 will have an entrance from Bundy Canyon Road at the proposed I Street and entrances from Harvest Way East at the proposed G and H streets. Unit 5, the commercial/retail component of the proposed project, will have entrance points from Bundy Canyon Road and Sunset Avenue.

As the principal arterial roadway providing access to the project location, Bundy Canyon Road will intersect with Harvest Way West, the proposed I Street, Harvest Way East, and Sunset Avenue. The alignment of Bundy Canyon Road will be moved as a result of this project to be consistent with plans for the roadway adopted by the Riverside County Transportation Department (see **Figure 2.0-4d**). Bundy Canyon Road will serve as the overall primary arterial of the proposed project, with all of the project's access points originating from it. At full buildout of Bundy Canyon Road, the roadway will have six lanes travel; however, as part of the proposed project, only four lanes of travel with a center turn lane within the 152 feet of right-of-way will be constructed. Vehicular traffic lanes would be approximately 12.5 feet wide. Traffic signals will be installed at the intersections of Bundy Canyon Road with Harvest Way West, the proposed I Street, Harvest Way East, and Sunset Avenue. **Figure 2.0-7** shows the proposed parkland and open space proposed with the project.

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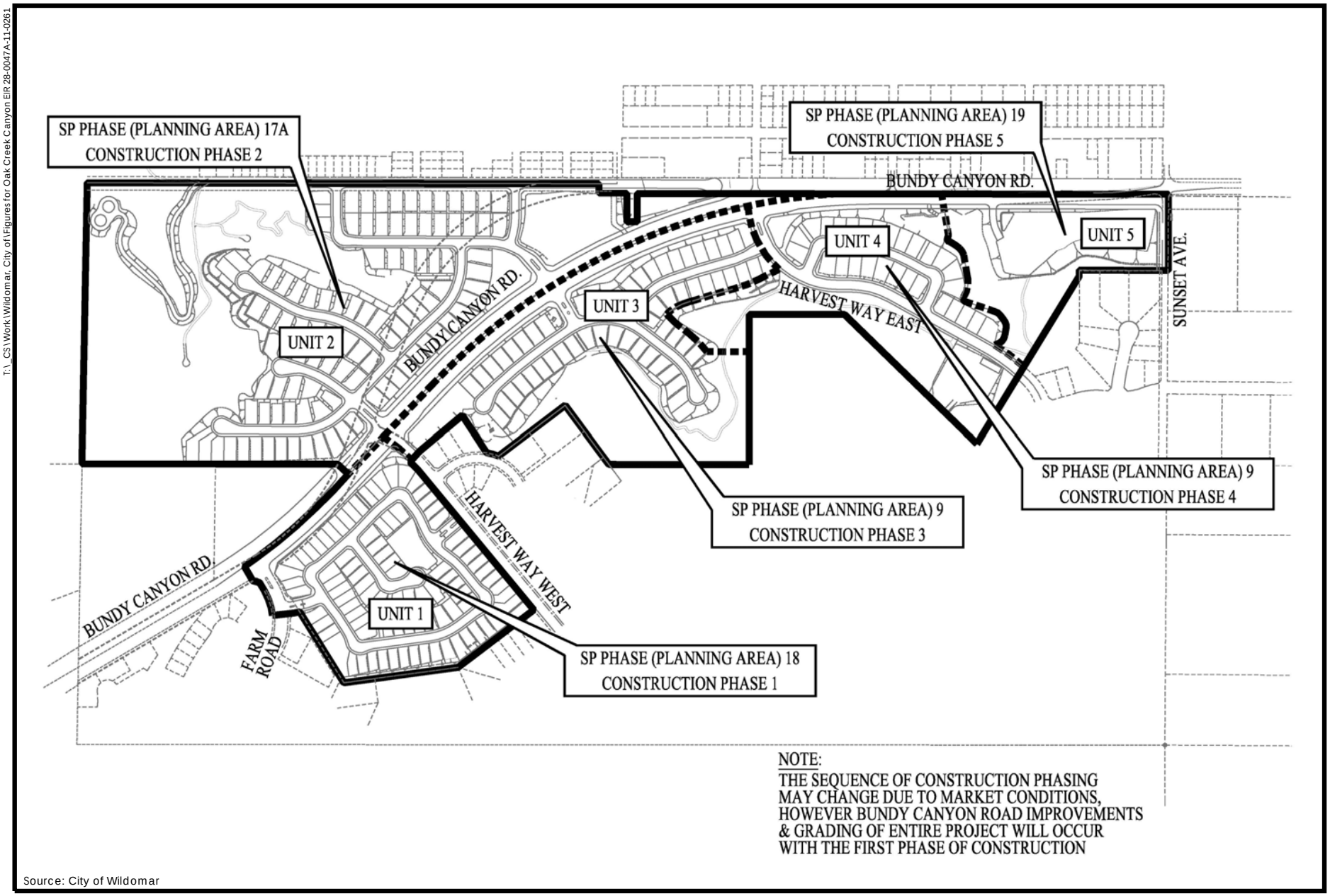

Source: City of Wildomar

Figure 2.0-6
Phasing Map

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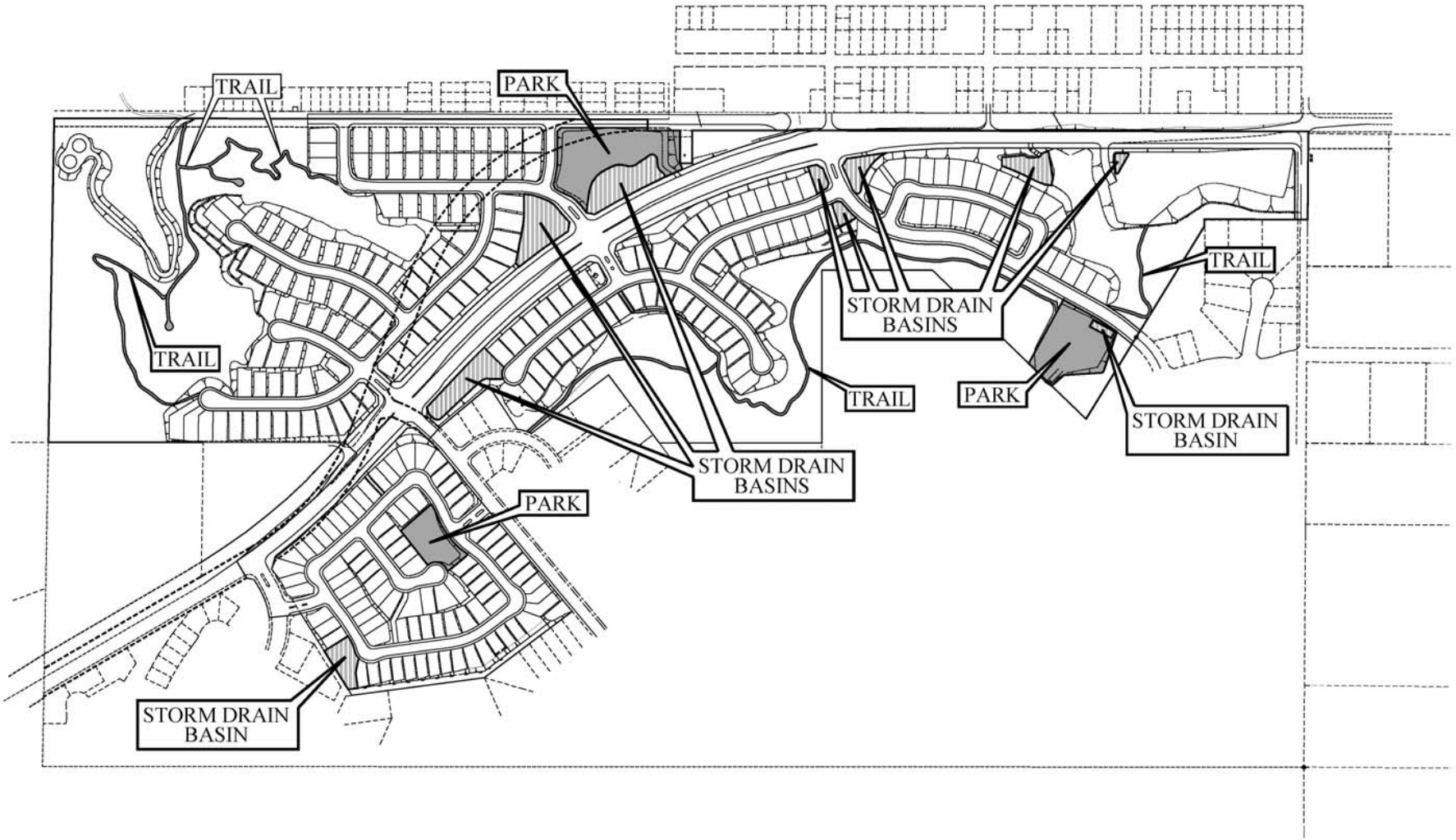

Source: City of Wildomar

Figure 2.0-7
Park Trails and Basins

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On-Site Roadway Facilities

With the exception of the 20-foot maintenance access road to the two 500,000-gallon water storage tanks, all roadways within the project will be public roads. The roadways will be built to City of Wildomar standards, as shown in **Figure 2.0-4b** and **Figure 2.0-5**, and will be publicly maintained. The maintenance access road connecting to Scott Road will be dedicated to the Elsinore Valley Municipal Water District, which will maintain the access roadway as part of the water system. All of the roadways will be paved and will include drainage improvements needed to direct stormwater runoff into the project's stormwater collection system.

Public Utilities

Water and wastewater services will be provided by the Elsinore Valley Municipal Water District (EVMWD). Both water and sewer lines, currently in Bundy Canyon Road, will be extended through the site along the realigned Bundy Canyon Road and will be located both in new roadways and in utility easements as shown in **Figure 2.0-4a** through **2.0-4f**. With the exception of the two 500,000-gallon water tanks at the northwest corner of the project site (See **Figure 2.0-4b**), and the storm drainage basins, the utilities will be belowground and out of view.

To take advantage of gravity, the water storage tanks will be located on a hill in the northwest corner of the site at approximately 1,930 feet. This location places the tanks approximately 200 feet above the rest of the project. The water tanks will be constructed and maintained via a new 20-foot-wide maintenance access road extending from Scott Road.

The proposed project includes eight drainage basins and an above- and belowground collection system. The basins are generally located along the realigned Bundy Canyon Road (see **Figure 2.0-7**).

Grading and Retaining Walls

The project site is in a hilly portion of the city and will require grading to support the proposed project. The largest grading activity will be related to the realignment of Bundy Canyon Road consistent with the Riverside County Transportation Commission design for the facility. The realigned Bundy Canyon Road will generally be lower than the surrounding development. Where possible, grading results in slopes that do not require a retaining wall. Along Bundy Canyon, there are locations where retaining walls are necessary to allow for a more productive use of the area occupied by the slope. Retaining walls, and walls needed for mitigation of traffic noise are shown in **Figure 2.0-8**.

CONSTRUCTION

Details regarding the composition of construction crews and equipment will be determined by the construction contractor as well as by market conditions. However, construction equipment is anticipated to include, but is not limited to, dozers, backhoes, dump trucks, graders, service vehicles, and trenchers. The construction of the project, anticipated to start in 2013, will begin with the realignment of Bundy Canyon Road.

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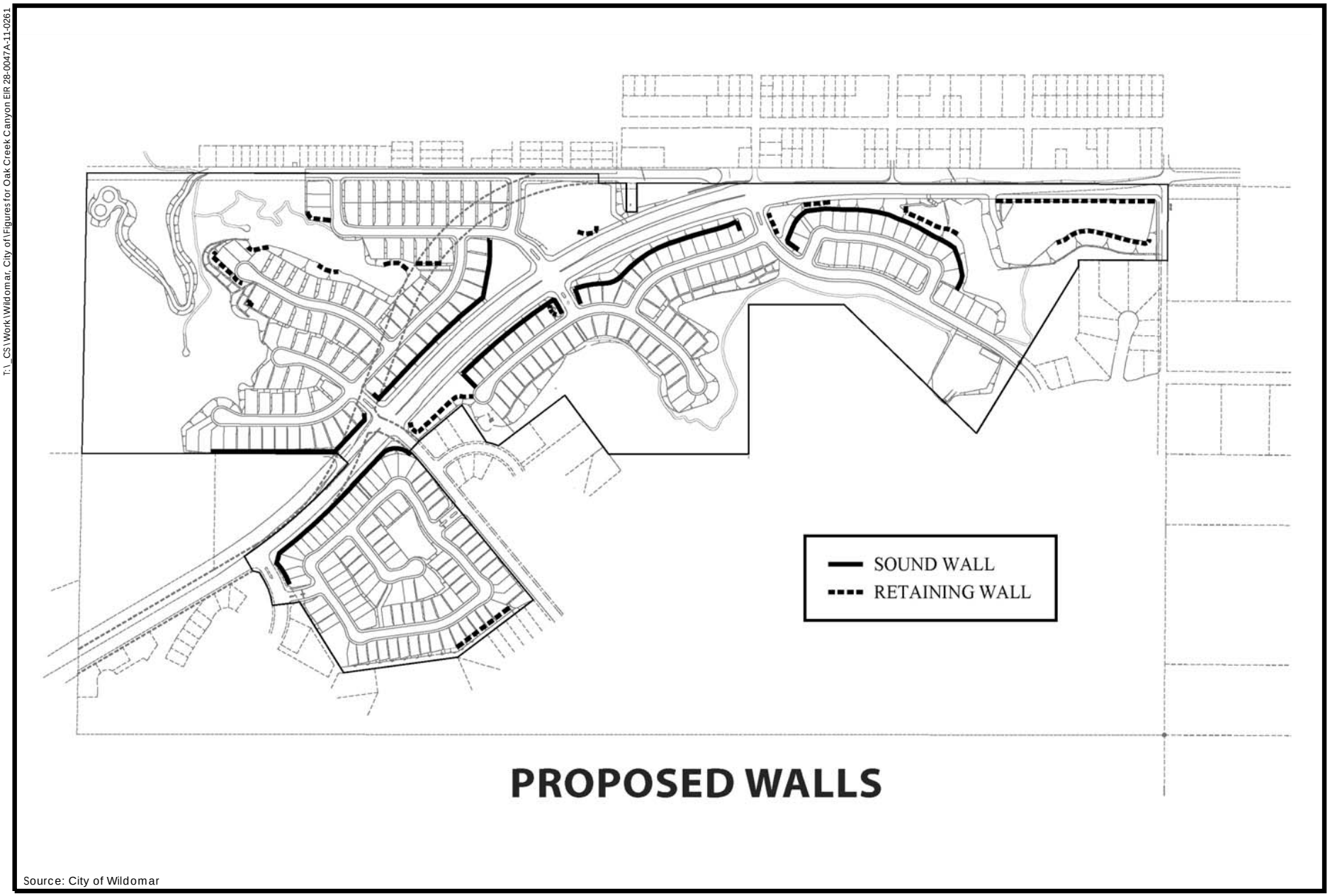

Source: City of Wildomar

Figure 2.0-8
Sound and Retaining Walls

PMC®

2.4 REGULATORY REQUIREMENTS, PERMITS, AND APPROVALS POTENTIALLY REQUIRED FROM OTHER PUBLIC AGENCIES

Actions by other public agencies associated with the project include, but are not limited to, the following:

- *US Army Corps of Engineers (USACE):* A disturbance to jurisdictional waters of the United States, such as through grading or filling, could potentially trigger the need for a Section 404 permit from the USACE.

- *California Department of Fish and Game (CDFG):* A 1603 Streambed Alteration Agreement may be required.

- *State Water Resources Control Board:* A Notice of Intent will be filed to obtain coverage under the General Construction Activity Storm Water Permit prior to project construction.

- *Regional Water Quality Control Board (RWQCB):* Section 401 Water Quality Certification may be required as well as permitting associated with potential recycled water for irrigation use.

3.0 – Environmental Setting, Impacts, and Mitigation Measures

The following is an introduction to the environmental analysis for the proposed project, including a cumulative analysis and a discussion of general assumptions used in the environmental analysis. The reader is referred to the individual technical sections of the Draft Environmental Impact Report (Draft EIR or DEIR) (Sections 3.1 through 3.12) for further information on the specific assumptions and methodologies used in the analysis for each particular technical subject.

3.1 ANALYSIS ASSUMPTIONS USED TO EVALUATE THE PROPOSED PROJECT

BASELINE ENVIRONMENTAL CONDITIONS ASSUMED IN THE DRAFT EIR

Section 15125(a) of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) include a description of the physical environmental conditions in the vicinity of a project as they exist at the time the Notice of Preparation (NOP) is published and the environmental analysis is begun. The CEQA Guidelines also specify that this description of the physical environmental conditions is to normally serve as the baseline physical conditions by which a lead agency determines whether impacts of a project are considered significant.

The environmental setting of the proposed project is described in detail in the individual technical sections of the Draft EIR (see Sections 3.1 through 3.12). In general, these sections describe the setting of the City of Wildomar as it existed when the NOP for the proposed project was filed on March 19, 2012.

STRUCTURE OF THE ENVIRONMENTAL IMPACT ANALYSIS

The individual technical sections of the Draft EIR include the following information:

Existing Setting

This subsection includes a description of the physical environmental conditions associated with the technical area of discussion, consistent with CEQA Guidelines Section 15125. As previously identified, the existing setting is based on conditions as they existed when the NOP for the proposed project was released.

Regulatory Framework

This subsection identifies applicable federal, state, regional, and local plans, policies, laws, and regulations that apply to the technical area of discussion.

Impacts and Mitigation Measures

This subsection identifies direct and indirect environmental effects associated with implementation of the proposed project. Thresholds of significance are identified and used to determine whether the environmental effects are considered significant and require the application of mitigation measures. Each environmental impact analysis is identified numerically.

Mitigation measures were developed through a review of the environmental effects of the proposed project by consultants with technical expertise as well as by environmental professionals. When a precise mitigation measure was not possible, or if the extent of the mitigation is dependent upon future action(s), the measure identifies performance standards that identify clear requirements that would avoid or minimize significant environmental effects. The use of performance standard mitigation is allowed under CEQA Guidelines Section 15126.4(a). It is also important to note that mitigation strategy deals only with the impacts associated with the proposed project. Mitigation measures cannot be used to address existing system deficiencies.

APPROACH TO THE CUMULATIVE IMPACT ANALYSIS

CEQA Guidelines Section 15130 requires that EIRs include an analysis of the cumulative impacts of a project when the project's effect is considered cumulatively considerable. Each technical section in the Draft EIR considers whether the project's effect on anticipated cumulative setting conditions is cumulatively considerable (i.e., a significant effect). "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (CEQA Guidelines, Section 15065(a)(3)). The determination of whether the project's impact on cumulative conditions is considerable is based on a number of factors, including consideration of applicable public agency standards, consultation with public agencies, and expert opinion. The environmental effects of the proposed project are incorporated in the cumulative impact analysis contained within each technical section. In addition, Section 4.0, Cumulative Impacts Summary, provides a summary of the cumulative impacts.

Definition of Cumulative Setting

The cumulative setting conditions considered in this Draft EIR are based on:

- **Local Adopted General Plans.** These are the existing land use plans in the region, consisting of the cities of Wildomar and Menifee and Riverside County.
- **Large-Scale Development Projects.** This includes current large-scale proposed and approved development projects in the region.
- **Effect of Regional Conditions.** The cumulative setting considers background traffic volumes and patterns on regional and state roadways.

Each technical section of the Draft EIR includes a description of the cumulative setting's geographic extent based on the characteristics of the environmental issue under consideration as set forth in Section 15130(b) of the CEQA Guidelines.

3.2 COMMON TERMINOLOGY USED IN THE DRAFT EIR

This Draft EIR uses the following terminology to describe the environmental effects of the proposed Project:

Less Than Significant Impact: A less than significant impact would cause no substantial change in the physical condition of the environment (no mitigation would be required for project effects found to be less than significant).

Significant Impact and Potentially Significant Impact: A significant impact would cause (or would potentially cause) a substantial adverse change in the physical conditions of the environment. Significant impacts are identified through the evaluation of project effects using specified standards of significance provided in each technical section of the DEIR. Identified significant impacts are those where the project would result in an impact that can be measured or quantified, while identified potentially significant impacts are those impacts where an exact measurement of the project's effects cannot be made but substantial evidence indicates that the impact would exceed applicable standards of significance. A potentially significant impact may also be an impact that may or may not occur and where a definite determination cannot be foreseen. Mitigation measures and/or project alternatives are identified to avoid or reduce project effects to the environment to a less than significant level.

Significant and Unavoidable Impact: A significant and unavoidable impact would result in a substantial negative change in the environment that cannot be avoided or mitigated to a less than significant level if the project is implemented.

Less Than Cumulatively Considerable Impact: A less than cumulatively considerable impact would cause no substantial change in the physical condition of the environment under cumulative conditions.

Cumulatively Considerable Impact: A cumulatively considerable impact would result when the incremental effects of an individual project result in a significant adverse physical impact on the environment under cumulative conditions.

Project Site: The proposed project boundaries as shown in **Figure 1.0-2** constitute the project site.

Project Area: The project area includes the project site and off-site improvements necessary to for the proposed project as shown in **Figure 2.0-5**.

Planning Area: The planning area may vary, depending on the topic being discussed. For example, a traffic planning area may include the City of Wildomar, Interstate 15 (I-15) and adjacent cities and unincorporated areas. Other planning areas may include existing upstream or downstream water or wastewater distribution, collection, or treatment systems. The boundaries of the planning area will be described in the context of each topic.

Standards of Significance: A set of significance criteria to determine at what level or "threshold" an impact would be considered significant. Significance criteria used in this DEIR include the CEQA Guidelines; factual or scientific information; regulatory performance standards of local, state, and federal agencies; and City goals, objectives, and policies. These are noted in each section and referred to in the analysis.

3.3 ENVIRONMENTAL IMPACT REPORTS UTILIZED IN THIS DRAFT EIR

This Draft EIR utilizes technical information and analyses from previously prepared EIRs that are relevant to the consideration of environmental effects of the proposed project, which is supported by the CEQA Guidelines (see Sections 15148 [Citation] and 15150 [Incorporation by Reference]). In addition to materials cited, the following EIRs have been utilized in this Draft EIR:

- Riverside County Integrated Project Final Program Environmental Impact Report (EIR) (State Clearinghouse No. 2002051143)

By utilizing provisions of the CEQA Guidelines, the City, in preparing this Draft EIR, has been able to make maximum feasible and appropriate use of the technical information in the EIR. This Draft EIR and other referenced materials are available for review upon request at the City Wildomar Planning Department:

23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595
Phone: 951-677-7751
Fax: 951-698-1463

Business hours: Monday – Thursday, 8:00 a.m. – 5:00 p.m.
(closed Fridays)

3.1 LAND USE

This section discusses the potential environmental impacts of the proposed project associated with land use. Existing land uses in the proposed Oak Creek Canyon Development project area are characterized in the context of the City of Wildomar General Plan and The Farm Specific Plan, as well as other adopted plans and policies. This analysis focuses on land use compatibility, General Plan consistency, and the implications of the proposed project on existing and surrounding land uses. Information for this section was obtained primarily from public documents, public and agency contacts, site reconnaissance, and the proposed Oak Creek Canyon Development project.

3.1.1 EXISTING SETTING

OAK CREEK CANYON PROJECT SITE

While the proposed project area is within The Farm Specific Plan adopted by Riverside County in 1974, the project site was not developed with the remainder of the Farm project and is currently vacant. The elevation at the project site ranges from approximately 1,700 feet (518 meters) to 1,950 feet (594 meters) above sea level. The project area has moderate to steeply sloping terrain, with natural drainage channels in the canyon areas. The site contains a sparse cover of annual weeds and grasses, some small to large trees, and moderate to dense brush areas.

Access to the site is available from Bundy Canyon Road, which runs through the center of the site. Interstate 15 and Interstate 215 connect to Bundy Canyon Road, allowing regional access to the project site.

SURROUNDING EXISTING LAND USES

Land use in the project area has historically been rural, with single-family residential and commercial uses gradually developing over time. New development trends in the area have led to higher-density single-family residences with smaller lot sizes in the vicinity of the proposed project site.

GENERAL PLAN DESIGNATIONS

Figure 2.0-1 presents the land use designations within and surrounding the proposed project site according to the Wildomar General Plan. The General Plan designates the proposed project site for predominantly Medium Density Residential (MDR) use, with a small area designated for Commercial Retail (CR) use as shown in **Figure 2.0-1**. Surrounding land use designations include Rural Mountainous and Low Density Residential to the north and west, Medium Density Residential and Open Space and Recreation to the south, and a small area of High Density Residential to the southwest. The portion of land to the east of the proposed project that is in the City of Menifee is designated Low Density Residential (LDR).

ZONING DESIGNATIONS

Figure 2.0-2 shows the existing zoning for the project site, which is governed by the City of Wildomar Zoning Ordinance and Zoning Map. The existing zoning for the project area includes R-1 (Section 17.24, One-Family Dwelling Zone, of the Wildomar Municipal Code) and C-P-S (Section 17.76, Scenic Highway Commercial Zone, of the Wildomar Municipal Code).

Of the land surrounding the project site that is in the City of Wildomar, lands are zoned R-A-1 (Residential Agricultural 1-acre minimum) to the west, R-A-5 (Residential Agricultural 5-acre minimum) and R-R (Rural Residential) to the north, and R-T (Mobile Home Subdivisions and

Mobile Home Park) to the south (the existing Farm community). The portion of land adjacent to the proposed project site that is in the City of Menifee is zoned Residential Agricultural (R-A-2½). Zoning designations are shown in **Figure 2.0-2**.

3.1.2 REGULATORY FRAMEWORK

The land use designations and policies for the proposed project site are provided in the applicable land use plans, including the City of Wildomar General Plan and Zoning Ordinance, the Western Riverside County Multiple Species Habitat Conservation Plan, and The Farm Specific Plan. These plans and their relevant policy provisions are described below.

LOCAL

City of Wildomar General Plan

Upon incorporation in 2008, the City of Wildomar adopted the Riverside County General Plan. The adopted General Plan, which was drafted in 2003, is a unit of the Riverside County Integrated Project and aims to manage the overall pattern of development in the county. In 2012, the City updated the Housing Element of the General Plan by identifying and establishing Wildomar's policies with respect to meeting the needs of existing and future residents in the city.

The first goal of the recently adopted Housing Element of the Wildomar General Plan is to 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. The Housing Element identifies the following policies that are relevant to the proposed project:

- 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).

- Policy H-2: Maintain land use policies that allow residential growth consistent with the availability of adequate infrastructure and public services.

The General Plan focuses on community development to concentrate development to achieve community focal points, stimulate a mix of activities, promote economic development, achieve more efficient use of land, create a transit-friendly and walkable environment, and offer a broader mix of housing choices for implementing its vision.

Western Riverside County Multiple Species Habitat Conservation Plan

The entire project area is located within the planning area covered by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), which was formally adopted in 2003 as part of the Riverside County Integrated Project. The planning area encompasses all of western Riverside County. The MSHCP has the overall goal of maintaining biological and ecological diversity within the rapidly urbanizing western portion of the county. The MSHCP is intended to serve as a habitat conservation plan pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973, as well as a natural community conservation plan (NCCP) under the NCCP Act of 1991. It allows the incidental "take" of plant and animal species identified within the proposed MSHCP for deemed "covered activities." The proposed MSHCP allows wildlife agencies to grant "take authorization" for otherwise lawful actions that may incidentally take or harm individuals of a species outside of preserve areas in exchange for supporting assembly of a coordinated reserve system. For further information, refer to Section 3.8, Biological and Natural Resources.

The Farm Specific Plan

Specific plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual development projects in a more area-specific manner than is possible with community-wide plans. The Farm (Specific Plan #No. 116) is located in an area south of Bundy Canyon Road, east of The Farm Road, and west of Sunset Avenue.

The Farm Specific Plan is a 1,520-acre master-planned community with policies that aim to provide affordable housing with a rural atmosphere while still offering urban amenities. The Farm Specific Plan was adopted Riverside County in 1974 as the Bundy Canyon Mobile Home Community, and it initially developed mobile home subdivisions with related recreation and open space uses. More recently, traditional single-family home subdivisions have been planned. Residential uses are assigned to 743 acres (49 percent) of the Specific Plan area with 2,016 units; open space and recreation areas encompass 602 acres (40 percent); streets total 165 acres (11 percent); and the remaining acreage is split between public facilities (10 acres, 0.6 percent) and commercial use (1 acre, 0.1 percent). Current residential development is a mix of manufactured and conventional housing, with 988 of the 2,016 units developed. Acreage was retained for open space and recreational use, and open space is proposed to be used for orange groves as soil conditions and topography will allow. Various recreational facilities have been built, and acreage has been set aside for future use by the Lake Elsinore Unified School District. Commercial uses are not planned for development until the surrounding development is at a level that supports such use. The proposed project is located in Phases 9, 17A, 18, and 19 of The Farm Specific Plan, which the Specific Plan projected to allow for 246 residential parcels (Appendix Table 2 of **Appendix 2.0-6**).

Mount Palomar Mountain Nighttime Lighting Policy Area

The Mount Palomar Observatory, which is located just outside of Riverside County in San Diego County, requires unique nighttime lighting standards to allow the night sky to be viewed clearly. The Mount Palomar Mountain Nighttime Lighting policy area was established through Riverside County Ordinance 655 in 1988 and was adopted as Chapter 8.64 in the Wildomar Municipal Code. The intent of the ordinance is to limit light leakage and spillage that may obstruct or hinder the observatory's view of the night sky. The project area is also depicted in Figure 5 of the City's General Plan, which shows that the proposed project is in Zone B of the Mount Palomar Nighttime Lighting Policy Area. Zone B is defined as the zone 15–45 miles away from the observatory. The City of Wildomar ensures that development within the city limits complies with the lighting policy. Compliance with this provision is discussed in Section 3.11, Aesthetics and Visual Resources, of this Draft EIR.

City of Wildomar Zoning Regulations

The Zoning Ordinance and Zoning Map of the City of Wildomar, found in the City's Municipal Code (Chapter 17), provide specific development and land use regulations for Wildomar. Zoning regulations are designed to protect and promote the health, safety, and general welfare of residents, as well as preserve the character and integrity of neighborhoods.

The proposed project site is currently zoned R-1 (One-Family Dwelling) and C-P-S (Scenic Highway Commercial). The proposal to change the zoning designations for three Farm Specific Plan phasing/planning areas is as follows:

- Rezone all of the Phase 9 Planning Area from the current specific plan designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 6,000 square feet;

- Rezone all of the Phase 18 Planning Area from the current specific plan designation of R-1 (One-Family Dwelling) and small portion zoned C-P-S to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 4,500 square feet; and

- Rezone all of the Phase 19 Planning Area from the current specific plan designation of R-1 (One-family Dwelling) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.2 acres and relocate it from its current location to the southwest corner of Sunset Avenue and Bundy Canyon Road. (See **Figure 2.0-2**, Existing Zoning, and **Figure 2.0-3,** Proposed Zoning.)

The project site is surrounded by lands zoned by the City of Wildomar as Mobile Home Subdivision and Mobile Home Park (R-T) to the east and south, One-Family Dwelling (R-1) to the west, and Rural Residential (R-R) to the north. Lands to the east of the proposed project site in the City of Menifee are zoned Residential Agricultural (R-A-2 ½).

The following zone districts are defined in Chapter 17 of the City of Wildomar Municipal Code (WMC). See http://qcode.us/codes/wildomar/ for a complete listing of all of Wildomar's zone districts.

C-P-S (Scenic Highway Commercial). WMC Section 17.76 allows specific wholesale, retail, commercial, and professional office uses with an approved plot plan and only in enclosed buildings. Only 200 square feet of outside storage or display of materials is allowed. Permitted uses are listed in WMC Section 17.76.010. Limited commercial uses are permitted with an approved conditional use permit. An on-site operator's residence is allowed with plot plan approval. There is no minimum parcel size or yard area (setback) for buildings that are 35 feet or less in height. For buildings greater than 35 feet in height, a ratio of 2 feet of setback for every 1 foot in height greater than 35 feet is required (Section 17.76.030B).

R-1 (One-Family Dwelling). WMC Section 17.24 allows for one-family dwellings, including mobile homes on permanent foundations, and the noncommercial keeping of horses, small farm animals, etc. See **Table 3.3-1** for a summary of development standards.

R-4 (Planned Residential). WMC Section 17.60 allows for one-family and multiple-family dwellings and mobile home parks. Multiple-family dwellings are permitted following the requirements of the R-3 zone district (subject to the provisions of the R-34 zone and plot plan approval). A minimum lot area of 6,000 square feet per dwelling units is required exclusive of streets and commercial areas. Mobile home parks are permitted with an approved conditional use permit. See **Table 3.3-1** for a summary of development standards.

R-R (Rural Residential). WMC Section 17.16 allows for one-family dwellings, mobile homes, light agriculture, animal husbandry, and farm animals (maximum five animals per acre), with kennels/catteries permitted pursuant to specific provisions. A variety of nonresidential uses are allowed with a plot plan or conditional use permit. See **Table 3.3-1** for a summary of development standards.

R-T (Mobile Home Subdivision). WMC Section 17.52 allows for one-family mobile homes and/or conventional/manufactured homes. Commercial recreational facilities and home occupations are permitted. See **Table 3.3-1** for a summary of development standards.

The following zone district is defined in the City of Menifee Zoning Ordinance:

R-A (Residential Agricultural). Section VIb of the Menifee Zoning Ordinance permits one-family dwellings and mobile homes on permanent foundations on lots of less than 2.5 acres. Noncommercial keeping of horses, cattle, sheep, and goats on lots over 20,000 square feet and 100 feet in width is permitted. Two such animals on each 20,000 square feet up to 1 acre, and two such animals on each additional acre are permitted. Some agricultural uses, limited noncommercial animal husbandry, and 4-H projects are permitted. Agricultural mobile homes are permitted for owner/farmworker for each 10 acres being farmed. Mobile home parks are permitted with an approved conditional use permit. Churches are permitted with an approved public use permit. See **Table 3.3-1** for a summary of development standards.

TABLE 3.1-1
SUMMARY OF RESIDENTIAL ZONE DISTRICTS

City of Wildomar						
Zone	Min. Lot Size Sq. Ft.	Coverage	Max. Height	Setbacks		
				Front	Rear	Side/Exterior
R-R	20,000	*	40′	20′	20′	5′/10′
R-1	7,200	50%	40′	20′	10′	3′/10′
R-4	6,000	*	40′	20′	10′	5′/10′
R-T	3,600/7,200	*	40′	20′	5′	5

Source: City of Wildomar Municipal Code, Chapter 17
**Not specified in the Municipal Code*

City of Menifee						
Zone	Min. Lot Size	Coverage	Max. Height	Setbacks		
				Front	Rear	Side/Exterior
R-A	20,000		40′	20′	*	*

Source: City of Menifee Municipal Code, Article VIb
**Not specified in the Municipal Code*

3.1.3 PROJECT IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

According to CEQA Guidelines Appendix G, impacts to land use are considered significant if implementation of the project would result in any of the following conditions:

1) Physically divide an established community.

2) 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 and zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

3) Conflict with any applicable habitat conservation plan or natural community conservation plan.

METHODOLOGY

Evaluation of potential land use impacts of the proposed Oak Creek Canyon Development project was based on review of planning documents pertaining to the project site, including the City of Wildomar General Plan and Zoning Ordinance, consultation with appropriate agencies, and field review of the project site and surroundings.

The focus of this land use analysis is on the proposed project's consistency with applicable City of Wildomar land use policies, particularly those contained within The Farm Specific Plan, as well as compatibility with surrounding land uses.

IMPACTS AND MITIGATION MEASURES

Physically Divide an Established Community (Standard of Significance 1)

Impact 3.1.1 The proposed project will occur within an area that is currently vacant and surrounded by separate single-family communities. The proposed project will be an infill project and will not physically divide an established community. **No impact** will occur.

The proposed project will be located on various vacant parcels in the northeastern portion of the city. While Interstate 15 currently divides the city from west to east, the proposed project site does not physically divide the city or any of its neighborhood areas. The proposed Oak Creek Canyon Development will provide housing opportunities consisting of a mixture of lot sizes and open space that will be able to be used for passive recreation and preservation of scenic and habitat values. The proposed project will complement the existing development that occurs to the north, east, and south of the project site and provide a new neighborhood commercial center to this portion of the city in the future. The proposed project will result in **no impact**.

Mitigation Measures

None required.

Conflict with General Plan, Zoning Code, or Specific Plan (Standard of Significance 2)

Impact 3.1.2 The proposed project has been prepared to be consistent with the Wildomar General Plan and Zoning Ordinance as well as with The Farm Specific Plan. Therefore, the proposed project will result in a **less than significant** impact.

As explained in Section 2.0 Project Description, and summarized above, the proposed project will allow the subdivision of land for single-family residential parcels and creates a small commercial site. The City's General Plan and The Farm Specific Plan have designated this area for similar development.

The proposed project reflects lot sizes that were adopted with the initial Farm Specific Plan in 1974. As shown in the plan, the initial range of lots included 900 lots on 98.3 acres averaging 4,500 square feet in size. Over time as expectations of land changed, the Specific Plan was amended to increase the average parcel size to 7,200 square feet; however, the total number of 1,800 lots was not increased (County of Riverside 1974, p. I-4).

The proposed project would allow for 4,500-square-foot minimum lot sizes in Phase 18 (see **Figure 2.0-4**). The area will total 88 lots for a net density of 4.38 dwelling units per acre, with parcels ranging

from 4,500 square feet to 8,892 square feet for an average parcel size of 5,632 square feet. This change results in 34 more units than were initially anticipated in The Farm Specific Plan for Phase 18. While the parcel sizes are smaller in this phase, the intent and design of the proposed project is similar to the original Farm Specific Plan in that all of the homes will be single-family, amenities such as open space and trails are included, and a sizable percentage of the overall project site will remain in open space.

Because of the large amount of open space, the overall density of the site has not changed significantly. As shown in Table 2 of The Farm Specific Plan, a net density of 2.6 units per acre was approved via adoption of the Specific Plan. The proposed project results in a net density of 2.7 units per acre, a difference of approximately 0.10 unit per acre. This small increment of change in units is not considered a significant impact.

The commercial site has been relocated and enlarged from 1.1 acres to 5.2 acres. The 5.2-acre site has a net usable area of approximately 3.5 acres due to slopes and access. The change in location from The Farm Road to Sunset Avenue is necessary to accommodate more traffic and provide better access for both new and current residents in the area. While the commercial uses have not been identified as part of this project, the design and size of the site is anticipated to provide for local-serving retail and service commercial or professional office uses. Local-serving retail and professional land uses are designed for the convenience of the local residents and are similar to the intent of the commercial site. The Specific Plan notes that it is not anticipated that commercial development will occur until more of the homes are developed (County of Riverside 1974, p. III-35).

The proposed project will occur within The Farm Specific Plan, which has been designated for residential development since 1974. The Farm Specific Plan is consistent with the City of Wildomar's General Plan.

The proposed project results in single-family homes on individual lots similar to the surrounding Farm Specific Plan area development, the lot sizes are similar to those approved for the original Specific Plan in 1974, and the net density per acre increases by 0.10 unit per acre. The proposed project is considered consistent with the Wildomar General Plan and Zoning Ordinance and The Farm Specific Plan. This impact is considered **less than significant**.

Mitigation Measures

None required.

Conflict with Applicable Habitat Conservation Plan or Natural Community Conservation Plan (Standard of Significance 3)

Impact 3.1.3 The proposed project will occur within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). **No impact** will occur relative to conflicts between the proposed project and the MSHCP.

The reader is directed to Section 3.8, Biological and Natural Resources, for a discussion of the MSHCP and project impacts.

Mitigation Measures

None required.

3.1.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The City of Wildomar General Plan and The Farm Specific Plan constitute the setting for the cumulative analysis.

CUMULATIVE IMPACTS

Cumulative Impacts to Land Use

Impact 3.1.4 Development of the proposed project will be consistent with the planning policies of the City of Wildomar General Plan while also being consistent with the surrounding land uses. **No impact** will occur.

The City of Wildomar General Plan and The Farm Specific Plan will be affected by the proposed project. While the proposed project would increase the number of anticipated housing units by 29 (275 proposed vs. 246 existing), the large amount of open space and overall density of the project (2.7 units per acre) make it similar to the existing 2.6 units per acre in The Farm Specific Plan. The amenities included with the proposed project, such as parks, trails, storm drainage basins, and open space, are consistent with other development in the vicinity and with the intent of The Farm Specific Plan. The project would have the cumulative effect of reinforcing and supporting adopted residential land uses planned for the area since 1974. The proposed project also has the effect of enhancing the development of the surrounding community by providing better access to these related projects and existing developments and reducing congestion and traffic in the community. This is considered a beneficial cumulative effect.

The changes to the General Plan and The Farm Specific Plan limit the impact of the change to the area encompassed by the proposed project. The reduction in lot sizes is specific to Phase 18 of The Farm Specific Plan and would not be applicable anywhere else in Wildomar. The proposed project would have **no impact** to the General Plan or to The Farm Specific Plan.

Mitigation Measures

None required.

REFERENCES

City of Menifee. 2006. Municipal Code.

City of Wildomar. 2008a. *City of Wildomar General Plan.*

———. 2008b. Municipal Code.

County of Riverside. 1974. *The Farm Specific Plan.*

3.2 Population, Housing, and Employment

This section discusses the potential environmental impacts of the proposed project associated with population, housing, and employment. Current and projected population trends and demographics are provided in this section as well as characteristics and current conditions of the area's housing stock, labor force, and major industries.

3.2.1 EXISTING SETTING

REGIONAL SETTING

The City of Wildomar is located in Riverside County, the fourth most populated county in California. In addition to this distinction, **Table 3.2-1** demonstrates that of the 10 largest counties in the state, Riverside County experienced the highest rate of growth from 2000 to 2010. Most of this growth has been focused in the far western quarter of the county, which comprises the subregion of western Riverside County.

Located along the Interstate 15 (I-15) corridor south of the City of Lake Elsinore and north of the City of Menifee, the City of Wildomar was incorporated in 2008. Prior to incorporation, Wildomar was one of the fastest growing communities in the county. **Table 3.2-2** demonstrates that Wildomar's growth rate of nearly 129 percent from 2000 to 2010 trailed only the 133.7 percent growth rate of Murrieta and the 223.9 percent growth rate of Beaumont.

TABLE 3.2-1
GROWTH OF THE 10 MOST POPULATED COUNTIES IN CALIFORNIA

County	2000	2010	Population	
			Increase	Percentage Change
Los Angeles	9,519,338	9,818,605	299,267	3.10
San Diego	2,813,833	3,095,313	281,480	10.00
Orange	2,846,289	3,010,232	163,943	5.80
Riverside	**1,545,387**	**2,189,641**	**646,254**	**41.70**
San Bernardino	1,709,434	2,035,210	325,776	19.10
Santa Clara	1,682,585	1,781,642	99,057	5.90
Alameda	1,443,741	1,513,493	67,752	4.83
Sacramento	1,223,499	1,418,788	195,289	16.00
Contra Costa	948,816	1,049,025	100,209	10.60
Fresno	799,407	933,450	131,043	16.40

Source: DOF 2011

POPULATION GROWTH TRENDS

There are several methods of estimating population growth and demographic information for communities. Most of these methods rely on an analysis of historic population levels and projections based on assumptions of the future growth potential of the community. These projections are based on availability of vacant land, knowledge of building permit activity, and an understanding of the region within which the community is located.

The California Department of Finance (DOF) develops estimations of state, regional, and local populations each year based on the number of building permits issued, residential units, requests for new electrical connections, and other similar statistical indicators. These estimates are published annually each May.

TABLE 3.2-2
REGIONAL POPULATION

City	Total Population		Change in Population	
	2000	2010	Number	Percentage
Banning	23,562	29,603	6,041	25.6
Beaumont	11,384	36,877	25,493	223.9
Blythe	20,463	20,817	354	1.7
Calimesa	7,139	7,879	740	10.4
Canyon Lake	9,952	10,561	609	6.1
Cathedral City	42,647	51,200	8,553	20.1
Coachella	22,724	40,704	17,980	79.1
Corona	124,966	152,374	27,408	21.9
Desert Hot Springs	16,582	25,938	9,356	56.4
Hemet	58,812	78,657	19,845	33.7
Indian Wells	3,816	4,958	1,142	29.9
Indio	49,116	76,036	26,920	54.8
Lake Elsinore	28,928	51,821	22,893	79.1
La Quinta	23,694	37,467	13,773	58.1
Menifee	72,494[1]	77,519	5,025[1]	6.9[1]
Moreno Valley	142,381	193,365	50,984	35.8
Murrieta	44,282	103,466	59,184	133.7
Norco	24,157	27,063	2,906	12.0
Palm Desert	41,155	48,445	7,290	17.7
Palm Springs	42,807	44,552	1,745	4.1
Perris	36,189	68,386	32,197	89.0
Rancho Mirage	13,249	17,218	3,969	30.0
Riverside	255,166	303,871	48,705	19.1
San Jacinto	23,779	44,199	20,420	85.9
Temecula	57,716	100,097	42,381	73.4
Wildomar	**14,064[1]**	**32,176**	**18,112[1]**	**128.8[1]**
Unincorporated Communities[2]	420,721	504,392	83,671	19.8
Riverside County Total	1,545,387	2,189,641	644,254	41.7

Sources: DOF 2011; US Bureau of the Census, 2006–2008 American Community Survey 3-Year Estimates (used for populations of unincorporated communities)

[1] Population or result of population prior to incorporation.

[2] Includes the populations of then-unincorporated Menifee and Wildomar for the year 2000 results.

Population and housing estimates are validated against United States decennial census data every ten years.

In addition to California DOF estimates, the US Census Bureau administers the American Community Survey, which provides ongoing demographic reports and statistical data about communities in the United States. The American Community Survey compiles its data thorough ongoing statistical surveys that sample a small percentage of the population each year.

For this document, both resources were used to present historic, current, and forecast data. In instances where both resources were used to populate a table, annotations have been included to indicate the source of the data.

Prior to the 2008–2012 economic downturn, the City of Wildomar experienced growth that was due to both the rising cost of development in the region and the strong housing market that affected much of the nation. The areas of the city that have experienced, and which are projected to continue to experience, the most growth are located adjacent to the transportation corridors leading to Interstate 15.

However, even as population growth in Wildomar slowed during the economic downturn, it did not stop. As **Table 3.2-3** shows, the city did not see a net loss of population, keeping pace with the growth of the county as a whole.

TABLE 3.2-3
RIVERSIDE COUNTY/CITY OF WILDOMAR POPULATION GROWTH

Year	Riverside County				City of Wildomar			
	Population	Percentage Growth	Dwelling Units	Percentage Growth	Population	Percentage Change	Dwelling Units	Percentage Growth
2007	2,030,054	–	753,286	–	23,554[1]	–	7,232[1]	–
2008	2,077,183	2.32	772,480	2.55	24,447[1]	3.79	7,455[1]	3.08
2009	2,109,882	1.57	779,077	0.85	31,374	28.33	10,630	42.59
2010	2,189,641	3.78	800,707	2.78	32,176	2.56	10,806	1.66
2011	2,205,731	0.73	804,913	0.53	32,414	0.74	10,840	0.31
2012	2,227,577	0.99	807,970	0.38	32,719	0.94	10,847	0.06

Sources: DOF 2012; US Bureau of the Census, 2006–2008 American Community Survey 3-Year Estimates

[1] Prior to incorporation

In Riverside County, forecasting of population and demographic trends is performed by the local council of governments, the Southern California Association of Governments (SCAG). For the specific subregion in which the proposed project site is located, Western Riverside County, SCAG administers a subregional council of governments, the Western Riverside Council of Governments (WRCOG). As a component of its long-term planning responsibilities, the WRCOG publishes forecast demographic and population data for the subregion.

This forecast data, which is included in **Table 3.2-4**, is derived from methods that consider past population and birthrate patterns, as well as instances of building permit issuance and income reporting, among many other factors.

Table 3.2-4 indicates that while growth for both the subregion and the city will exceed the current economically depressed figures, they are not predicted to reach the historic growth levels of the past decade. However, it is also important to note that the growth of Wildomar is still predicted to outpace the growth of the subregion as a whole.

TABLE 3.2-4
FORECAST POPULATIONS – WESTERN RIVERSIDE COUNTY AND CITY OF WILDOMAR

Year	Western Riverside County[1]		City of Wildomar	
	Population	Percentage Growth	Population	Percentage Growth
2000	1,236,309	–	14,064	–
2010	1,733,694	40.23%	32,176	128.78%
2020	2,003,412	15.56%	42,475	32.01%
2035	2,466,332	23.11%	53,664	26.34%

Source: WRCOG 2012

[1] *Population of the Western Riverside subregion, defined by the WRCOG as 80% of the unincorporated population and 81% of the incorporated population of Riverside County as a whole.*

POPULATION CHARACTERISTICS

Housing

Table 3.2-5 summarizes the estimated characteristics of the existing regional and local housing in 2012. According to May 2012 California Department of Finance estimates, there are currently 807,970 housing units in Riverside County. Single-family housing units account for just over 72 percent of all housing units. Comparatively, of the total 10,857 housing units located in the City of Wildomar, 69 percent are single-family homes. In 2012, approximately 86 percent of the housing units in the county were occupied, leaving approximately 14 percent vacant. In Wildomar, approximately 92 percent of the housing units were occupied, with less than 8 percent of the city's housing inventory vacant. Slightly more than three persons on average resided in each occupied housing unit in both Riverside County and the City of Wildomar; the average is slightly higher in Wildomar.

Containing the results of the 2010 US Census, **Table 3.2-6** provides the tenure characteristics of housing in both Riverside County and the City of Wildomar. Of the total 686,260 occupied housing units in the county in 2010, approximately 67 percent were owner-occupied and the remaining 33 percent were renter-occupied. At the same time, of the total 9,992 occupied housing units in the city in 2010, just over 73 percent were owner-occupied, while nearly 27 percent were occupied by renters.

TABLE 3.2-5
EXISTING REGIONAL AND LOCAL HOUSING CHARACTERISTICS – OCCUPANCY/TYPE (YEAR 2010)

Area	Total Units	Occupied Units	Vacant Units	Persons per Household	Single-Family Units[1]	Multi-Family Units[2]	Mobile Homes
City of Wildomar	10,857	10,039	818	3.255	7,492	513	2,852
Riverside County	807,970	692,520	115,450	3.165	599,723	129,326	78,921

Source: DOF 2012

[1] *Single-Family includes Single Detached and Single Attached categories.*

[2] *Multi-Family contains Two to Four and Five Plus categories.*

TABLE 3.2-6
EXISTING REGIONAL AND LOCAL HOUSING CHARACTERISTICS – TENURE (YEAR 2010)

Area	Total Occupied Units	Owner-Occupied	Renter-Occupied
City of Wildomar	9,992	7,329	2,663
Riverside County	686,260	462,212	224,048

Source: DOF 2012; US Bureau of the Census 2010

Employment

The City of Wildomar is adjacent to the many larger population and employment centers of western Riverside, Los Angeles, San Diego, and Orange counties, allowing many residents to commute for diverse employment opportunities. The diversity of the Wildomar workforce is outlined in **Table 3.2-7**. The California Employment Development Department (EDD) estimates that unemployment in the Riverside-San Bernardino-Ontario Metropolitan Statistical Area (MSA) was 12.6 percent in June of 2012, which was the same as the Riverside County percentage for the same period.

TABLE 3.2-7
WILDOMAR OCCUPATIONS IN 2010

Employment	Number	Percentage of Workforce
Agriculture, forestry, fishing and hunting, mining	76	0.5
Construction	1,516	10.8
Manufacturing	1,522	10.8
Wholesale trade	446	3.2
Retail trade	1,418	10.1
Transportation and warehousing, utilities	675	4.8
Information	147	1.0
Finance, insurance, real estate	557	4.0
Professional, scientific, management, administrative, and waste management services	1,937	13.8
Educational, health and social services	2,499	17.8
Arts, entertainment, recreation, accommodation and food services	1,657	11.8
Other services except public administration	802	5.7
Public Administration	823	5.8
Total civilian employed population 16 years and over	14,075	100

Source: US Bureau of the Census 2010

3.2.2 REGULATORY FRAMEWORK

LOCAL

City of Wildomar Housing Element and General Plan

Upon incorporation, the City of Wildomar adopted the Riverside County General Plan. This General Plan provides goals and policies related to population, housing, and employment. In 2012, the City also updated the Housing Element to tailor the element to the needs of Wildomar. While this DEIR analyzes the project's consistency with the General Plan and Housing Element pursuant to California Environmental Quality Act (CEQA) Section 15125(d), it is the City of Wildomar City Council that will make the determination of the project's consistency with the identified General Plan policies.

The Farm Specific Plan

The Farm Specific Plan provides design standards for development within the Specific Plan project area. Table 2 of The Farm Specific Plan shows that the project area was estimated to result in 275 single-family lots (see **Appendix 2.0-6**).

3.2.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the State CEQA Guidelines Appendix G thresholds of significance, which indicate that the proposed project would have a significant impact if it would:

1) Induce substantial growth or concentration of population in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure).

2) Displace substantial numbers of existing housing, necessitating the construction or replacement housing elsewhere.

3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

METHODOLOGY

Evaluation of potential population/housing/employment impacts was based on research of demographic and housing conditions utilizing existing documents and other information sources. Information was obtained from governmental agencies through their websites. Among these agencies were the US Bureau of the Census, the California Department of Finance, and the California Employment Development Department. The General Plan and Housing Element of Riverside County were additional sources of information on housing and socioeconomic conditions as well as on housing policy.

For the purposes of determining population and housing impacts, a factor of 3.255 persons per household, as established by the DOF as the average for the City of Wildomar in 2012, was used to determine the potential growth in population as a result of the proposed project. Growth

inducement and its associated environmental effects are discussed in Section 6.0, Long-Term Implications of the Project.

The proposed project will occur on a site that is currently undeveloped. The project would have no impact on existing housing stock and result in no loss of regional housing or displacement of people; therefore, impacts of this nature will not be discussed further in this Draft EIR.

IMPACTS AND MITIGATION MEASURES

Population and Employment Growth (Standard of Significance 1)

Impact 3.2.1 Buildout of the proposed project would result in population growth and the generation of employment. This impact is considered to be **less than significant**.

Assuming an average of 3.255 persons per household, the existing Farm Specific Plan would allow for 246 single-family lots, resulting in approximately 801 new residents. The proposed project would increase the number of allowable lots to 275, resulting in an additional 94 new residents at buildout for a potential of 895 new residents.

TABLE 3.2-8
COMPARISON OF POPULATION CHANGE FROM THE PROPOSED PROJECT TO EXISTING FARM SPECIFIC PLAN

	Lots	New Residents	Percentage Change from Existing		Percentage Increase from Current Population
			Lots	Population	
Existing	246	801			2.49%
Proposed	275	895			2.78%
Difference	29	94	11.79%	11.74%	0.29%

Source: County of Riverside 1974, Phases 9, 17A, and 18, Table 2, Appendix 2.0-6

The proposed project represents an 11.7 percent increase in population that The Farm Specific Plan assumed and a 0.29 percent increase in the city's overall population.

While the proposed commercial property could be developed with uses that would encourage employees to relocate to Wildomar, the size and location of the commercial land suggests that the uses will be small retail and service uses serving the local population. As a smaller retail use, it is likely that employees will come from the local area and will not need to relocate. The California Economic Development Department reported a 12 percent unemployment rate in the City of Wildomar, which suggests there is an ample labor pool for retail and service uses within the proposed project. Because of the small 0.29 percent increase in total population represented by the proposed project, and the availability of labor for jobs likely to be created on the future commercial site, impacts to population growth are therefore a **less than significant** impact.

Mitigation Measures

None required.

3.2.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The City of Wildomar is located in the highly developed corridor of I-15 in the Western Riverside County subregion, historically one of the fastest growing regions in the state. The entire project site is located on currently undeveloped land. The cumulative setting for population, housing, and employment includes approved and proposed development in the region (see Section 6.0, Long-Term Implications of the Project) as well as development anticipated in Wildomar. **Table 3.2-4** provides population projections for the City of Wildomar through the year 2035. Regional population, housing, and employment demographics are detailed in subsection 3.2.1, Existing Setting.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Population Growth

Impact 3.2.2 Development of the proposed project would result in a slight increase in the population of the City of Wildomar. This impact is considered **less than cumulatively considerable.**

Cumulative development in the vicinity of the project would increase the population and number of housing units in Wildomar and Riverside County. However, development at the proposed project site is consistent with the land use designations and growth assumed in the Land Use Element of the General Plan. The cumulative environmental and growth inducement effects are evaluated in the technical sections of this DEIR. Given that this growth is anticipated under in the General Plan, this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

REFERENCES

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This section represents the results of the traffic impact analysis (TIA) prepared by Urban Crossroads (2012) for the proposed project. The traffic impact analysis evaluated the potential impacts to traffic and circulation associated with the development of the proposed project and recommended improvements to mitigate impacts considered significant in comparison to established regulatory thresholds.

3.3.1 EXISTING SETTING

The 13 study area intersection locations listed on **Table 3.3-1** were selected for the TIA analysis based on the following: (1) Riverside County TIA guidelines that require analysis of intersection locations in which a proposed project is anticipated to contribute 50 or more peak-hour trips and (2) input from the City of Wildomar. Of these 13 intersections, the existing study area circulation network includes the 11 intersection analysis locations shown on **Table 3.3-1**. The other two intersections in the study area are future planned intersections within the project site that do not currently exist. **Figure 3.3-1** illustrates the intersections in the study area.

TABLE 3.3-1
INTERSECTION ANALYSIS LOCATIONS

ID	Intersection Location	Jurisdiction
1	I-15 Southbound Ramps/Bundy Canyon Road	Caltrans
2	I-15 Northbound Ramps/Bundy Canyon Road	Caltrans
3	Sellers Road/Bundy Canyon Road	Wildomar
4	Monte Vista Drive/Bundy Canyon Road	Wildomar
5	The Farm Road/Bundy Canyon Road	Wildomar
6	Harvest Way-West/Bundy Canyon Road	Wildomar
7	*"I" Street/Bundy Canyon Road – Future Intersection*	*Wildomar*
8	Harvest Way East/Bundy Canyon Road	Wildomar
9	*Commercial Access/Bundy Canyon Road – Future Intersection*	*Wildomar*
10	Sunset Avenue/Bundy Canyon Road	Wildomar/Menifee
11	Murrieta Road/Scott Road	Menifee
12	I-215 Southbound Ramps/Scott Road	Caltrans
13	I-215 Northbound Ramps/Scott Road	Caltrans

Source: Urban Crossroads 2012

The 50 peak-hour trip criterion utilized by the City of Wildomar and the County of Riverside is consistent with the methodology employed by other jurisdictions throughout Southern California, and generally represents a threshold of trips at which an intersection would have the potential to be impacted. Although each intersection may have unique operating characteristics, this traffic engineering rule of thumb is a valid and proven way to establish a study area.

TRANSIT SYSTEM

The study area is currently served by the Riverside Transit Authority (RTA), a public transit agency serving the unincorporated Riverside County region near the City of Wildomar, with bus service along Mission Trail immediately west of Interstate 15 (I-15) and along Scott Road immediately east of Interstate 215 (I-215) on various routes (Routes 7, 8, and 61). 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.

EXISTING TRAFFIC COUNTS

Manual AM and PM peak-hour turning movement counts were conducted on Wednesday, December 15, and Thursday, December 16, 2010. Counts are taken during the day to capture the morning (AM) and afternoon (PM) periods that typically represent the heaviest traffic. The December 2010 count data was adjusted with a background growth of 1 percent to represent December 2011 conditions.

Existing (2011) average daily traffic (ADT) volumes on arterial highways throughout the study area are shown on **Figure 3.3-2**. Existing (2011) ADT volumes are based on factored intersection peak-hour counts collected by Urban Crossroads using the following formula for each intersection leg, except for those roadway segments that have 24-hour tube count data available.

PM Peak Hour (Approach Volume + Exit Volume) x 12 = Leg Volume

EXISTING TRAFFIC CONDITIONS

Existing (2011) peak-hour traffic operations were evaluated for the study area intersections based on the analysis methodologies presented in the Methodology subsection below. The intersection operation analysis results are summarized in **Table 3.3-2,** which indicates that the 11 existing study area intersections are currently operating at acceptable level of service (LOS) during the peak hours, with the exception of the intersections of Monte Vista Drive at Bundy Canyon Road and Murrieta Road at Scott Road.

Traffic signal warrants for existing traffic conditions are based on existing peak-hour intersection volumes. For existing conditions, the following study area intersections currently appear to warrant a traffic signal:

- Sellers Road/Bundy Canyon Road
- Monte Vista Drive/Bundy Canyon Road
- Harvest Way West/Bundy Canyon Road
- Murrieta Road/Scott Road

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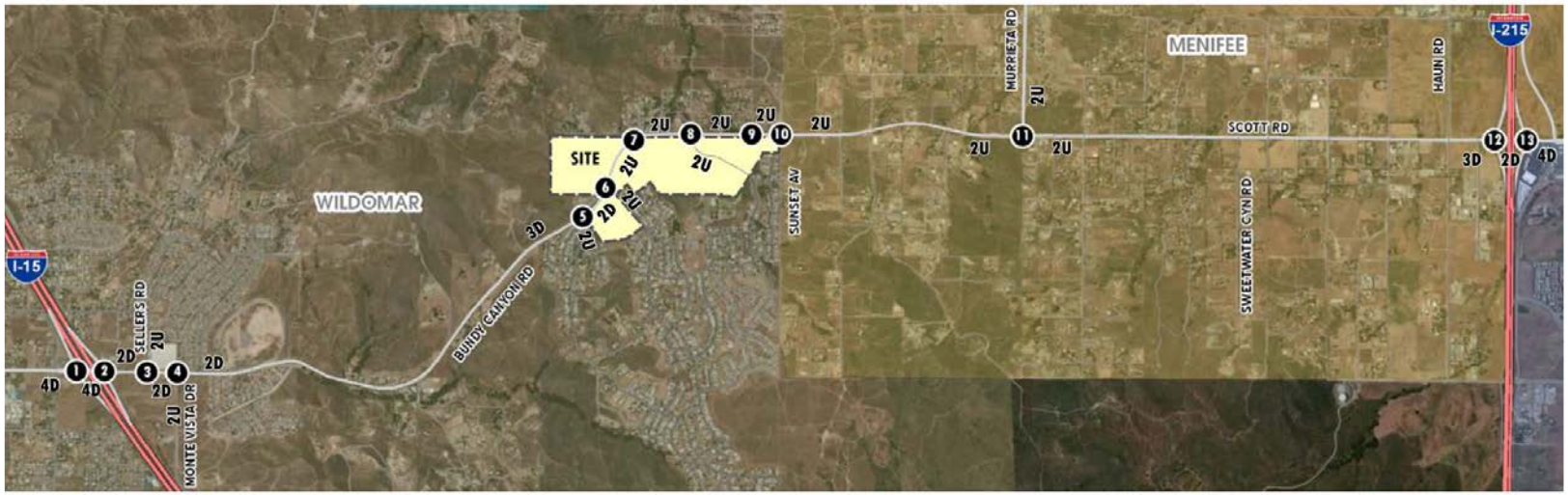
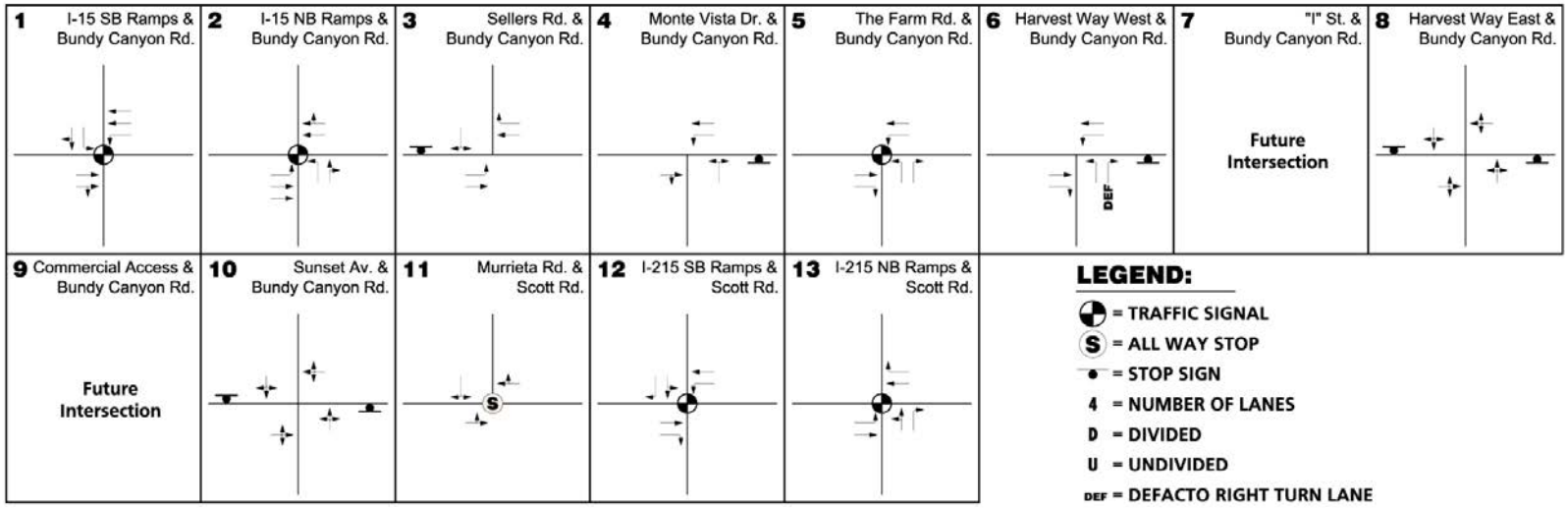
EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS





Source: City of Wildomar

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Figure 3.3-1
Study Area Intersections

PMC

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EXISTING (2011) AVERAGE DAILY TRAFFIC (ADT)



Source: City of Wildomar

N

Figure 3.3-2
Existing ADT Volumes

PMC®

TABLE 3.3-2
INTERSECTION ANALYSIS FOR EXISTING (2011) CONDITIONS

#	Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
				Northbound			Southbound			Eastbound			Westbound						
				L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	I-15 SB Ramps/Bundy Canyon Rd.	Caltrans	TS	0	0	0	1	1	0	0	2	0	1	2	0	23.0	18.9	C	B
2	I-15 NB Ramps/Bundy Canyon Rd.	Caltrans	TS	1	1	0	0	0	0	1	2	0	0	2	0	18.9	19.3	B	B
3	Sellers Rd./Bundy Canyon Rd.	Wildomar	CSS	0	0	0	0	1	0	1	1	0	0	1	1	24.2	31.1	C	D
4	Monte Vista Dr./Bundy Canyon Rd.	Wildomar	CSS	0	1	0	0	0	0	0	1	0	1	1	0	21.4	***62.2***	C	***F***
5	The Farm Rd./Bundy Canyon Rd.	Wildomar	TS	1	0	1	0	0	0	0	1	1	1	1	0	9.3	11.1	A	B
6	Harvest Way West/Bundy Canyon Rd.	Wildomar	CSS	1	0	d	0	1	0	0	1	1	1	1	0	27.5	30.6	D	D
7	"I" Street/Bundy Canyon Rd.	Wildomar		Future Intersection															
8	Harvest Way East/Bundy Canyon Rd.	Wildomar	CSS	0	1	0	0	1	0	0	1	0	0	1	0	26.6	24.5	D	C
9	Commercial Access/Bundy Canyon Rd.	Wildomar		Future Intersection															
10	Sunset Ave./Bundy Canyon Rd.	Wildomar/Menifee	CSS	0	1	0	0	1	0	0	1	0	0	1	0	21.3	23.3	C	C
11	Murrieta Rd./Scott Rd.	Menifee	AWS	0	0	0	0	1	0	0	1	0	0	1	0	18.7	***39.4***	C	***F[4]***
12	I-215 SB Ramps/Scott Rd.	Caltrans	TS	0	0	0	0	1	1	0	1	1	1	1	0	24.6	30.8	C	C
13	I-215 NB Ramps/Scott Rd.	Caltrans	TS	0	1	1	0	0	0	1	1	0	0	1	1	26.6	32.3	C	C

1. When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. (L = Left; T = Through; R = Right; ≥ Right-Turn Overlap Phasing; d= De Facto Right Turn Lane)

2. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

3. CSS = cross-street stop; AWS = all-way stop; TS = traffic signal

4. Volume-to-capacity ratio is greater than 1.00; intersection unstable; Level of Service F.

ROADWAY SEGMENTS AND INTERSECTIONS

Analysis Methodology

Traffic operations of roadway facilities are described using the term "level of service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined, ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

3.3.2 REGULATORY FRAMEWORK

STATE

Caltrans Traffic Operation Standards

The California Department of Transportation (Caltrans) *Guide for the Preparation of Traffic Impact Studies* (2002) includes criteria for evaluating the effects of land use development and changes to the circulation system on state highways. Caltrans maintains a target level of service at the transition between LOS C and LOS D for freeway facilities.

REGIONAL

Riverside Transit Agency

The Riverside Transit Agency (RTA) was established as a Joint Powers Agency on August 15, 1975, and began operating bus service on March 16, 1977. RTA is the Consolidated Transportation Service Agency for western Riverside County and is responsible for coordinating transit services throughout the approximate 2,500-square-mile service area, providing driver training, assistance with grant applications, and development of Short Range Transit Plans (SRTPs).

RTA provides both local and regional services throughout the region with 36 fixed routes, eight CommuterLink routes, and Dial-A-Ride services using 261 vehicles. The City of Wildomar is served by Route 7, which heads north to the City of Lake Elsinore, Route 8, which heads around Lake Elsinore, and Route 23, which heads toward the City of Murrieta. The routes include connections to other routes into and beyond Riverside County.

Riverside County Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California, including Riverside County, to prepare a Congestion Management Plan (CMP). The CMP, which was prepared by the Riverside County Transportation Commission (RCTC) in consultation with the County and the cities in Riverside County, is an effort to more directly align land use, transportation, and air quality management efforts and to promote reasonable growth management programs that effectively use statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements.

The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by the RCTC to evaluate the condition of the Congestion Management System (CMS) as well as meet other monitoring requirements at the state and federal levels. Per the adopted level of service standard of E, when a CMS segment

falls to LOS F, a deficiency plan must be required. Preparation of a deficiency plan will be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency will also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including Transportation Demand Management (TDM) strategies and transit alternatives, and a schedule for mitigating the deficiency. To ensure that the CMS is appropriately monitored to reduce the occurrence of Congestion Management Plan deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the CMS.

Non-Motorized Transportation

Bicycling occurs throughout the county but is more concentrated in the cities and urbanized portions of unincorporated areas, and is more recreational than commute-oriented. Although the County's current bicycle plan provides for connections between major urban and recreational facilities within the county, implementation of the plan has occurred only to a limited extent. There is no comprehensive bicycle or trail system that links Wildomar to the rest of Riverside County.

LOCAL

City of Wildomar General Plan

The City's General Plan establishes LOS C as a target for all City-maintained roadways and conventional state highways, except that LOS D could be allowed in urban areas at intersections of any combination of major streets, arterials, expressways, or conventional state highways within 1 mile of a freeway interchange and also at freeway ramp intersections. Current policy requires development projects to mitigate impacts on roadways based on the LOS C standard. Current General Plan policy also permits allowing development projects to mitigate to LOS D, subject to City Council approval, in those instances where mitigation to LOS C is deemed to be impractical.

3.3.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. Transportation impacts are considered significant when the project would:

1) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections).

2) Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measure, or other standards established by the county congestion management agency for designated roads or highways.

3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

5) Result in inadequate emergency access.

6) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Based on Riverside County traffic study guidelines, a significant impact occurs when the addition of project traffic as defined by any "with project" scenario causes an intersection that operates at an acceptable level of service under the "without project" traffic condition (i.e., LOS D or better) to fall to an unacceptable level of service (i.e., LOS E or F). Therefore, the following criteria were utilized to identify significant project-related traffic impacts:

- If an intersection is projected to operate at an acceptable level of service (i.e., LOS D or better) without the project and the addition of project traffic, as measured by 50 or more peak-hour trips, is expected to cause the intersection to operate at an unacceptable level of service (i.e., LOS E or F), the impact is considered significant.

In addition, for intersections within the jurisdictional authority of the City of Wildomar, the City requires that an additional test be performed for intersection locations found to operate at a deficient level of service (i.e., LOS E or F) under pre-project conditions:

- If an intersection is projected to operate at an unacceptable level of service (i.e., LOS E or F) without the project, and the addition of project traffic (as measured by 50 peak-hour trips or more) results in an increase of more than 5.0 seconds to the peak-hour delay, the impact is considered significant. Mitigation is then required to bring the "with project" scenario delay to within 5.0 seconds of the pre-project condition. It should be noted that this criteria applies only to those intersections within Wildomar.

A significant cumulative impact has been identified when an intersection is projected to operate below the requisite level of service standard under pre-project conditions AND the project's measurable increase in traffic, as defined by 50 or more peak-hour trips, contributes to the deficiency. Cumulative traffic impacts are created as a result of a combination of the proposed project together with other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable level of service operations with or without the project. For the purposes of the TIA, mitigation measures have been recommended for cumulatively impacted intersections to bring the "with project" delay and associated level of service back to acceptable peak-hour operations at intersections located within the City of Menifee.

A project's contribution to a cumulatively significant impact can be reduced to less than significant if the project is required to implement or fund its fair share of improvements designed to alleviate the potential cumulative impact. If full funding of future cumulative improvements is not reasonably assured, a temporary unmitigated cumulative impact would be identified and would exist until the needed improvement is fully funded and constructed.

ASSUMPTIONS

All project access points along Bundy Canyon Road were assumed to allow full access, with the exception of the following:

- "I" Street on Bundy Canyon Road – right-in/right-out/left-in access only (no left turns out)

- Commercial Access on Bundy Canyon Road – right-in/right-out access only (no left turns in/out)

Because of the proposed intersection spacing between The Farm Road and Harvest Way West on Bundy Canyon Road, an alternative analysis was conducted that assumed access restrictions on the intersection of Harvest Way West at Bundy Canyon Road. In the event that a traffic signal is not installed at the intersection of Harvest Way West at Bundy Canyon Road and full access could not be accommodated, the intersection of Harvest Way West at Bundy Canyon Road was analyzed assuming access would be restricted to right-in/right-out/left-in access only (no left turns out). This access alternative would affect project travel patterns at The Farm Road and at Harvest Way West on Bundy Canyon Road.

A specific development proposal for the retail component is not proposed as part of this project. The traffic analysis assumes a 14,469-square-foot pharmacy with drive-through window, 2,550 square feet of specialty retail uses, and an eight-vehicle fueling position gas station with convenience market and car wash, as these uses represent a likely scenario that could be developed in light of the site's location and physical constraints. The trip generation associated with a specific commercial design, as detailed above, is seen as more realistic than a simple application of the Institute of Transportation of Engineers (ITE) general commercial (ITE 820) land use category. Because it is unlikely that all of the assumed uses would occur on the commercial site, the assumptions used in the TIA would overstate as opposed to understate the traffic generated by any future development that could potentially occur.

For the purposes of the traffic impact analysis, it was assumed that the project will be constructed and at full occupancy by 2015.

METHODOLOGY

Trips generated by the project's proposed land uses were estimated using traffic counts taken of existing traffic and based on trip generation rates collected by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 8th Edition (2008). The proposed project is estimated to generate a net total of approximately 3,933 net trip-ends per day on a typical weekday with approximately 284 net AM peak-hour trips and 410 net PM peak-hour trips.

Intersection Capacity Analysis

The intersection LOS analysis is based on the traffic volumes observed during the peak-hour conditions using traffic count data collected in December 2010. The following peak hours were selected for analysis:

- Weekday AM peak hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM peak hour (peak hour between 4:00 PM and 6:00 PM)

Traffic counts were originally conducted in December 2010. In an effort to more accurately reflect December 2011 conditions, the count data was adjusted with a background growth of 1 percent. The volume development worksheets are provided in **Appendix 3.3-2**.

Signalized Intersections

Consistent with Section 5.0, Required Methodology, of the Riverside County traffic analysis guidelines, signalized intersection operations analysis was based on the methodology described

in Chapter 16 of the *Highway Capacity Manual* (HCM). Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, level of service is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in **Table 3.3-3**. All signalized study area intersections were analyzed using the software package Traffix (Version 8.0 R1, 2008).

TABLE 3.3-3
SIGNALIZED INTERSECTION LOS THRESHOLDS

Level of Service	Description	Average Control Delay (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up

Source: TRB 2000

As recommended in the Riverside County Transportation Department *Traffic Impact Analysis Preparation Guide* (2008), the peak-hour traffic volumes were adjusted using a peak-hour factor (PHF) to reflect peak 15-minute volumes. Common practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., PHF = [Hourly Volume]/[4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs were used for existing (2011) and Existing plus Project traffic conditions. A PHF of 0.95 (or higher depending on the existing PHF) was utilized for Opening Year (2015) without and with project traffic conditions. Lastly, a PHF of 1.00 was used for all intersections for Horizon Year (2035) without and with project traffic conditions.

Unsignalized Intersections

The operations of unsignalized intersections were evaluated using the methodology described in Chapter 17 of the HCM (also consistent with Riverside County traffic study guidelines). The level of service rating is based on the weighted average control delay expressed in seconds per vehicle (see **Table 3.3-4**).

TABLE 3.3-4
UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Level of Service	Description	Average Control per Vehicle (Seconds)
A	Little or no delays	0 to 10.00
B	Short traffic delays	10.01 to 15.00
C	Average traffic delays	15.01 to 25.00
D	Long traffic delays	25.01 to 35.00
E	Very long traffic delays	35.01 to 50.00
F	Extreme traffic delays with intersection capacity exceeded	> 50.00

Source: TRB 2000

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop-controlled intersections, LOS is computed for the intersection as a whole. All unsignalized study area intersections were analyzed using the software package Traffix (Version 8.0 R1, 2008).

Traffic Signal Warrant Analysis Methodology

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. The TIA used the signal warrant criteria presented in the latest edition of the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices (MUTCD)* (2009), as amended by *the MUTCD 2010 California Supplement*, for all study area intersections.

The signal warrant criteria for existing (2011) conditions are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. Both the FHWA's *MUTCD* and the *MUTCD 2010 California Supplement* indicate that the installation of a traffic signal should be considered if one or more of the signal warrants are met. Specifically, the TIA utilized Peak Hour Volume-Based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions. Warrant 3 criteria are basically identical for both the FHWA's *MUTCD* and the *MUTCD 2010 California Supplement*. Warrant 3 was deemed appropriate to use for the TIA because it provides specialized warrant criteria for intersections with rural characteristics (e.g., located in communities with populations of less than 10,000 or with adjacent major streets operating at or above 40 miles per hour). For the purposes of the TIA, the 45 mile per hour (mph) speed limit on Bundy Canyon Road was the basis for determining whether urban or rural warrants were used for a given intersection.

Future unsignalized intersections were assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning-level ADT-based signal warrant analysis worksheets.

Traffic signal warrant analyses were performed for all of the study area intersections with the exception of the following locations, which are either currently signalized or are proposed to have restricted access:

- I-15 Southbound Ramps/Bundy Canyon Road (currently signalized)
- I-15 Northbound Ramps/Bundy Canyon Road (currently signalized)
- The Farm Road/Bundy Canyon Road (currently signalized)
- "I" Street/Bundy Canyon Road – proposed right-in/right-out/left-in access only (no left turns out)
- Commercial Access/Bundy Canyon Road – proposed right-in/right-out access only (no left turns in/out)
- I-215 Southbound Ramps/Scott Road (currently signalized)
- I-215 Northbound Ramps/Scott Road (currently signalized)

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above LOS C or operate below LOS C and not meet a signal warrant.

LOS Criteria/Threshold of Significance

The definition of an intersection deficiency in Wildomar is based on General Plan Circulation Element Policy C 2.1, which establishes a target level of service of LOS C on all City-maintained roads and conventional state highways. As an exception, LOS D may be allowed in community development areas at intersections of any combination of secondary highways, major highways, arterial highways, urban arterial highways, expressways, or conventional state highways. LOS E may be allowed in designated community centers to the extent that it would support transit-oriented development and pedestrian communities. Because Bundy Canyon Road is a designated urban arterial in the Circulation Element of the General Plan, LOS D is considered acceptable at any intersection along Bundy Canyon Road in the City of Wildomar.

The City of Menifee has established a level of service standard of D. Therefore, LOS D is acceptable at any intersection included in the analysis that is wholly or partially within the City of Menifee.

Regarding Caltrans' ramps to arterial intersections and other Caltrans-maintained facilities, the published Caltrans traffic study guidelines (December 2002) state, "Caltrans endeavors to maintain a target LOS at the transition between LOS 'C' and LOS 'D' on state highway facilities; however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS."

As such, LOS D is considered to be the limit of acceptable traffic operations during the peak hour at intersections maintained by Caltrans.

If an intersection is already operating at an unacceptable level of service, the City determines that there is significant impact if the project will increase delay by 5.0 seconds or more. If project delay is increased by 5.0 seconds or more, the project must mitigate for its impact at that intersection.

Traffic Operations Analysis Methodology

For the purpose of the TIA, potential impacts to traffic and circulation were assessed for each of the following conditions:

Existing (2011) Conditions (1 scenario)

Information for existing year (2011) is disclosed to represent the baseline traffic conditions as they existed at the time the Notice of Preparation was released.

Existing plus Project Conditions (1 scenario)

The existing year (2011) plus project analysis determined direct project-related traffic impacts that would occur on the existing roadway system in the theoretical scenario of the project being placed on existing conditions. Based on discussions with City staff, project impacts were determined through a comparison of the existing (2011) versus Existing plus Project traffic conditions, Opening Year (2015) without versus with Project conditions, and Horizon Year (2035) without versus with Project conditions. As such, the Existing plus Project scenario is provided to assess direct project impacts and to identify the associated mitigation measures.

Opening Year (2015) without and with Project (2 scenarios) – ambient growth and cumulative development projects

The anticipated Opening Year is 2015, and both without and with project conditions analyses were utilized to determine both direct project-related and cumulative traffic impacts. To account for background traffic, 43 other known cumulative development projects in the study area were included in addition to 8.24 percent ambient growth. This comprehensive list was compiled from information provided by the City of Wildomar and the City of Menifee in December 2011 in an effort to identify pending development projects and development applications on file with adjacent jurisdictions (see **Table 3.3-8**).

Horizon Year (2035) without and with Project (2 scenarios)

Traffic projections for Horizon Year (2035) with Project conditions were derived from the Riverside County Transportation Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The traffic forecasts reflect the area-wide growth anticipated between existing conditions and Horizon Year (2035) conditions. In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year (2035) peak-hour forecasts were refined using the model-derived long-range forecasts, along with Opening Year (2015) with Project peak-hour turning movement volumes. Future estimated peak-hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year (2035) peak-hour forecasts. Lastly, Horizon Year (2035) turning volumes were compared to Opening Year (2015) with Project volumes in order to ensure a minimum growth of 10 percent as a part of the refinement process. The minimum 10 percent growth includes any additional growth between Opening Year (2015) with Project and Horizon Year (2035) traffic conditions that is not accounted for by the traffic generated by cumulative development projects and the ambient growth between existing and Opening Year (2015) with Project traffic conditions.

Projected Future Traffic

Project Trip Generation

Trip generation represents the amount of traffic that is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based on forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation rates used to estimate project traffic are shown in **Table 3.3-5,** and a summary of the project's trip generation is shown in **Table 3.3-6**. The trip generation rates are based on data collected in the ITE *Trip Generation Manual*, 8th Edition (2008).

Pass-by trips are defined as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. These types of trips are many times associated with retail uses such as gas stations, convenience stores, and pharmacies, to name a few. As the project is proposed to include some of these specific uses, pass-by reductions were taken for the estimated commercial project uses. The ITE *Trip Generation Handbook,* 2nd Edition (2004) indicates that pass-by trip reductions can vary between 49 percent and 62 percent for these uses. Specifically, the *Trip Generation Handbook* includes multiple sources for each land use, with the following average pass-by trip percentages:

- 49 percent for the pharmacy with drive-through window land use (ITE LU 881) during the weekday PM peak period
- 62 percent for the gas station with convenience market and car wash land use (ITE LU 946) during the weekday AM peak period
- 56 percent for the gas station with convenience market and car wash land use (ITE LU 946) during the PM peak period

The PM peak period pass-by trip reductions were applied to the daily trip generation. The use of the pass-by trip reductions as shown in **Table 3.3-6** was reviewed and approved by City staff.

The proposed development is projected to generate a total of approximately 3,933 net trip-ends per day on a typical weekday. The project is anticipated to generate a total of approximately 284 net weekday AM peak-hour trips and 410 net weekday PM peak-hour trips.

TABLE 3.3-5
PROJECT TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Single-Family Detached	DU	210	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Pharmacy with Drive-Through	TSF	881	1.52	1.14	2.66	5.18	5.18	10.36	88.16
Gas Station w/Market & Car Wash	VFP	946	6.08	5.85	11.93	7.11	6.83	13.94	152.84
Specialty Retail[3]	TSF	820/814	0.61	0.39	1.00	1.19	1.52	2.71	44.32

[1] Trip Generation Source: ITE 2008

[2] DU = dwelling units; TSF = thousand square feet; VFP = vehicle fueling position

[3] AM peak-hour rates are unavailable for ITE Land Use 814. As such, the weekday AM peak-hour rates for ITE Land Use 820 were utilized.

TABLE 3.3-6
PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Single-Family Detached Residential	275	DU	52	154	206	176	102	278	2,632
Pharmacy with Drive-Through	14.469	TSF	22	16	38	75	75	150	1,276
Pass-by Reduction (49% PM & Daily)[2]			*0*	*0*	*0*	*-37*	*-37*	*-73*	*-625*
Gas Station with Market and Car Wash	8	VFP	49	47	95	57	55	112	1,223
Pass-by Reduction (62% AM; 56% PM & Daily)[3]			*-30*	*-29*	*-59*	*-32*	*-31*	*-62*	*-685*
Specialty Retail	2.550	TSF	2	1	3	3	4	7	113
TOTAL			**94**	**189**	**284**	**242**	**168**	**410**	**3,933**

[1] DU = dwelling units; TSF = thousand square feet; VFP = vehicle fueling position

[2] Pass-by reduction percentages are from the ITE Trip Generation Handbook, 2nd Edition (2004), Table 5.18.

[3] Pass-by reduction percentages are from the ITE Trip Generation Handbook, 2nd Edition (2004), Tables 5.29 and 5.30.

Project Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be utilized by project traffic. The potential interaction between the planned land uses and surrounding regional access routes were considered to identify the route where the project traffic would distribute. The project trip distributions were developed based on anticipated travel patterns to and from the project site for the traffic associated with both the residential and commercial uses.

The total volume on each roadway was divided by the total site traffic generation to indicate the percentage of project traffic that would use each component of the regional roadway system in each relevant direction.

It should be noted that the trip distribution patterns for both the proposed residential and commercial uses reflect full access at all project access points along Bundy Canyon Road, with the exception of the following:

- "I" Street on Bundy Canyon Road – right-in/right-out/left-in access only (no left turns out)
- Commercial Access on Bundy Canyon Road – right-in/right-out access only (no left turns in/out)

Modal Split

The traffic-reducing potential of public transit, walking, or bicycling was not considered in the TIA. Essentially, the traffic projections are conservative in that these alternative travel modes might be able to reduce the forecast traffic volumes.

Project Trip Assignment

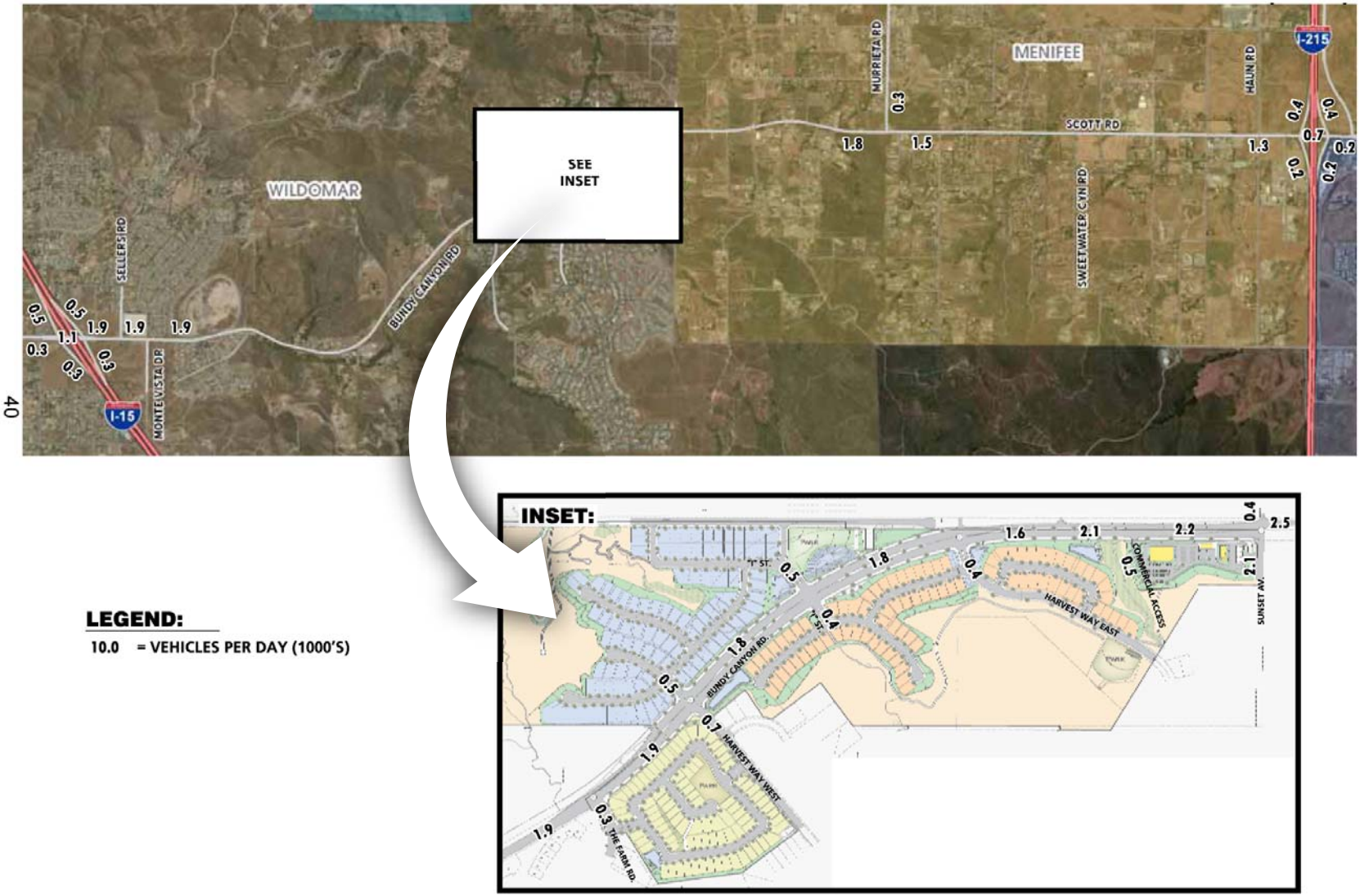
The assignment of traffic from the project area to the adjoining roadway system is based on the project trip generation, the trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the project. Based on the identified project traffic generation and trip distribution patterns, project average daily traffic (ADT) volumes for the weekday are shown on **Figure 3.3-3**.

Background Traffic

Future year traffic forecasts were based on four years of background (ambient) growth at 2 percent per year for 2015 traffic conditions. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth was added to daily and peak-hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

T:_CS\Work\Wildomar, City of\Figures for Oak Creek Canyon EIR 28-0047A-11-0261

PROJECT ONLY AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

Source: City of Wildomar

N

Figure 3.3-3
Project ADT

PMC®

Cumulative Development Traffic

The 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 the TIA through consultation with the City of Wildomar and the City of Menifee. **Figure 3.3-4** illustrates the cumulative development location map.

Cumulative Development Trip Generation

Cumulative development trip generation rates and associated trip generation are shown on **Tables 3.3-7** and **3.3-8**. The cumulative development projects assumed in the traffic impact analysis were estimated to generate 168,987 net trip-ends per day during a typical weekday, with approximately 10,911 net vehicle trips during the AM peak hour and 16,113 net vehicle trips during the PM peak hour.

TABLE 3.3-7
CUMULATIVE DEVELOPMENT TRIP GENERATION RATES[1]

Land Use	ITE Code	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
General Light Industrial	110	TSF	0.81	0.11	0.92	0.12	0.85	0.97	6.97
Warehousing	150	TSF	0.24	0.06	0.30	0.08	0.24	0.32	3.56
Mini-Warehouse (Storage)	151	Units	0.01	0.01	0.02	0.01	0.01	0.02	0.25
Mini-Warehouse	151	TSF	0.09	0.06	0.15	0.13	0.13	0.26	2.50
Single Family Dwelling	210	DU	0.19	0.56	0.75	0.64	0.37	1.01	9.57
Apartments	220	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Condo/Townhomes	230	DU	0.07	0.37	0.44	0.35	0.17	0.52	5.81
Senior Adult Housing – Detached	221	DU	0.08	0.14	0.22	0.16	0.11	0.27	3.71
Hotel	310	Room	0.34	0.22	0.56	0.31	0.28	0.59	8.17
Private School (K–12)	536	STU	0.49	0.32	0.81	0.07	0.10	0.17	2.48
Office	710	TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Free-Standing Discount Superstore	813	TSF	0.94	0.73	1.67	2.26	2.35	4.61	53.13
Specialty Retail[3]	814	TSF	0.61	0.39	1.00	1.19	1.52	2.71	44.32
Wholesale Nursery	818	TSF	1.20	1.20	2.40	2.59	2.58	5.17	39.00
Commercial Retail	820	TSF	0.61	0.39	1.00	1.83	1.90	3.73	42.94
Discount Club	857	TSF	0.40	0.16	0.56	2.12	2.12	4.24	41.80
Home Improvement Store	862	TSF	0.72	0.54	1.26	1.14	1.23	2.37	29.80
Pharmacy w/Drive-Through	881	TSF	1.52	1.14	2.66	5.18	5.18	10.36	88.16
Sit-Down Restaurant	932	TSF	5.99	5.53	11.52	6.58	4.57	11.15	127.15
Fast Food w/Drive-Through	934	TSF	25.17	24.18	49.35	17.60	16.24	33.84	496.12
Auto Care Center[4]	942	TSF	1.91	1.03	2.94	1.69	1.69	3.38	20.00
Gas Station w/Market	945	VFP	5.08	5.08	10.16	6.69	6.69	13.38	162.78
Gas Station w/Market & Car Wash	946	VFP	6.08	5.85	11.93	7.11	6.83	13.94	152.84

[1] Source: ITE 2008

[2] DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions; STU = Students

[3] AM peak-hour rates are not available in the ITE Trip Generation Manual. As such, the AM peak-hour average rates for ITE LU 820 were utilized.

[4] Daily Trip Generation Rate Source: SANDAG Land Development Code Trip Generation Manual, May 2003. ITE does not provide a weekday rate for Land Use 942.

TABLE 3.3-8
CUMULATIVE DEVELOPMENT TRIP GENERATION SUMMARY

Traffic Allocation Zone (TAZ)	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
City of Wildomar											
1	Tulip Lane (08-0147)	SFDR	60	DU	**11**	**34**	**45**	**38**	**22**	**61**	**574**
2	Canyon Plaza/JR Oil (08-179)	Retail	33.800	TSF	51	33	84	147	160	307	3,394
		Pass-by Reduction (40%)			-20	-13	-34	-59	-64	-123	-1,358
		Fast Food w/Drive-Thro	6.200	TSF	173	167	340	149	138	287	3,076
		Pass-by Reduction (45%)			-78	-75	-153	-67	-62	-129	-1,384
		Gas Station w/Market	12	VFP	63	64	127	82	81	163	1,953
		Pass-by Reduction (60%)			-38	-38	-76	-49	-49	-98	-1,172
	Subtotal TAZ 2[3]				**151**	**137**	**288**	**203**	**204**	**407**	**4,509**
3	DL Almond (09-0265)	Wholesale Nursery	5.040	TSF	**6**	**6**	**12**	**13**	**13**	**26**	**197**
4	Baxter Crossing (10-0064)	Condo/Townhomes	265	DU	19	98	117	93	45	138	1,540
		Apartments	110	DU	11	45	56	44	24	68	732
		Retail	130.600	TSF	110	71	181	372	388	760	8,078
		Internal Trips (10% Residential)			-3	-14	-17	-14	-7	-21	-227
		Internal Trips (Retail)			-14	-3	-17	-7	-14	-21	-227
		Pass-by Reduction (25% Retail Only)			0	0	0	-91	-94	-185	-1,963
	Subtotal TAZ 4[4]				**123**	**197**	**320**	**397**	**342**	**739**	**7,932**
5	Subway (10-0222)	Specialty Retail	10.500	TSF	**6**	**4**	**11**	**12**	**16**	**28**	**465**

Traffic Allocation Zone (TAZ)	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
6	Tentative Map No. 30522 (10/0301)	Retail	79.497	TSF	48	31	79	145	151	297	3,414
		Fast Food w/Drive-Thru	1.500	TSF	38	36	74	26	24	51	744
		Pass-by Reduction (25% Retail Only)									
		Gas Station w/Market	6	VFP	30	30	61	40	40	80	977
		Pass-by Reduction (62% AM; 56% PM & Daily)			-19	-19	-38	-22	-22	-45	-547
	Subtotal TAZ 6				**98**	**79**	**177**	**190**	**193**	**383**	**4,588**
7	Richland Planned Community (11-0137)	SFDR	105	DU	**20**	**59**	**79**	**67**	**39**	**106**	**1,005**
City of Wildomar Total					**415**	**516**	**931**	**920**	**830**	**1,750**	**19,270**
City of Menifee											
8	Menifee Town Center Specific Plan	Retail[5]	150.000	TSF	92	59	150	275	285	560	6,441
		Retail	359.370	TSF	219	140	359	658	683	1,340	15,431
		Hotel	200	Room	68	44	112	62	56	118	1,634
		Office	65.340	TSF	89	12	101	16	81	97	719
		SFDR	577	DU	110	323	433	369	213	583	5,522
		Condo/Townhomes	475	DU	33	176	209	166	81	247	2,760
		Internal Capture			-8	-8	-16	-28	-28	-56	-524
		Pass-by Reduction (25% Retail Only)			0	0	0	-230	-238	-468	-5,403
	Subtotal TAZ 8				**602**	**746**	**1,348**	**1,288**	**1,133**	**2,421**	**26,581**

Traffic Allocation Zone (TAZ)	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
9	Santa Rosa Charter School[6]	Elementary School	363	STU	178	116	294	25	36	62	900
		Middle School	338	STU	166	108	274	24	34	57	166
		High School	400	STU	196	128	324	28	40	68	196
		Internal Capture			0	0	0	0	0	0	0
	Subtotal TAZ 9				**539**	**352**	**892**	**77**	**110**	**187**	**1,262**
10	PP 2010-123	Retail	263.160	TSF	161	103	263	482	500	982	11,300
		Pass-by Reduction (25% Retail Only)			0	0	0	-120	-125	-245	-2,825
	Subtotal TAZ 10				**161**	**103**	**263**	**361**	**375**	**736**	**8,475**
11	The Lakes TR 30422 (SP 247 Amendment 1)	SFDR	992	DU	**188**	**556**	**744**	**635**	**367**	**1,002**	**9,493**
12	TR 29636	SFDR	75	DU	**14**	**42**	**56**	**48**	**28**	**76**	**718**
13	TR 30142	SFDR	537	DU	**102**	**301**	**403**	**344**	**199**	**542**	**5,139**
14	Antelope Square	Retail	93.250	TSF	57	36	93	171	177	348	4,004
		Fast Food w/Drive-Thru	2.000	TSF	50	48	99	35	32	68	992
		Pharmacy w/Drive-Thru	14.000	TSF	21	16	37	73	73	145	1,234
		Gas Station w/ Market	16	VFP	81	81	163	107	107	214	2,604
		Self Storage	250	Units	3	3	5	3	3	5	63
		Pass-by Reduction (25% Retail Only)			0	0	0	-97	-98	-195	-2,224
	Subtotal TAZ 14				**212**	**184**	**397**	**291**	**294**	**585**	**6,673**
15	TR 31217	SFDR	1,200	DU	**228**	**672**	**900**	**768**	**444**	**1,212**	**11,484**
16	TR 30465	SFDR	8	DU	**2**	**4**	**6**	**5**	**3**	**8**	**77**

Traffic Allocation Zone (TAZ)	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
17	TR 31724	SFDR	15	DU	3	8	11	10	6	15	144
	TR 33883	SFDR	51	DU	10	29	38	33	19	52	488
	TR 31831	SFDR	110	DU	21	62	83	70	41	111	1,053
	Subtotal TAZ 17				**33**	**99**	**132**	**113**	**65**	**178**	**1,684**
18	PP 18014	Mini-Warehouse	191.263	TSF	**17**	**11**	**29**	**25**	**25**	**50**	**478**
19	TR 31194	SFDR	483	DU	92	270	362	309	179	488	4,622
	TR 33511	SFDR	71	DU	13	40	53	45	26	72	679
	Subtotal TAZ 19				**105**	**310**	**416**	**355**	**205**	**560**	**5,302**
20	TR 33371	Condo/Townhomes	229	DU	**16**	**85**	**101**	**80**	**39**	**119**	**1,330**
21	PP 22279	Discount Club	148.663	TSF	59	24	83	315	315	630	6,214
		Home Improvement	140.760	TSF	101	76	177	160	173	334	4,195
		Retail	237.377	TSF	145	93	237	434	451	885	10,193
		Pass-by Reduction (25%)			0	0	0	-228	-235	-462	-5,150
	Subtotal TAZ 21				**306**	**192**	**498**	**683**	**704**	**1,387**	**15,451**
22	Shops at Scott	Retail	82.000	TSF	50	32	82	150	156	306	3,521
		Fast Food w/Drive-Thru	9.000	TSF	227	218	444	158	146	305	4,465
		Pass-by Reduction (25%)			0	0	0	-77	-75	-153	-1,997
	Subtotal TAZ 22				**227**	**218**	**444**	**81**	**71**	**152**	**2,469**
23	PP 21452 & PP 22280	General Light Industrial	872.347	TSF	707	96	803	105	741	846	6,080
	PP 18570	Warehousing	109.935	TSF	26	7	33	9	26	35	391
	PP 20021	Warehousing	4.500	TSF	1	0	1	0	1	1	16
	Subtotal TAZ 23				**734**	**103**	**837**	**114**	**769**	**883**	**6,488**

Traffic Allocation Zone (TAZ)	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
24	Cantalena	SFDR	353	DU	67	198	265	226	131	357	3,378
		Apartments	851	DU	85	349	434	340	187	528	5,659
	Subtotal TAZ 24				**152**	**547**	**699**	**566**	**318**	**884**	**9,037**
25	TR 31229	SFDR	242	DU	46	136	182	155	90	244	2,316
	TR 32277	SFDR	411	DU	78	230	308	263	152	415	3,933
	Subtotal TAZ 25				**124**	**366**	**490**	**418**	**242**	**660**	**6,249**
26	TR 30433	SFDR	498	DU	**95**	**279**	**374**	**319**	**184**	**503**	**4,766**
27	TR 32628	SFDR	364	DU	69	204	273	233	135	368	3,483
	TR 28206	SFDR	148	DU	28	83	111	95	55	149	1,416
	Subtotal TAZ 27				**97**	**287**	**384**	**328**	**189**	**517**	**4,900**
28	Murrieta Fields II	SFDR	10	DU	2	6	8	6	4	10	96
	Sepulveda Bldg.	General Light Industrial	2.500	TSF	2	0	2	0	2	2	17
	Golden City SP	SFDR	502	DU	95	281	377	321	186	507	4,804
		Retail	23.340	TSF	14	9	23	43	44	87	1,002
		Pass-by Reduction (25%)			0	0	0	-11	-11	-22	-251
	Keller Commercial	Retail	5.875	TSF	4	2	6	11	11	22	252
		Pass-by Reduction (25%)			0	0	0	-3	-3	-5	-63
	Subtotal TAZ 28				**117**	**298**	**416**	**368**	**233**	**601**	**5,858**
29	Murrieta Hills	Senior Adult Housing	1,012	DU	**81**	**142**	**223**	**162**	**111**	**273**	**3,755**
30	TR 28788	SFDR	119	DU	23	67	89	76	44	120	1,139
	TR 28790	SFDR	110	DU	21	62	83	70	41	111	1,053
	Subtotal TAZ 30				**44**	**128**	**172**	**147**	**85**	**231**	**2,192**

Traffic Allocation Zone (TAZ)	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
31	Menifee Walmart Shopping Center (PP 22674)[7]	Discount Superstore	205.000	TSF	193	150	342	463	482	945	10,892
		Auto Care Center	6.680	TSF	13	7	20	11	11	23	134
		Specialty Retail	13.800	TSF	8	5	14	16	21	37	612
		Sit-Down Restaurant	6.500	TSF	39	36	75	43	30	72	826
		Fast Food w/Drive-Thru	6.200	TSF	156	150	306	109	101	210	3,076
		Gas Station w/ Market & Car Wash	16	VFP	97	94	191	114	109	223	2,445
		Internal Capture (10%)			-45	-45	-90	-78	-78	-156	-1,883
		Pass-by Reduction (25%)			0	0	0	-51	-48	-99	-1,242
	Subtotal TAZ 31				**461**	**396**	**858**	**628**	**628**	**1,255**	**14,860**
City of Menifee Total					**4,658**	**6,420**	**11,079**	**8,202**	**6,821**	**15,022**	**154,720**
GRAND TOTAL					**5,073**	**6,936**	**12,009**	**9,122**	**7,650**	**16,772**	**173,990**

[1] *SFDR = Single Family Detached Residential*
[2] *DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions*
[3] *Project trip generation is consistent with the Canyon Plaza Traffic Study (Darnell & Associates, Inc., November 10, 2003).*
[4] *Project trip generation is consistent with the Baxter Crossing Traffic Impact Analysis (Urban Crossroads, Inc., June 17, 2010).*
[5] *Menifee Village Shopping Center (2011-130).*
[6] *School site located within Menifee Town Center Specific Plan. Internal interaction with proposed residential within SP.*
[7] *Project trip generation is consistent with the Menifee Shopping Center Traffic Impact Analysis (Urban Crossroads, Inc., May 10, 2010).*

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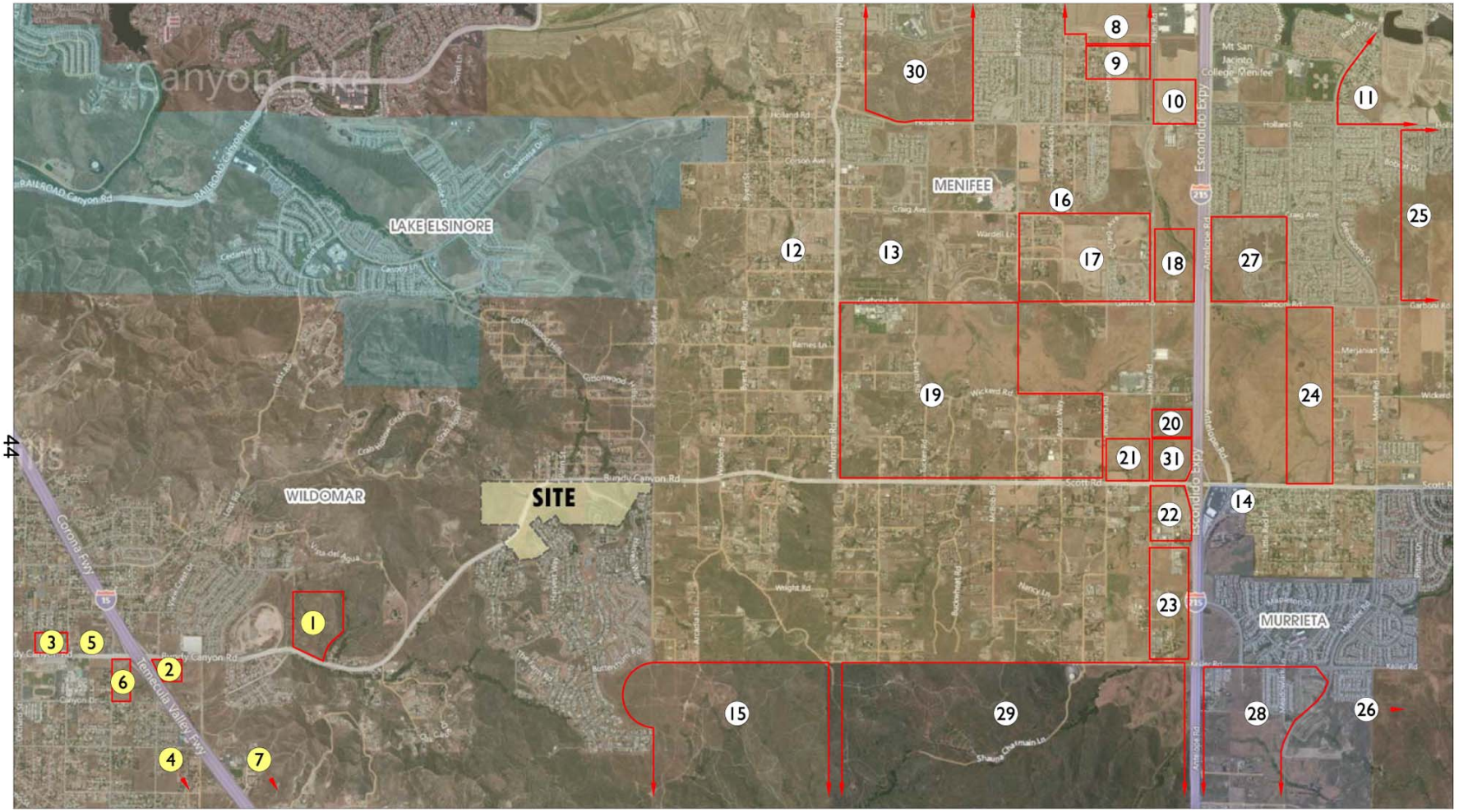
CUMULATIVE DEVELOPMENT PROJECTS LOCATION MAP



LEGEND:

1 = CITY OF WILDOMAR CUMULATIVE DEVELOPMENT PROJECT

8 = CITY OF MENIFEE CUMULATIVE DEVELOPMENT PROJECT

Source: City of Wildomar

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Figure 3.3-4

Cumulative Project Location

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Cumulative Development Trip Assignment

Based on the identified trip distribution patterns for the cumulative development projects on arterial highways throughout the study area for future conditions, cumulative projected development ADT volumes and AM peak-hour and PM peak-hour intersection turning movement volumes are included in **Table 3.3-8**.

Traffic Forecasts

An Existing plus Project analysis scenario was included to address a recent CEQA case ruling, which asserts that impacts of a proposed project must be measured against the current existing physical conditions. The Existing plus Project analysis scenario was utilized to identify significant project-related impacts and mitigation measures necessary to reduce those impacts to less than significant.

To provide a comprehensive assessment of the potential project-related and cumulative traffic impacts, two types of analyses, "buildup" and "buildout," were performed in support of this work effort. The buildup method was used to approximate the Opening Year (2015) traffic conditions and is also intended to identify the direct project-related impacts on both the existing and planned near-term circulation system in conjunction with identifying cumulative impacts. The Opening Year (2015) without Project traffic condition includes background traffic and traffic generated by other cumulative development projects in the study area. The buildup method was also utilized to approximate the Opening Year (2015) with Project traffic condition and includes background traffic, traffic generated by other cumulative development projects within the study area, and the traffic generated by the proposed project. The buildout approach is used to forecast the Horizon Year (2035) without and with Project conditions of the study area.

Figure 3.3-5 shows the ADT volumes that can be expected for Existing plus Proposed Project traffic conditions. Existing plus Proposed AM and PM peak-hour intersection turning movement volumes are included in **Table 3.3-9**.

Opening Year (2015) Conditions

The buildup approach combines existing traffic counts with a background ambient growth factor to forecast the Opening Year (2015) traffic conditions. An ambient growth factor of 8.24 percent accounts for background (area-wide) traffic increases that occur over time up to the year 2015 from the year 2011 (compounded 2 percent per year growth over a four-year period). In addition, the local traffic generated by other cumulative development projects within the study area has also been included. Traffic volumes generated by the project are then added to assess the Opening Year (2015) with Project traffic conditions. The 2015 roadway network is similar to the existing roadway network with the exception of future roadways proposed to be developed by the project.

The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Opening Year (2015) without Project
  - Existing 2011 counts
  - Ambient growth traffic (8.24 percent)

  - Cumulative development project traffic from Table 3.3-8

- Opening Year (2015) with Project
  - Existing 2011 counts
  - Ambient growth traffic (8.24 percent)
  - Cumulative development project traffic
  - Oak Creek (TTM No. 36388) traffic

Roadway Improvements Under Opening Year (2015) Conditions

The lane configurations and traffic controls assumed to be in place for Opening Year (2015) conditions are consistent with those shown previously on **Figure 3.3-1**, with the exception of project driveways and those facilities assumed to be constructed by the project to provide site access, which are assumed to be in place for Opening Year (2015) with Project conditions only.

Although an improvement project is planned at the Interstate 215 at Scott Road interchange, it is unclear at this time when the redesigned interchange would be in place. As such, the planned improvements at the interchange were not assumed for the purposes of the Opening Year (2015) conditions analyses.

Opening Year (2015) without Project Traffic Volume Forecasts

This scenario includes existing (2011) traffic volumes plus an ambient growth factor of 8.24 percent plus traffic from pending and approved but not yet constructed known development projects (as shown on **Table 3.3-8** above) in the area.

Opening Year (2015) with Project Traffic Volume Forecasts

This scenario includes existing (2011) traffic volumes, an ambient growth factor of 8.24 percent, traffic from pending and approved but not yet constructed known development projects in the area, and the addition of project traffic. The weekday ADT volumes that can be expected for Opening Year (2015) with Project traffic conditions are shown on **Figure 3.3-6,** while **Table 3.3-10** includes the AM and PM peak-hour intersection turning movement volumes for Opening Year (2015) with Project traffic conditions.

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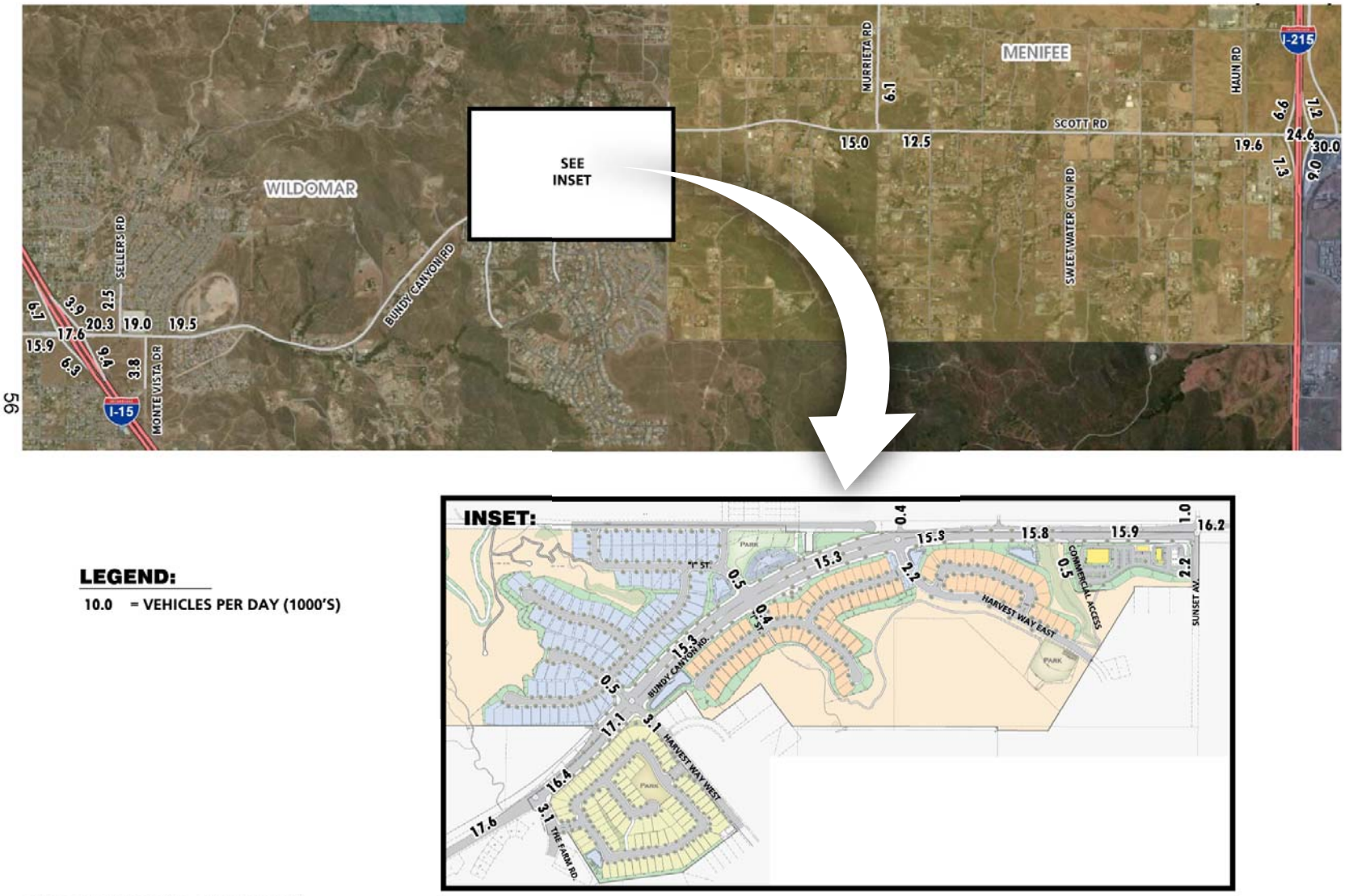
EXISTING PLUS PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

Source: City of Wildomar

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Figure 3.3-5
Existing Plus Project ADT

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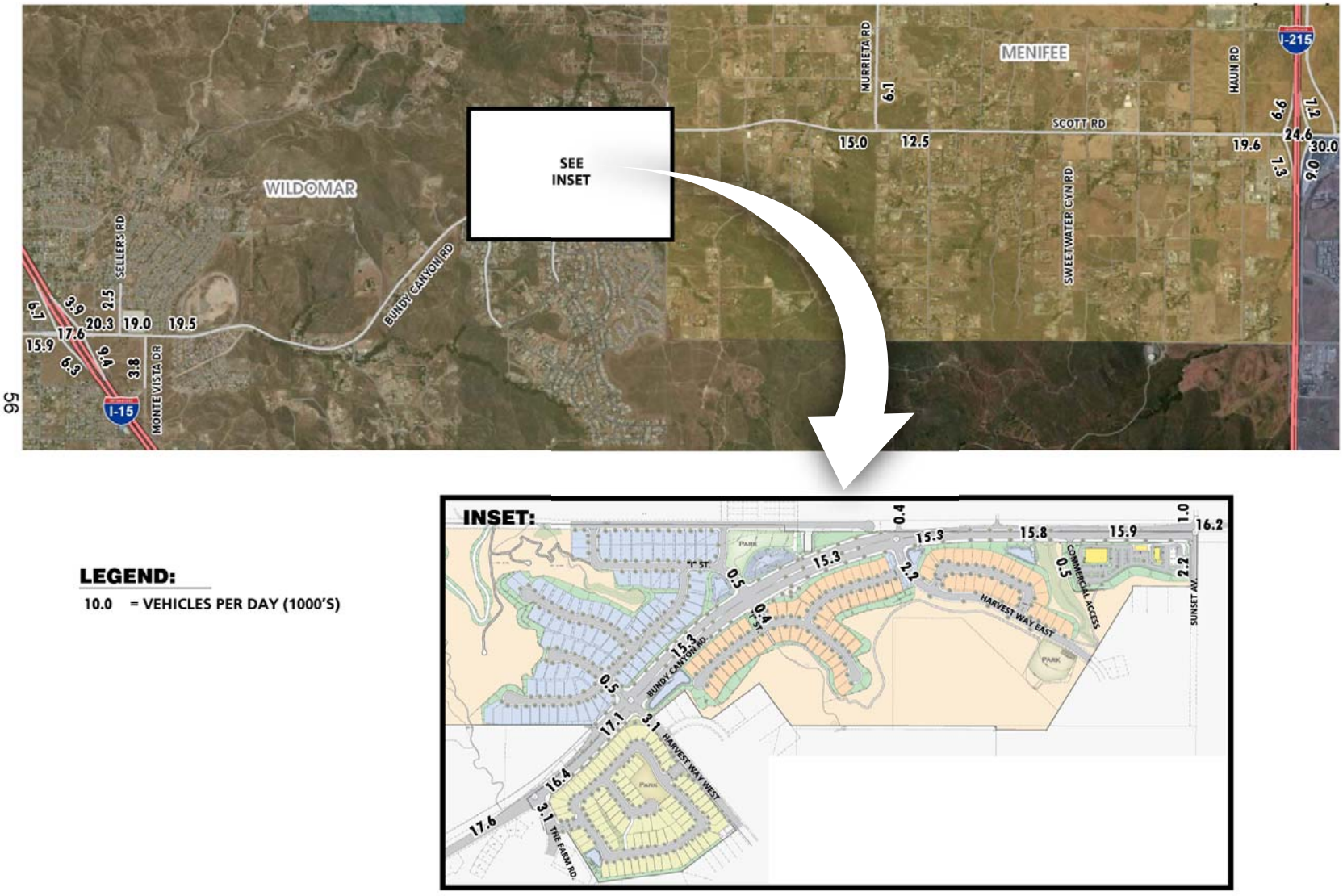
EXISTING PLUS PROJECT AVERAGE DAILY TRAFFIC (ADT)



LEGEND:

10.0 = VEHICLES PER DAY (1000'S)

Source: City of Wildomar

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Figure 3.3-6
Opening Year ADT

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Horizon Year (2035) Conditions

The Horizon Year (2035) with Project traffic volumes were derived from the Riverside County Transportation and Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The traffic forecasts reflect the area-wide growth anticipated between existing (2011) conditions and Horizon Year (2035) conditions. In most instances, the traffic **Figure 3.3-6** Opening Year ADTodel zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year (2035) peak-hour forecasts were refined using the model-derived long-range forecasts, along with Opening Year (2015) with Project peak-hour traffic volumes. Future estimated peak-hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year (2035) peak-hour forecasts. Lastly, Horizon Year (2035) turning volumes were compared to Opening Year (2015) with Project volumes in order to ensure a minimum growth of 10 percent as part of the refinement process. The minimum 10 percent growth includes any additional growth between Opening Year (2015) with Project and Horizon Year (2035) traffic conditions that is not accounted for by the traffic generated by cumulative development projects and the ambient growth between existing and Opening Year (2015) with Project conditions.

Flow conservation checks and forecast adjustments were performed as necessary to ensure that all future Opening Year (2015) with Project and Horizon Year (2035) traffic volume forecasts are reasonable. Flow conservation checks were performed in an effort to ensure the flow of traffic volumes between closely spaced intersections is maintained. In other words, traffic flow between two closely spaced intersections, such as two freeway ramp locations, is verified in order to make certain that vehicles leaving one intersection are entering the adjacent intersection and that there is no unexplained loss of vehicles. The result of this traffic forecasting procedure is a series of traffic volumes suitable for traffic operations analysis.

The RivTAM 2035 traffic forecasts assume buildout of the City of Wildomar General Plan circulation network. Lane configurations and traffic controls assumed to be in place for Horizon Year (2035) without and with Project conditions are consistent with those planned according to the City of Wildomar General Plan roadway classifications in conjunction with the project driveways and those facilities assumed to be constructed by the project or cumulative development projects to provide site access. **Figure 3.3-7** shows the future lane geometrics assumed for each analysis location under Horizon Year (2035) with Project traffic conditions.

Roadway Improvements Under Horizon Year (2035) Conditions

As stated above, Caltrans improvements are planned at the Interstate 215 at Scott Road interchange; however, it is not known when these improvements would be in place. For the purposes of the TIA, it was assumed that the Interstate 215 at Scott Road interchange improvements would be in place under Horizon Year (2035) traffic conditions. **Figure 3.3-8** shows the planned Interstate 215 at Scott Road interchange improvements.

The City of Wildomar General Plan Circulation Element is based on the circulation needs as defined by buildout of the Land Use Element. As such, it is assumed that the circulation network would be built out as the Land Use Element is built out.

The lane geometrics shown in **Figure 3.3-7** are consistent with those previously shown on **Figure 3.3-8**, with the exception of the following intersections:

- Harvest Way West/Bundy Canyon Road (Access Options)
- "I" Street/Bundy Canyon Road (new intersection)
- Commercial Access/Bundy Canyon Road (new intersection)

Horizon Year (2035) without Project Traffic Volume Forecasts

This scenario includes the refined post-processed volumes obtained from the Riverside County Transportation and Analysis Model (RivTAM) less the traffic generated by the proposed project. The weekday ADT volumes that can be expected for Horizon Year (2035) without Project traffic conditions included in **Table 3.3-12** show the AM and PM peak-hour intersection turning movement volumes for Horizon Year (2035) without Project traffic conditions.

Horizon Year (2035) with Project Traffic Volume Forecasts

This scenario includes the refined post-processed volumes obtained from RivTAM plus the project-related volumes. The weekday ADT volumes that can be expected for Horizon Year (2035) with Project traffic conditions are shown on **Figure 3.3-9**. **Table 3.3-12** includes the AM and PM peak-hour intersection turning movement volumes for Horizon Year (2035) with Project traffic conditions.

PROJECT IMPACTS AND MITIGATION MEASURES

Roadway Facilities (Standard of Significance 1)

Impact 3.3.1 Implementation of the proposed project would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. This will be a **potentially significant** impact.

Existing plus Project Intersection Operations Analysis

Existing plus Project peak-hour traffic operations were evaluated for the study area intersections based on the analysis methodologies presented above. The intersection analysis results are summarized in **Table 3.3-9**, which indicates that the following study area intersections are anticipated to operate at unacceptable levels of service with the addition of project traffic:

- Sellers Road/Bundy Canyon Road
- Monte Vista Drive/Bundy Canyon Road
- Harvest Way West/Bundy Canyon Road
- Harvest Way East/Bundy Canyon Road
- Sunset Avenue/Bundy Canyon Road
- Murrieta Road/Scott Road

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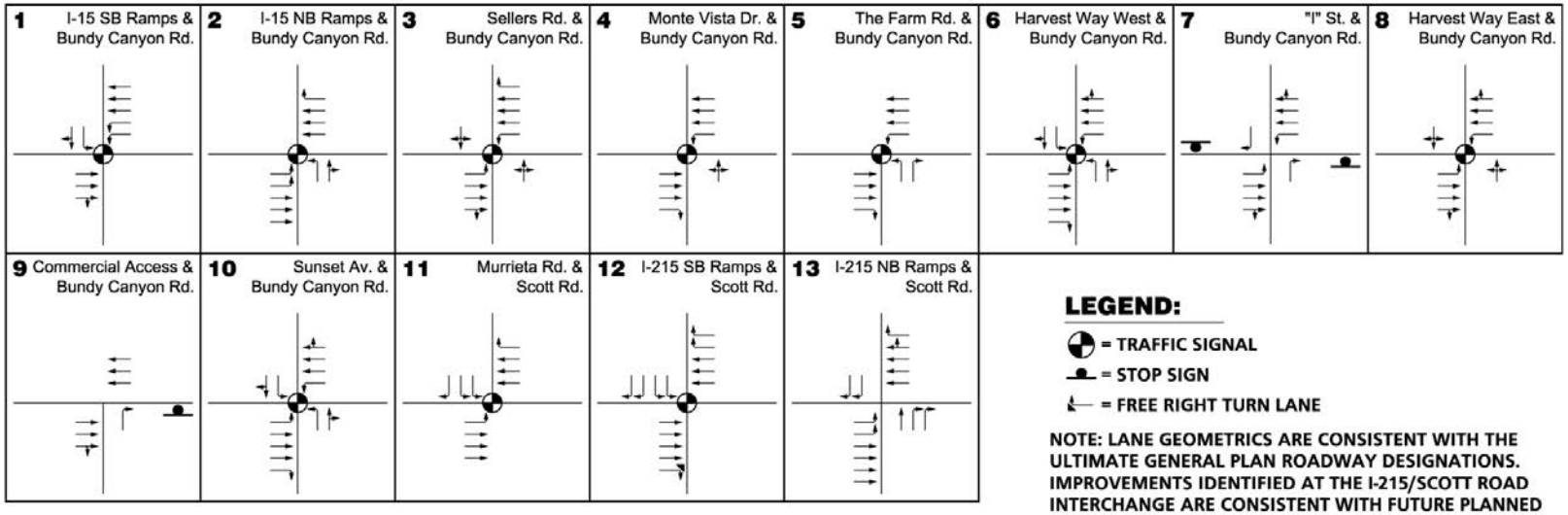
HORIZON YEAR (2035) WITH PROJECT LANE CONFIGURATION AND INTERSECTION CONTROLS





LEGEND:

= TRAFFIC SIGNAL

= STOP SIGN

= FREE RIGHT TURN LANE

NOTE: LANE GEOMETRICS ARE CONSISTENT WITH THE ULTIMATE GENERAL PLAN ROADWAY DESIGNATIONS. IMPROVEMENTS IDENTIFIED AT THE I-215/SCOTT ROAD INTERCHANGE ARE CONSISTENT WITH FUTURE PLANNED IMPROVEMENTS PER CALTRANS.

Source: City of Wildomar

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Figure 3.3-7
Future Lane Geometrics

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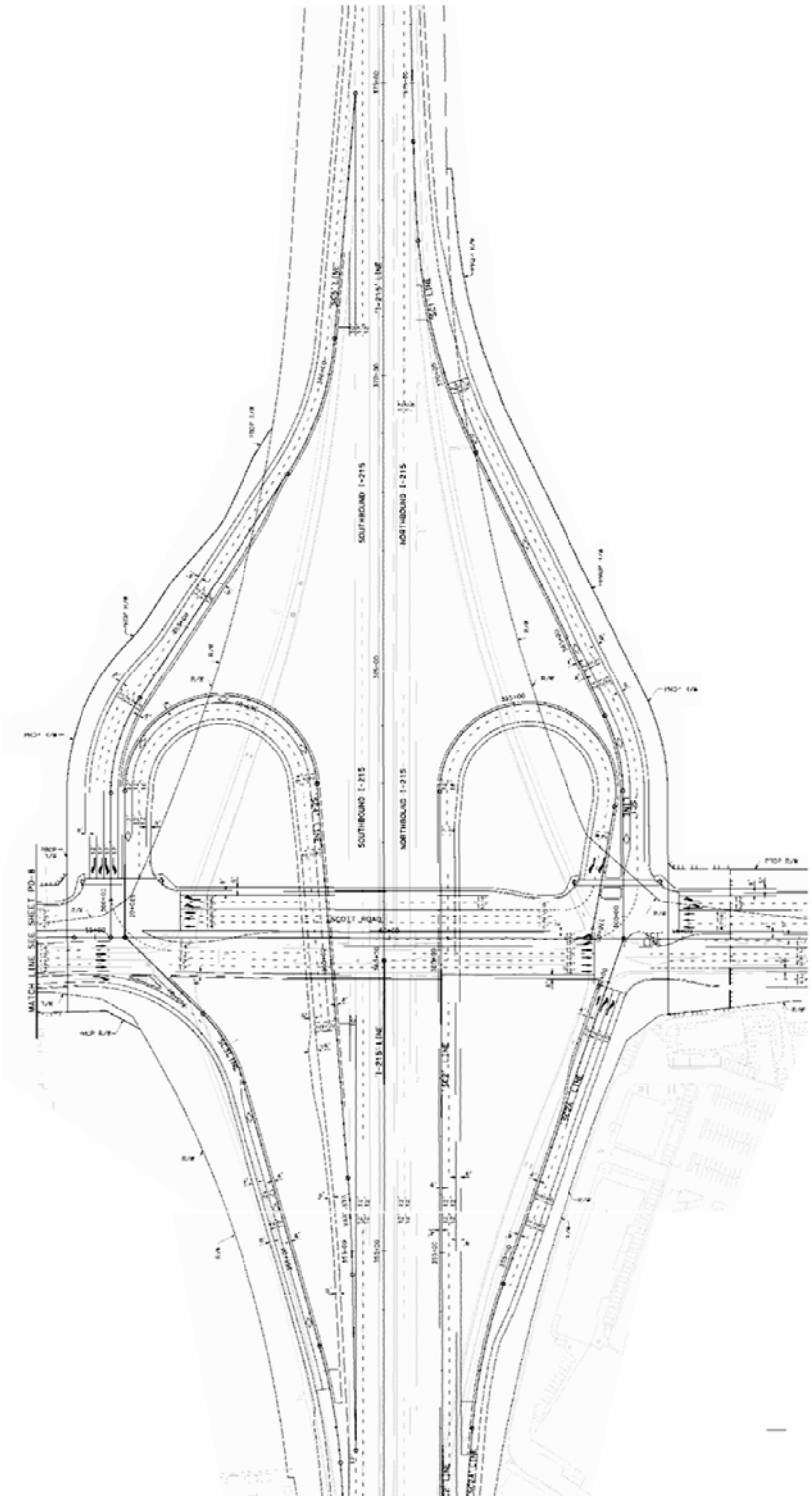
CALTRANS I-215/SCOTT RD. INTERCHANGE IMPROVEMENTS



Source: City of Wildomar

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Figure 3.3-8
I-215 Scott Road Improvements

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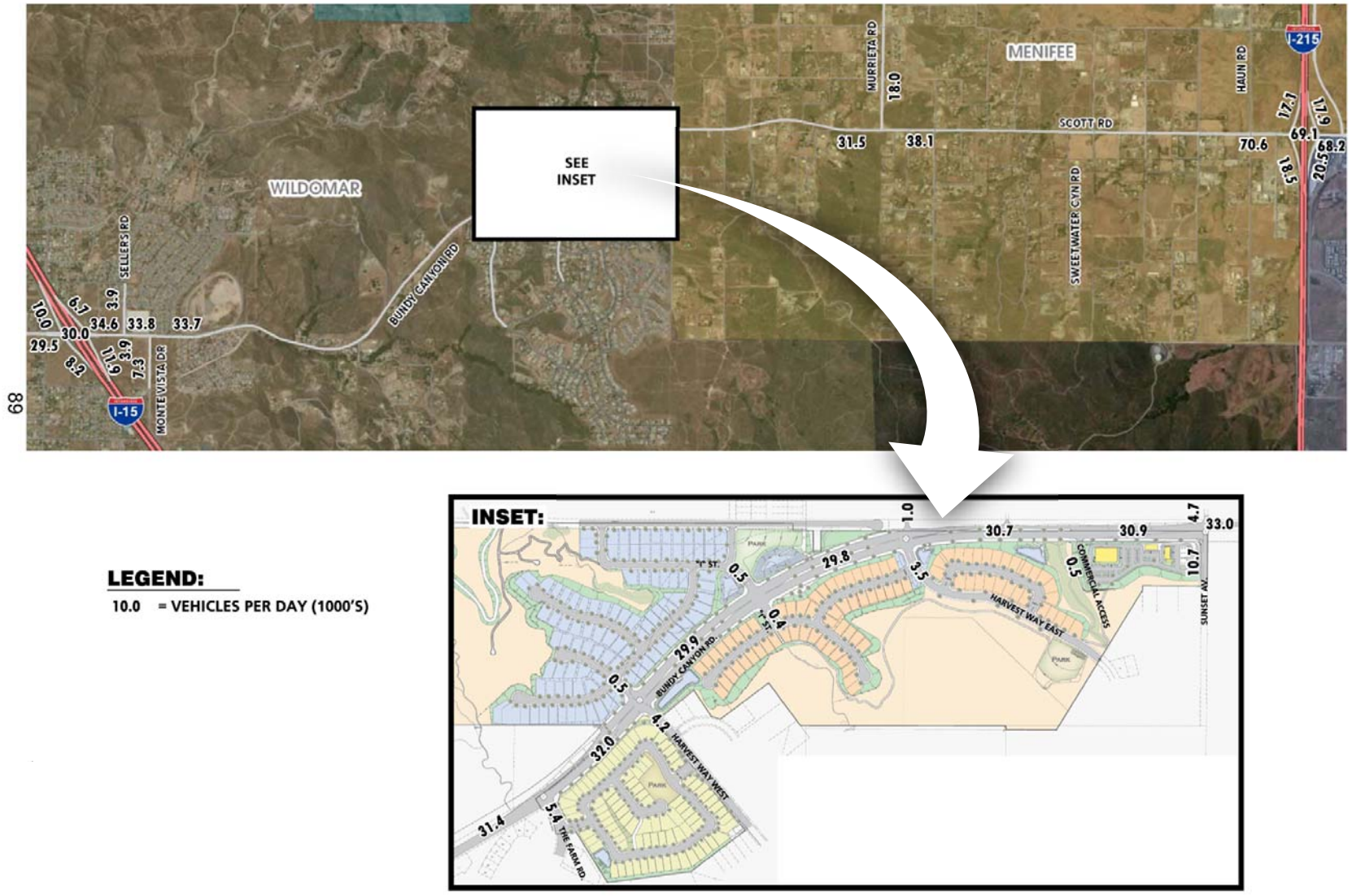
HORIZON YEAR (2035) WITH PROJECT AVERAGE DAILY TRAFFIC (ADT)



Source: City of Wildomar

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Figure 3.3-9
2035 ADT

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As noted in the table, the intersections of Monte Vista/Bundy Canyon Road and Murrieta Road/Scott Road already operate at unacceptable levels. The intersection of Harvest Way West at Bundy Canyon Road is anticipated to operate at acceptable peak-hour levels of service with the access alternative assumptions. If access is restricted at this intersection, the installation of a traffic signal is not necessary to achieve acceptable peak-hour intersection operations (i.e., LOS D or better).

Based on the City of Wildomar specialized significance criteria discussed in the Standards of Significance subsection above, the following intersections were found to be impacted by the project:

Sellers Road/Bundy Canyon Road – This intersection is anticipated to operate at an acceptable LOS (LOS D or better) during the AM and PM peak hours under existing (2011) traffic conditions. The addition of project traffic is anticipated to cause the intersection to operate at unacceptable LOS (LOS E) during the PM peak hour only.

Monte Vista Drive/Bundy Canyon Road – Although this intersection was found to operate at an unacceptable LOS (LOS F) during the weekday PM peak hour under existing (2011) conditions, the City of Wildomar's specialized significance criteria dictate that if the addition of project traffic (as measured by 50 peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. The project-related delay increase is greater than 5.0 seconds.

Harvest Way West/Bundy Canyon Road – This intersection is anticipated to operate at an acceptable LOS (LOS D) during the AM and PM peak hours under existing (2011) traffic conditions. The addition of project traffic is anticipated to cause the intersection to operate at unacceptable LOS (LOS F) during the PM peak hour.

Harvest Way East/Bundy Canyon Road – This intersection is anticipated to operate at an acceptable LOS (LOS D or better) during the AM and PM peak hours under existing (2011) traffic conditions. The addition of project traffic is anticipated to cause the intersection to operate at unacceptable LOS (LOS F and E) during the AM and PM peak hours.

Sunset Avenue/Bundy Canyon Road – This intersection is anticipated to operate at an acceptable LOS (LOS C) during the AM and PM peak hours under existing (2011) traffic conditions. The addition of project traffic is anticipated to cause the intersection to operate at unacceptable LOS (LOS F) during the PM peak hour only.

Impacts on these roadway intersections under Existing plus Project conditions are therefore considered **potentially significant.**

TABLE 3.3-9
INTERSECTION ANALYSIS FOR EXISTING PLUS PROJECT CONDITIONS

#	Intersection	Jurisdiction	Traffic Control[2]	Existing				Existing + Project			
				Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
				AM	PM	AM	PM	AM	PM	AM	PM
1	I-15 SB Ramps/Bundy Canyon Rd.	Caltrans	TS	23.0	18.9	C	B	25.5	21.8	C	C
2	I-15 NB Ramps/Bundy Canyon Rd.	Caltrans	TS	18.9	19.3	B	B	19.8	20.8	B	C
3	Sellers Rd./Bundy Canyon Rd.	Wildomar	CSS	24.2	31.1	C	D	30.3	***46.1***	D	***E***
4	Monte Vista Dr./Bundy Canyon Rd.	Wildomar	CSS	21.4	***62.2***	C	***F***	26.0	***> 80.0***	D	***F***
5	The Farm Rd./Bundy Canyon Rd.										
	- Preferred Access	Wildomar	TS	9.3	11.1	A	B	9.8	11.9	A	B
	- Access Alternative	Wildomar	TS	9.3	11.1	A	B	13.2	15.2	B	B
6	Harvest Way West/Bundy Canyon Rd.										
	- Preferred Access	Wildomar	CSS	27.5	30.6	D	D	26.9	***55.5***	D	***F***
	- Access Alternative	Wildomar	CSS	27.5	30.6	D	D	9.7	10.5	A	B
7	"I" Street/Bundy Canyon Rd.	Wildomar	**CSS**	Not Applicable				9.6	10.0	A	B
8	Harvest Way East/Bundy Canyon Rd.	Wildomar	CSS	26.6	24.5	D	C	***56.2***	***44.9***	***F***	***E***
9	Commercial Access/Bundy Canyon Rd.	Wildomar	**CSS**	Not Applicable				9.5	10.2	A	B
10	Sunset Ave./Bundy Canyon Rd.	Wildomar/ Menifee	CSS	21.3	23.3	C	C	33.8	***> 80.0***	D	***F***
11	Murrieta Rd./Scott Rd.	Menifee	AWS	18.7	***39.4***	C	***F***[3]	29.5	***71.0***	D	***F***
12	I-215 SB Ramps/Scott Rd.	Caltrans	TS	24.6	30.8	C	C	26.6	32.7	C	C
13	I-215 NB Ramps/Scott Rd.	Caltrans	TS	26.6	32.3	C	C	29.3	33.9	C	C

1 *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*

2 *CSS = cross-street stop; AWS = all-way stop; TS = traffic signal*

3 *Volume-to-capacity ratio is greater than 1.00; Intersection unstable; Level of Service F.*

Opening Year (2015) Intersection Operations Analysis

Level of service calculations were conducted for the study intersections to evaluate their operations under Opening Year (2015) conditions with existing roadway and intersection geometrics. As shown in **Table 3.3-10**, the following intersections were found to operate at an unacceptable level of service under Opening Year (2015) with Project traffic conditions.

- Sellers Road/Bundy Canyon Road
- Monte Vista Drive/Bundy Canyon Road
- Harvest Way West/Bundy Canyon Road
- Harvest Way East/Bundy Canyon Road
- Sunset Avenue/Bundy Canyon Road
- Murrieta Road/Scott Road
- I-215 Southbound Ramps/Scott Road
- I-215 Northbound Ramps/Scott Road

As shown in **Table 3.3-10**, the intersection of Harvest Way West at Bundy Canyon Road is anticipated to operate at acceptable peak hour levels of service with the access alternative assumptions. If access is restricted at this intersection, the installation of a traffic signal is not necessary to achieve acceptable peak hour intersection operations (i.e., LOS D or better). The intersection operations analysis worksheets for Opening Year (2015) without Project traffic conditions are included in Appendix 6.1 of the TIA. The intersection operations analysis worksheets for Opening Year (2015) with Project traffic conditions are included in Appendix 6.2 of the TIA.

TABLE 3.3-10
INTERSECTION ANALYSIS FOR OPENING YEAR (2015) CONDITIONS

#	Intersection	Jurisdiction	Traffic Control[2]	2015 Without Project				2015 With Project			
				Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
				AM	PM	AM	PM	AM	PM	AM	PM
1	I-15 SB Ramps/Bundy Canyon Rd.	Caltrans	TS	26.9	33.1	C	C	30.6	42.5	C	D
2	I-15 NB Ramps/Bundy Canyon Rd.	Caltrans	TS	24.9	26.9	C	C	27.4	31.4	C	C
3	Sellers Rd./Bundy Canyon Rd.	Wildomar	CSS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***
4	Monte Vista Dr./Bundy Canyon Rd.	Wildomar	CSS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***
5	The Farm Rd./Bundy Canyon Rd.										
	- Preferred Access	Wildomar	TS	24.2	24.1	C	C	35.5	35.8	D	D
	- Access Alternative	Wildomar	TS	24.2	24.1	C	C	21.0	37.1	C	D
6	Harvest Way West/ Bundy Canyon Rd.										
	- Preferred Access	Wildomar	CSS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***
	- Access Alternative	Wildomar	CSS	**> 80.0**	**> 80.0**	**F**	**F**	11.1	14.5	B	B
7	"I" Street/Bundy Canyon Rd.	Wildomar	**CSS**	Not Applicable				11.1	13.2	B	B
8	Harvest Way East/ Bundy Canyon Rd.	Wildomar	CSS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***
9	Commercial Access/ Bundy Canyon Rd.	Wildomar	**CSS**	Not Applicable				10.4	12.5	B	B
10	Sunset Ave./Bundy Canyon Rd.	Wildomar/ Menifee	CSS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***
11	Murrieta Rd./Scott Rd.	Menifee	AWS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***
12	I-215 SB Ramps/Scott Rd.	Caltrans	TS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***
13	I-215 NB Ramps/Scott Rd.	Caltrans	TS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***

1. Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
2. CSS = cross-street stop; AWS = all-way stop; TS = traffic signal

Based on the City of Wildomar specialized significance criteria discussed in the Standards of Significance subsection above, the following intersections were found to be impacted by the project:

Sellers Road/Bundy Canyon Road – Although this intersection was found to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project traffic conditions, the City of Wildomar's specialized significance criteria dictates that if the addition of project traffic (as measured by 50 or more peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. As shown in **Table 3.3-11**, the project-related delay increase is greater than 5.0 seconds

Monte Vista Drive/Bundy Canyon Road – Although this intersection was found to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project traffic conditions, the City of Wildomar's specialized significance criteria dictates that if the addition of Project traffic (as measured by 50 or more peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. As shown in **Table 3.3-11**, the project-related delay increase is greater than 5.0 seconds.

Harvest Way West/Bundy Canyon Road – Although this intersection was found to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project traffic conditions, the City of Wildomar's specialized significance criteria dictates that if the addition of project traffic (as measured by 50 or more peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. As shown in **Table 3.3-11**, the project-related delay increase is greater than 5.0 seconds.

Harvest Way East/Bundy Canyon Road – Although this intersection was found to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project traffic conditions, the City of Wildomar's specialized significance criteria dictates that if the addition of project traffic (as measured by 50 or more peak-hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. As shown in **Table 3.3-11**, the project-related delay increase is greater than 5.0 seconds.

Sunset Avenue/Bundy Canyon Road – Although this intersection was found to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project traffic conditions, the City of Wildomar's specialized significance criteria dictates that if the addition of project traffic (as measured by 50 or more peak hour trips) results in an increase in delay by more than 5.0 seconds, the impact is considered significant. As shown in **Table 3.3-11**, the project-related delay increase is greater than 5.0 seconds.

Impacts on these roadway intersections under Opening Year (2015) conditions are therefore considered **potentially significant.**

TABLE 3.3-11
CITY OF WILDOMAR SIGNIFICANT IMPACT CRITERIA TEST FOR OPENING YEAR (2015) CONDITIONS

#	Intersection	Jurisdiction	Traffic Control[3]	2015 Without Project				2015 With Project				Significant Project Impact?[1]			
				Delay[2] (secs.)		Level of Service		Delay[2] (secs.)		Level of Service		AM Peak Hour		PM Peak Hour	
				AM	PM	AM	PM	AM	PM	AM	PM	Change in Delay	Significant?	Change in Delay	Significant?
3	Sellers Rd./Bundy Canyon Rd.	Wildomar	CSS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***	***> 5.0***	***Yes***	***> 5.0***	***Yes***
4	Monte Vista Dr./ Bundy Canyon Rd.	Wildomar	CSS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***	***> 5.0***	***Yes***	***> 5.0***	***Yes***
6	Harvest Way West/ Bundy Canyon Rd.	Wildomar	CSS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***	***> 5.0***	***Yes***	***> 5.0***	***Yes***
8	Harvest Way East/ Bundy Canyon Rd.	Wildomar	CSS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***	***> 5.0***	***Yes***	***> 5.0***	***Yes***
10	Sunset Ave./Bundy Canyon Rd.	Wildomar/ Menifee	CSS	***> 80.0***	***> 80.0***	***F***	***F***	***> 80.0***	***> 80.0***	***F***	***F***	***> 5.0***	***Yes***	***> 5.0***	***Yes***

1. ***The*** *City of Wildomar threshold of significance was applied to those intersections within the city. Other jurisdictions do not have a threshold of significance.*

2. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*

3. CSS = cross-street stop; AWS = all-way stop; TS = traffic signal

Horizon Year (2035) Intersection Operations Analysis

Levels of service calculations were conducted for the study intersections to evaluate their operations under Horizon Year (2035) without Project conditions. As shown in **Table 3.3-12**, all of the study area intersections are anticipated to operate at an acceptable LOS under Horizon Year (2035) without Project traffic conditions based on the intersection controls and lane geometrics assumed on **Figure 3.3-10**.

As shown on **Table 3.3-12**, the addition of project traffic is not anticipated to worsen the peak-hour operations at any of the study area intersections, resulting in no significant project-related impacts. As shown in **Table 3.3-12**, the intersection of Harvest Way West at Bundy Canyon Road is anticipated to operate at acceptable peak-hour levels of service with the access alternative assumptions. If access is restricted at this intersection, the installation of a traffic signal is not necessary to achieve acceptable peak-hour intersection operations (i.e., LOS D or better). Impacts under Horizon Year (2035) conditions are therefore considered **less than significant.**

TABLE 3.3-12
INTERSECTION ANALYSIS FOR HORIZON YEAR (2035) CONDITIONS

#	Intersection	Jurisdiction	Traffic Control[2]	2035 Without Project				2035 With Project			
				Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
				AM	PM	AM	PM	AM	PM	AM	PM
1	I-15 SB Ramps/Bundy Canyon Rd.	Caltrans	TS	18.1	33.2	B	C	18.8	38.2	B	D
2	I-15 NB Ramps/Bundy Canyon Rd.	Caltrans	TS	17.0	24.3	B	C	17.9	26.6	B	C
3	Sellers Rd./Bundy Canyon Rd.	Wildomar	TS	22.9	24.4	C	C	22.9	24.7	C	C
4	Monte Vista Dr./Bundy Canyon Rd.	Wildomar	TS	18.8	22.3	B	C	19.6	22.7	B	C
5	The Farm Rd./Bundy Canyon Rd.										
	- Preferred Access	Wildomar	TS	10.8	11.2	B	B	10.9	11.3	B	B
	- Access Alternative	Wildomar	TS	10.8	11.2	B	B	15.6	15.0	B	B
6	Harvest Way West/ Bundy Canyon Rd.										
	- Preferred Access	Wildomar	**TS**	10.9	9.4	B	A	15.2	13.6	B	B
	- Access Alternative	Wildomar	CSS	10.9	9.4	B	A	11.3	14.9	B	C
7	"I" Street / Bundy Canyon Rd.	Wildomar	**CSS**	Not Applicable				10.9	12.9	B	B
8	Harvest Way East/ Bundy Canyon Rd.	Wildomar	TS	14.1	12.8	B	B	14.9	13.4	B	B
9	Commercial Access/ Bundy Canyon Rd.	Wildomar	**CSS**	Not Applicable				10.3	12.7	B	B

#	Intersection	Jurisdiction	Traffic Control[2]	2035 Without Project				2035 With Project			
				Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
				AM	PM	AM	PM	AM	PM	AM	PM
10	Sunset Ave/Bundy Canyon Rd.	Wildomar/ Menifee	TS	16.7	18.1	B	B	17.7	22.6	B	C
11	Murrieta Rd./Scott Rd.	Menifee	TS	22.3	28.6	C	C	21.8	29.3	C	C
12	I-215 SB Ramps/Scott Rd.	Caltrans	TS	10.3	16.7	B	B	10.5	16.2	B	B
13	I-215 NB Ramps/Scott Rd.	Caltrans	TS	15.4	44.8	B	D	27.6	46.2	C	D

1. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*
2. *CSS = cross-street stop; AWS = all-way stop; TS = traffic signal*

Traffic Signal Warrants Analysis

Traffic signal warrants for Existing plus Project traffic conditions are based on Existing plus Project peak-hour volumes. For Existing plus Project conditions, traffic signals appear to be warranted at the following intersections (see Appendix 5.2 of the TIA):

- Harvest Way East/Bundy Canyon Road
- Sunset Avenue/Bundy Canyon Road

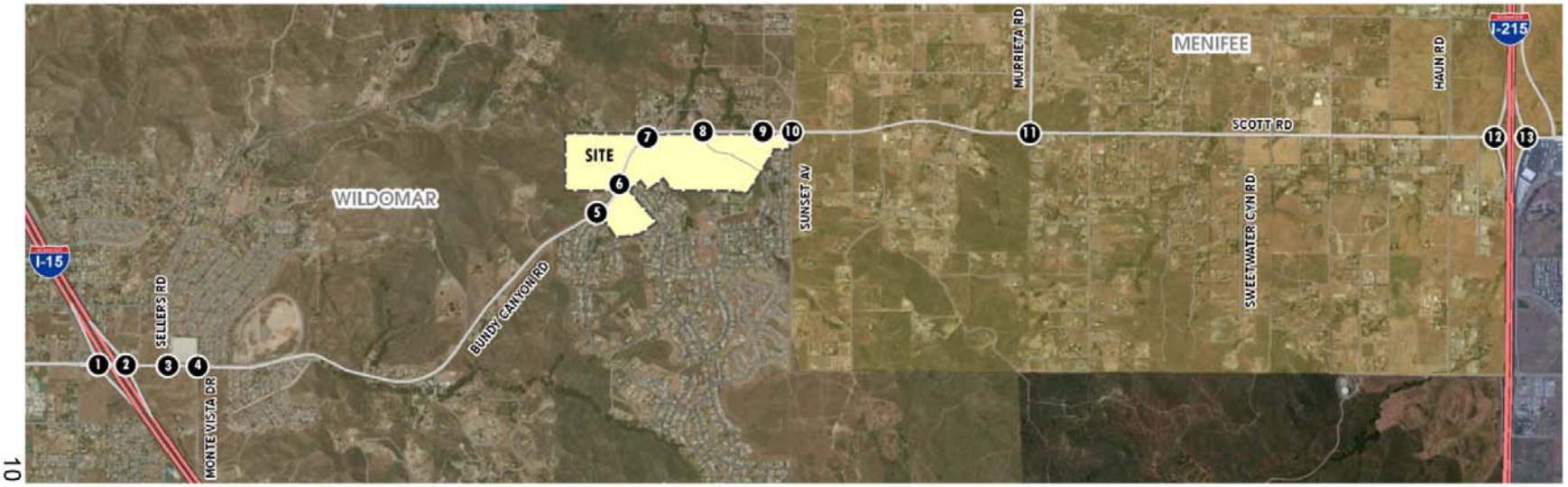
Traffic signal warrants for Opening Year (2015) without and with Project traffic conditions are based on Opening Year (2015) without and with Project ADT volumes. For Opening Year (2015) without Project traffic conditions, there are no intersections anticipated to warrant a traffic signal as compared to those previously identified under existing (2011) traffic conditions. Similarly, no additional traffic signals appear to be warranted under Opening Year (2015) with Project traffic conditions in addition to those warranted under Opening Year (2015) without Project traffic conditions.

Traffic signal warrants for Horizon Year (2035) without and with Project traffic conditions are based on Horizon Year (2035) without and with Project ADT volumes. For Horizon Year (2035) without Project traffic conditions, there are no intersections anticipated to warrant a traffic signal as compared to those previously identified under Opening Year (2035) without Project traffic conditions. Similarly, no additional traffic signals appear to be warranted under Horizon Year (2035) with Project traffic conditions in addition to those warranted under Horizon Year (2035) without Project traffic conditions.

As noted above if access is ultimately restricted at the intersection of Harvest Way West and Bundy Canyon Road, the installation of a traffic signal is not necessary to achieve acceptable peak hour intersection operations (i.e., LOS D or better). The City has not determined whether access should be restricted in the future, so mitigation measure **MM 3.3.1** contains the requirement to include a traffic signal at this location.

T:_CS\Work\Wildomar, City of\Figures for Oak Creek Canyon EIR 28-0047A-11-0261

RECOMMENDED PROJECT MITIGATION MEASURES



1 I-15 SB Ramps & Bundy Canyon Rd.	**2** I-15 NB Ramps & Bundy Canyon Rd.	**3** Sellers Rd. & Bundy Canyon Rd.	**4** Monte Vista Dr. & Bundy Canyon Rd.	**5** The Farm Rd. & Bundy Canyon Rd.	**6** Harvest Way West & Bundy Canyon Rd.	**7** "I" St. & Bundy Canyon Rd.	**8** Harvest Way East & Bundy Canyon Rd.
No Improvements	No Improvements			No Improvements			
9 Commercial Access & Bundy Canyon Rd.	**10** Sunset Av. & Bundy Canyon Rd.	**11** Murrieta Rd. & Scott Rd.	**12** I-215 SB Ramps & Scott Rd.	**13** I-215 NB Ramps & Scott Rd.			
		No Improvements	No Improvements	No Improvements			

LEGEND:

- = TRAFFIC SIGNAL
- = ALL WAY STOP
- = STOP SIGN
- = EXISTING LANE
- = CURRENT PHASE IMPROVEMENT

Source: City of Wildomar

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MILE

N

Figure 3.3-10
Project Mitigation Measures

PMC®

Mitigation Measures – Existing and Opening Year

MM 3.3.1 The project applicant shall be required to implement the following traffic improvements:

Sellers Road/Bundy Canyon Road

- Install a traffic signal.

Monte Vista Drive/Bundy Canyon Road

- Install a traffic signal.

Harvest Way West/Bundy Canyon Road

- Install a traffic signal.
- Stripe a shared northbound through-right turn lane in place of the existing de facto right turn lane.
- Construct a southbound left turn lane and shared through-right turn lane.
- Construct an eastbound left turn lane and two additional through lanes.
- Construct two additional westbound through lanes.

Harvest Way East/Bundy Canyon Road

- Install a traffic signal.
- Construct an eastbound left turn lane and two additional through lanes.
- Construct a westbound left turn lane.

Sunset Avenue/Bundy Canyon Road

- Install a traffic signal.
- Construct an eastbound left turn lane and two additional through lanes.
- Construct a westbound left turn lane.

Timing/Implementation: *Prior to issuance of Final Map, a subdivision improvement agreement will be executed that will establish the precise timing for the improvements. All improvements shall be in place prior to full buildout of the project.*

Enforcement/Monitoring: *City of Wildomar Public Works Department*

Mitigation strategies have been recommended to address the proposed project's impact at study area intersections. As shown in **Table 3.3-13**, the proposed mitigation measures will ensure that all intersections operate at an acceptable level of service under the Existing plus Project

scenario. **Table 3.3-14** also shows that traffic resulting from regional growth will impact the study area intersections, causing two of them (Sellers Road/Bundy Canyon Road and Monte Vista Drive/Bundy Canyon Road) to operate at an unacceptable level of service even with the mitigation. The mitigation is designed to address the proposed project's impacts and consequently reduces delay at these intersections caused by the project. As shown in **Table 3.3-14**, implementation of the proposed mitigation reduces the delay at the Sellers Road/Bundy Canyon Road and Monte Vista Drive/Bundy Canyon Road intersections and therefore does not increase the delay by the threshold 5.0 seconds. With implementation of the intersection mitigation discussed above, project-related impacts to study area intersections would be **less than significant**.

TABLE 3.3-13
INTERSECTION ANALYSIS FOR EXISTING PLUS PROJECT CONDITIONS WITH PROJECT MITIGATION MEASURES

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
3	Sellers Rd./Bundy Canyon Rd.																	
	- Existing (2011)	CSS	0	0	0	0	1	0	1	1	0	0	1	1	24.2	31.1	C	D
	- E+P w/o Mitigation[4]	CSS	0	0	0	0	1	0	1	1	0	0	1	1	30.3	**46.1**	D	**E**
	- With Project Mitigation 1.1	**TS**	0	0	0	0	1	0	1	1	0	0	1	1	14.8	37.6	B	D
4	Monte Vista Dr./Bundy Canyon Rd.																	
	- Existing (2011)	CSS	0	1	0	0	0	0	0	1	0	1	1	0	21.4	***62.2***	C	***F***
	- E+P w/o Mitigation[4]	CSS	0	1	0	0	0	0	0	1	0	1	1	0	26.0	**>80.0**	D	**F**
	- With Project Mitigation 2.1	**TS**	0	1	0	0	0	0	0	1	0	1	1	0	29.4	24.0	C	C
6	Harvest Way West/Bundy Canyon Rd.																	
	- Existing (2011)	CSS	1	0	d	0	0	0	0	1	1	1	1	0	27.5	30.6	D	D
	- E+P w/o Mitigation[4]	CSS	1	**1**	**0**	**1**	**1**	0	**1**	**3**	**0**	1	**3**	0	26.9	**55.5**	D	**F**
	- With Project Mitigation 3.1	**TS**	1	**1**	**0**	**1**	**1**	0	**1**	**3**	**0**	1	**3**	0	28.8	27.1	C	C
8	Harvest Way East/Bundy Canyon Rd.																	
	- Existing (2011)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	26.6	24.5	D	C
	- E+P w/o Mitigation[4]	CSS	0	1	0	0	1	0	**1**	**3**	0	**1**	1	0	**56.2**	**44.9**	**F**	**E**
	- With Project Mitigation 4.1	**TS**	0	1	0	0	1	0	**1**	**3**	0	**1**	1	0	19.2	19.0	B	B
10	Sunset Ave./Bundy Canyon Rd.																	
	- Existing (2011)	CSS	0	1	0	0	1	0	0	1	0	0	1	0	21.3	23.3	C	C
	- E+P w/o Mitigation[4]	CSS	0	1	0	0	1	0	**1**	**3**	0	**1**	1	0	33.8	**>80.0**	D	**F**
	- With Project Mitigation 5.1	**TS**	0	1	0	0	1	0	**1**	**3**	0	**1**	1	0	19.0	19.9	B	B

1. *When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.*
*L = Left; T = Through; R = Right; ≥ Right-Turn Overlap Phasing; d= De Facto Right Turn Lane; **1** = Improvement*

2. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*

3. CSS = cross-street stop; AWS = all-way stop; TS = traffic signal

4. E+P w/o mitigation assumes lanes that would be constructed by the project as part of their site adjacent roadway improvements.

TABLE 3.3-14
INTERSECTION ANALYSIS FOR OPENING YEAR (2015) CONDITIONS WITH PROJECT MITIGATION MEASURES

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												2015 With Project			
			Northbound			Southbound			Eastbound			Westbound			Delay[2] (secs.)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
	Sellers Rd./Bundy Canyon Rd.																	
3	- Pre-Project Conditions	CSS	0	0	0	0	1	0	1	1	0	0	1	1	***> 300.0***	***> 300.0***	***F***	***F***
	- With Project Mitigation 1.1	**TS**	0	1	0	0	1	0	1	1	0	1	1	1	***60.3***	***> 113.5***	***E***	***F***
	Monte Vista Dr./Bundy Canyon Rd.																	
4	- Pre-Project Conditions	CSS	0	1	0	0	0	0	0	1	0	1	1	0	***> 269.3***	***> 300.0***	***F***	***F***
	- With Project Mitigation 2.1	**TS**	0	1	0	0	0	0	0	1	0	1	1	0	***113.5***	***132.5***	***F***	***F***
	Harvest Way West/Bundy Canyon Rd.																	
6	- Pre-Project Conditions	CSS	1	0	d	0	0	0	0	1	1	1	1	0	***> 80.0***	***> 80.0***	***F***	***F***
	- With Project Mitigation 3.1	**TS**	1	**1**	**0**	**1**	**1**	0	**1**	**3**	**0**	1	**3**	0	30.6	27.9	C	C
	Harvest Way East/Bundy Canyon Rd.																	
8	- Pre-Project Conditions	CSS	0	1	0	0	1	0	0	1	0	0	1	0	***> 80.0***	***> 80.0***	***F***	***F***
	- With Project Mitigation 4.1	**TS**	0	1	0	0	1	0	**1**	**3**	0	**1**	1	0	25.4	21.8	C	C
	Sunset Ave./Bundy Canyon Rd.																	
10	- Pre-Project Conditions	CSS	0	1	0	0	1	0	0	1	0	0	1	0	***> 80.0***	***> 80.0***	***F***	***F***
	- With Project Mitigation 5.1	**TS**	0	1	0	0	1	0	**1**	**3**	0	**1**	1	0	57.5	47.0	D	D

1. When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.
*L = Left; T = Through; R = Right; ≥ Right-Turn Overlap Phasing; d= De Facto Right Turn Lane; **1** = Improvement*

2. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*

3. CSS = cross-street stop; AWS = all-way stop; TS = traffic signal

Transit System (Standard of Significance 7)

Impact 3.3.2 Implementation of the proposed project will not conflict with adopted policies, plans or programs supporting alternative transportation. This is considered a **less than significant** impact.

The addition of housing and population proposed by the project has the potential to increase the demand for public transit. While the project has a small commercial component, it is likely that residents will need to travel to meet employment and shopping needs. While Wildomar is served by RTA Routes 7 and 23, the proposed project is not located along either route. The proposed Bundy Canyon Road improvements will include area within the right-of-way for future transit stops should RTA expand the route system at the intersection of Harvest Way and L Street. As the proposed project does not impede the possibility of future transit stops in the area, this impact is considered **less than significant**.

The City of Wildomar has neither a developed bicycle trail system nor a plan for a bicycle system. Although the proposed project has open space and is likely to have trails, these will be recreation oriented and are not anticipated to connect to other trail systems. The Bundy Canyon Road improvements will be designed to accommodate bicycle traffic, which will ensure eventual connectivity to other roadways in the community. This impact is considered **less than significant**.

Mitigation Measures

None required.

Roadway or Traffic Hazards (Standard of Significance 4)

Impact 3.3.3 Implementation of the proposed project will not result in increased hazards due to a design feature or incompatible uses. This impact is considered **less than significant**.

The proposed project will complete a portion of the Bundy Canyon Road realignment that is a capital improvement of the Riverside County Transportation Department. The objectives of the road realignment are to:

- Improve safety and access through Bundy Canyon and along the project alignment by reconstructing the roadway to current geometric standards and eliminating nonstandard sight distances and grades.

- Improve the traffic handling capacity of the existing roadway, which is currently heavily congested and has less than desirable roadway geometry.

- Provide a transportation facility that will allow for planned buildout of the area as designated by the adopted 2003 Riverside County General Plan and its component Area and Specific Plans.

Within the proposed project, a portion of the planned Bundy Canyon Road/Scott Road improvements that have been envisioned by Riverside County will be constructed. Impacts from this construction will be considered **less than significant**. Note: The remainder of the Bundy Canyon Road/Scott Road Improvement Project will be implemented by the Riverside County Transportation Commission and/or the City of Menifee. An EIR (SCH# 2007051156) is being

drafted for all of the Bundy Canyon Road/Scott Road improvements from Interstate 15 to Interstate 215 via Scott Road. The project is partially funded through payment of the Transportation Uniform Mitigation Fee (TUMF), with funding for the remainder of the improvements provided by development along Bundy Canyon Road such as the proposed project.

The proposed project includes other roadways designed for access to homes and commercial and recreation areas. These roadways will be designed consistent with Chapter 16, Subdivisions, of the Wildomar Municipal Code. Section 16.08.020, General Street Design, establishes road standards, including length of cul-de-sacs, width of pavement, intersection alignment, etc. The City Engineer, Planning and Public Works Department, will review final subdivision improvement plans for consistency with City development standards. No exceptions to the City's development standards have been requested. This impact is considered **less than significant**.

Mitigation Measures

None required.

Emergency Access (Standard of Significance 5)

Impact 3.3.4 Implementation of the proposed project could result in temporary blockages of Bundy Canyon Road and other roadways, causing an impact on emergency access. This impact is considered **less than significant with mitigation incorporated.**

All of the roadways proposed with the project meet the City's design standards for access. During construction, however, the roadways may be temporarily blocked or subject to detours and delays, which could temporarily affect emergency access. Both Riverside County and the City of Wildomar require traffic management plans (TMP) for large-scale construction projects. A TMP is prepared through coordination with emergency services personnel and made part of the construction requirements placed on the contractor. The TMP often requires public notice of construction schedules as well as contact information in case of emergency or concern with the construction site and/or roadways. A TMP can be customized to avoid construction during special events, holidays, or other periods of intense traffic demand. Of particular focus in a TMP is a requirement to ensure access to adjacent homes and property during the construction process. Note that the County of Riverside may initiate construction on part or all of Bundy Canyon Road, which includes the portion within this project. The mitigation measure requires coordination of the TMP with the County to ensure consistency. The following mitigation measure establishes the requirement for the TMP and minimizes the effect of construction activity on emergency access. Implementation of the mitigation measure will reduce this impact to a **less than significant** level.

Mitigation Measures

MM 3.3.4 The project applicant will prepare and implement a Traffic Management Plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way

traffic through the construction zone will be maintained throughout the construction period.

Timing/Implementation: *Prior to fling of a final map*

Enforcement/Monitoring: *City of Wildomar Public Works and Planning Departments*

3.3.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

Future year traffic forecasts have been based upon four years of background (ambient) growth at 2 percent per year for 2015 traffic conditions. The total ambient growth is 8.24 percent for 2015 traffic conditions (compounded growth of 2 percent per year over four years). This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak-hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

Cumulative development trip generation rates and associated trip generation is shown in **Table 3.3-15.**

TABLE 3.3-15
CUMULATIVE DEVELOPMENT TRIP GENERATION SUMMARY

TAZ	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
City of Wildomar											
1	Tulip Lane (08-0147)	SFDR	60	DU	**11**	**34**	**45**	**38**	**22**	**61**	**574**
2	Canyon Plaza/JR Oil (08-179)	Retail	33.800	TSF	51	33	84	147	160	307	3,394
		Pass-by Reduction (40%)			-20	-13	-34	-59	-64	-123	-1,358
		Fast Food w/Drive Thru	6.200	TSF	173	167	340	149	138	287	3,076
		Pass-by Reduction (45%)			-78	-75	-153	-67	-62	-129	-1,384
		Gas Station w/ Market	12	VFP	63	64	127	82	81	163	1,953
		Pass-by Reduction (60%)			-38	-38	-76	-49	-49	-98	-1,172
	Subtotal TAZ 2[3]				**151**	**137**	**288**	**203**	**204**	**407**	**4,509**
3	DL Almond (09-0265)	Wholesale Nursery	5.040	TSF	**6**	**6**	**12**	**13**	**13**	**26**	**197**
4	Baxter Crossing (10-0064)	Condo/Townhomes	265	DU	19	98	117	93	45	138	1,540
		Apartments	110	DU	11	45	56	44	24	68	732
		Retail	130.600	TSF	110	71	181	372	388	760	8,078
		Internal Trips (10% Residential)			-3	-14	-17	-14	-7	-21	-227
		Internal Trips (Retail)			-14	-3	-17	-7	-14	-21	-227
		Pass-by Reduction (25%-Retail Only)			0	0	0	-91	-94	-185	-1,963
	Subtotal TAZ 4[4]				**123**	**197**	**320**	**397**	**342**	**739**	**7,932**

TAZ	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
5	Subway (10-0222)	Specialty Retail	10.500	TSF	**6**	**4**	**11**	**12**	**16**	**28**	**465**
6	Tentative Map No. 30522 (10/0301)	Retail	79.497	TSF	48	31	79	145	151	297	3,414
		Fast Food w/Drive Thru	1.500	TSF	38	36	74	26	24	51	744
		Pass-by Reduction (25%-Retail Only)									
		Gas Station w/ Market	6	VFP	30	30	61	40	40	80	977
		Pass-by Reduction (62%-AM; 56%-PM & Daily)			-19	-19	-38	-22	-22	-45	-547
	Subtotal TAZ 6				**98**	**79**	**177**	**190**	**193**	**383**	**4,588**
7	Richland Planned Community (11-0137)	SFDR	105	DU	**20**	**59**	**79**	**67**	**39**	**106**	**1,005**
City of Wildomar Total					**415**	**516**	**931**	**920**	**830**	**1,750**	**19,270**
City of Menifee											
8	Menifee Town Center Specific Plan	Retail[5]	150.000	TSF	92	59	150	275	285	560	6,441
		Retail	359.370	TSF	219	140	359	658	683	1,340	15,431
		Hotel	200	Room	68	44	112	62	56	118	1,634
		Office	65.340	TSF	89	12	101	16	81	97	719
		SFDR	577	DU	110	323	433	369	213	583	5,522
		Condo/Townhomes	475	DU	33	176	209	166	81	247	2,760
		Internal Capture			-8	-8	-16	-28	-28	-56	-524
		Pass-by Reduction (25% Retail Only)			0	0	0	-230	-238	-468	-5,403
	Subtotal TAZ 8				**602**	**746**	**1,348**	**1,288**	**1,133**	**2,421**	**26,581**
City of Menifee											
9	Santa Rosa Charter School[6]	Elementary School	363	STU	178	116	294	25	36	62	900
		Middle School	338	STU	166	108	274	24	34	57	166
		High School	400	STU	196	128	324	28	40	68	196
		Internal Capture			0	0	0	0	0	0	0
	Subtotal TAZ 9				**539**	**352**	**892**	**77**	**110**	**187**	**1,262**
10	PP 2010-123	Retail	263.160	TSF	161	103	263	482	500	982	11,300
		Pass-by Reduction (25% Retail Only)			0	0	0	-120	-125	-245	-2,825
	Subtotal TAZ 10				**161**	**103**	**263**	**361**	**375**	**736**	**8,475**
11	The Lakes TR 30422 (SP 247 Amendment 1)	SFDR	992	DU	**188**	**556**	**744**	**635**	**367**	**1,002**	**9,493**
12	TR 29636	SFDR	75	DU	**14**	**42**	**56**	**48**	**28**	**76**	**718**
13	TR 30142	SFDR	537	DU	**102**	**301**	**403**	**344**	**199**	**542**	**5,139**
14	Antelope Square	Retail	93.250	TSF	57	36	93	171	177	348	4,004
		Fast Food w/Drive Thru	2.000	TSF	50	48	99	35	32	68	992
		Pharmacy w/Drive Thru	14.000	TSF	21	16	37	73	73	145	1,234
		Gas Station w/ Market	16	VFP	81	81	163	107	107	214	2,604
		Self Storage	250	Units	3	3	5	3	3	5	63

TAZ	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
		Pass-by Reduction (25% Retail Only)			0	0	0	-97	-98	-195	-2,224
	Subtotal TAZ 14				**212**	**184**	**397**	**291**	**294**	**585**	**6,673**
15	TR 31217	SFDR	1,200	DU	**228**	**672**	**900**	**768**	**444**	**1,212**	**11,484**
16	TR 30465	SFDR	8	DU	**2**	**4**	**6**	**5**	**3**	**8**	**77**
17	TR 31724	SFDR	15	DU	3	8	11	10	6	15	144
	TR 33883	SFDR	51	DU	10	29	38	33	19	52	488
	TR 31831	SFDR	110	DU	21	62	83	70	41	111	1,053
	Subtotal TAZ 17				**33**	**99**	**132**	**113**	**65**	**178**	**1,684**
18	PP 18014	Mini-Warehouse	191.263	TSF	**17**	**11**	**29**	**25**	**25**	**50**	**478**
19	TR 31194	SFDR	483	DU	92	270	362	309	179	488	4,622
	TR 33511	SFDR	71	DU	13	40	53	45	26	72	679
	Subtotal TAZ 19				**105**	**310**	**416**	**355**	**205**	**560**	**5,302**
20	TR 33371	Condo/Townhomes	229	DU	**16**	**85**	**101**	**80**	**39**	**119**	**1,330**
21	PP 22279	Discount Club	148.663	TSF	59	24	83	315	315	630	6,214
		Home Improvement	140.760	TSF	101	76	177	160	173	334	4,195
		Retail	237.377	TSF	145	93	237	434	451	885	10,193
		Pass-by Reduction (25%)			0	0	0	-228	-235	-462	-5,150
	Subtotal TAZ 21				**306**	**192**	**498**	**683**	**704**	**1,387**	**15,451**
22	Shops at Scott	Retail	82.000	TSF	50	32	82	150	156	306	3,521
		Fast Food w/Drive Thru	9.000	TSF	227	218	444	158	146	305	4,465
		Pass-by Reduction (25%)			0	0	0	-77	-75	-153	-1,997
	Subtotal TAZ 22				**227**	**218**	**444**	**81**	**71**	**152**	**2,469**
23	PP 21452 & PP 22280	General Light Industrial	872.347	TSF	707	96	803	105	741	846	6,080
	PP 18570	Warehousing	109.935	TSF	26	7	33	9	26	35	391
	PP 20021	Warehousing	4.500	TSF	1	0	1	0	1	1	16
	Subtotal TAZ 23				**734**	**103**	**837**	**114**	**769**	**883**	**6,488**
24	Cantalena	SFDR	353	DU	67	198	265	226	131	357	3,378
		Apartments	851	DU	85	349	434	340	187	528	5,659
	Subtotal TAZ 24				**152**	**547**	**699**	**566**	**318**	**884**	**9,037**
25	TR 31229	SFDR	242	DU	46	136	182	155	90	244	2,316
	TR 32277	SFDR	411	DU	78	230	308	263	152	415	3,933
	Subtotal TAZ 25				**124**	**366**	**490**	**418**	**242**	**660**	**6,249**
26	TR 30433	SFDR	498	DU	**95**	**279**	**374**	**319**	**184**	**503**	**4,766**
27	TR 32628	SFDR	364	DU	69	204	273	233	135	368	3,483
	TR 28206	SFDR	148	DU	28	83	111	95	55	149	1,416
	Subtotal TAZ 27				**97**	**287**	**384**	**328**	**189**	**517**	**4,900**

TAZ	Project Name	Land Use[1]	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
					In	Out	Total	In	Out	Total	
28	Murrieta Fields II	SFDR	10	DU	2	6	8	6	4	10	96
	Sepulveda Bldg.	General Light Industrial	2.500	TSF	2	0	2	0	2	2	17
	Golden City SP	SFDR	502	DU	95	281	377	321	186	507	4,804
		Retail	23.340	TSF	14	9	23	43	44	87	1,002
		Pass-by Reduction (25%)			0	0	0	-11	-11	-22	-251
	Keller Commercial	Retail	5.875	TSF	4	2	6	11	11	22	252
		Pass-by Reduction (25%)			0	0	0	-3	-3	-5	-63
	Subtotal TAZ 28				**117**	**298**	**416**	**368**	**233**	**601**	**5,858**
29	Murrieta Hills	Senior Adult Housing	1,012	DU	**81**	**142**	**223**	**162**	**111**	**273**	**3,755**
30	TR 28788	SFDR	119	DU	23	67	89	76	44	120	1,139
	TR 28790	SFDR	110	DU	21	62	83	70	41	111	1,053
	Subtotal TAZ 30				**44**	**128**	**172**	**147**	**85**	**231**	**2,192**
31	Menifee Walmart Shopping Center (PP 22674)[7]	Discount Superstore	205.000	TSF	193	150	342	463	482	945	10,892
		Auto Care Center	6.680	TSF	13	7	20	11	11	23	134
		Specialty Retail	13.800	TSF	8	5	14	16	21	37	612
		Sit-Down Restaurant	6.500	TSF	39	36	75	43	30	72	826
		Fast Food w/Drive Thru	6.200	TSF	156	150	306	109	101	210	3,076
		Gas Station w/ Market & Car Wash	16	VFP	97	94	191	114	109	223	2,445
		Internal Capture (10%)			-45	-45	-90	-78	-78	-156	-1,883
		Pass-by Reduction (25%)			0	0	0	-51	-48	-99	-1,242
	Subtotal TAZ 31				**461**	**396**	**858**	**628**	**628**	**1,255**	**14,860**
CITY OF MENIFEE TOTAL					**4,658**	**6,420**	**11,079**	**8,202**	**6,821**	**15,022**	**154,720**
GRAND TOTAL					**5,073**	**6,936**	**12,009**	**9,122**	**7,650**	**16,772**	**173,990**

1 SFDR = Single Family Detached Residential
2 DU = Dwelling Units; TSF = Thousand Square Feet; VFP = Vehicle Fueling Positions
3 Project trip generation is consistent with the Canyon Plaza Traffic Study (Darnell & Associates, Inc., November 10, 2003).
4 Project trip generation is consistent with the Baxter Crossing Traffic Impact Analysis (Urban Crossroads, Inc., June 17, 2010).
5 Menifee Village Shopping Center (2011-130).
6 School site located within Menifee Town Center Specific Plan. Internal interaction with proposed residential within SP.
7 Project trip generation is consistent with the Menifee Shopping Center Traffic Impact Analysis (Urban Crossroads, Inc., May 10, 2010).

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Traffic Impacts on Local Roadways and State Highways

Impact 3.3.5 When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed project would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations. This is considered a **cumulatively considerable** impact.

A significant cumulative impact has been identified when an intersection is projected to operate below the requisite level of service standard under pre-project conditions and the project's measurable increase in traffic, as defined by 50 or more peak-hour trips, contributes to

the deficiency. Mitigation measures necessary to reduce cumulative impacts to less than cumulatively considerable are also discussed below.

Murrieta Road/Scott Road – This intersection was found to operate at an unacceptable level of service (LOS F) during the weekday PM peak hour under existing (2011) conditions and is anticipated to continue to operate at LOS F during the PM peak hour with the addition of project traffic (as measured by 50 or more peak-hour trips). It is also anticipated to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project conditions and to operate at LOS F during the peak hours in 2035 with the addition of project traffic (as measured by 50 or more peak-hour trips).

I-215 Southbound Ramps/Scott Road (#12) – This intersection is anticipated to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project conditions and is anticipated to continue to operate at LOS F during the peak hours with the addition of project traffic (as measured by 50 or more peak-hour trips).

I-215 Northbound Ramps/Scott Road (#13) – This intersection is anticipated to operate at an unacceptable level of service (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project conditions and is anticipated to continue to operate at LOS F during the peak hours with the addition of project traffic (as measured by 50 or more peak-hour trips).

Cumulative impacts on these roadway intersections are considered **cumulatively considerable**.

Mitigation Measures

MM 3.3.5 The project applicant shall be required to implement, or pay a fair share of the costs of the implementation of, the following traffic improvements:

Murrieta Road/Scott Road

- Install a traffic signal.
- Construct an eastbound left turn lane.
- Restripe the southbound shared left-right turn lane as a right turn lane and construct two left turn lanes.
- Construct an additional eastbound through lane.
- Construct an additional westbound through lane and a dedicated right turn lane.

I-215 Southbound Ramps/Scott Road

- Restripe the southbound shared left-through lane as a left turn lane and construct a second left turn lane and second right turn lane.
- Construct three additional eastbound through lanes.
- Eliminate the westbound left turn lane and construct two additional through lanes and a right turn lane.

It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee.

I-215 Northbound Ramps/Scott Road

- Construct a second northbound right turn lane and restripe the shared left-through lane as a through lane.
- Construct two southbound right turn lanes.
- Construct a second eastbound left turn lane and two additional through lanes.
- Construct two additional westbound through lanes and a shared through-right turn lane.

It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. This project's payment of the TUMF is considered adequate mitigation.

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

Enforcement/Monitoring: *City of Wildomar Public Works and Building Departments*

The effectiveness of the recommended improvements discussed above to address Existing plus Project cumulative traffic impacts is presented in **Table 3.3-16**. The effectiveness of the recommended improvements discussed above to address Opening Year (2015) with Project cumulative traffic impacts is presented in **Table 3.3-17**. With implementation of the intersection mitigation discussed above, project-related cumulative impacts to study area intersections would be **less than cumulatively considerable**.

TABLE 3.3-16
INTERSECTION ANALYSIS FOR EXISTING PLUS PROJECT CONDITIONS WITH CUMULATIVE MITIGATION MEASURES

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
11	Murrieta Rd./Scott Rd.																	
	- Pre-Project Conditions	AWS	0	0	0	0	1	0	0	1	0	0	1	0	18.7	***39.4***	C	***F***[4]
	- With Cumulative Mitigation	**TS**	0	0	0	0	1	0	**1**	1	0	0	1	0	18.3	18.5	B	B

1. *When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.*

   *L = Left; T = Through; R = Right; ≥ Right-Turn Overlap Phasing; d= De Facto Right Turn Lane; **1** = Improvement*

2. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*

3. *CSS = cross-street stop; AWS = all-way stop; TS = traffic signal*

4. *Volume-to-capacity ratio is greater than 1.00; Intersection unstable; Level of Service F.*

TABLE 3.3-17
INTERSECTION ANALYSIS FOR OPENING YEAR (2015) CONDITIONS WITH CUMULATIVE MITIGATION MEASURES

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												2015 With Project			
			Northbound			Southbound			Eastbound			Westbound			Delay[2] (secs.)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
11	Murrieta Rd./Scott Rd.																	
	- Pre-Project Conditions	AWS	0	0	0	0	1	0	0	1	0	0	1	0	***>80.0***	***>80.0***	***F***	***F***
	- With Cumulative Mitigation	**TS**	0	0	0	**2**	**0**	**1**	**1**	**2**	0	0	**2**	**1**	18.0	24.9	B	C
12	I-215 SB Ramps/Scott Rd.																	
	- Pre-Project Conditions	TS	0	0	0	0	1	1	0	1	1	1	1	0	***>80.0***	***>80.0***	***F***	***F***
	- With Cumulative Mitigation	TS	0	0	0	**2**	**0**	**2**	0	**4**	1	**0**	**3**	**1**	10.7	16.9	B	B
13	I-215 NB Ramps/Scott Rd.																	
	- Pre-Project Conditions	TS	0	1	1	0	0	0	1	1	0	0	1	1	***>80.0***	***>80.0***	***F***	***F***
	- With Cumulative Mitigation	TS	0	1	**2**	0	0	**2**	**2**	**3**	0	0	**4**	1	24.3	41.4	C	D

1. *When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.*
   *L = Left; T = Through; R = Right; ≥Right-Turn Overlap Phasing; d= De Facto Right Turn Lane; **1** = Improvement*
2. *Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross-street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.*
3. *CSS = cross-street stop; AWS = all-way stop; TS = traffic signal*

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3.4 Air Quality

This section includes a description of existing air quality conditions, a summary of applicable regulations, a description of existing air quality conditions, and an analysis of potential air quality impacts associated with the proposed Oak Creek Canyon Development project. Mitigation measures are recommended, as necessary, to reduce significant air quality impacts. This air quality analysis and the associated modeling were conducted by Urban Crossroads, Inc. (see **Appendix 3.4-1**).

3.4.1 EXISTING SETTING

SOUTH COAST AIR BASIN

South Coast Air Basin Characteristics

The California Air Resources Board (CARB) divides the state into air basins that share similar meteorological and topographical features. The project site is located in the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. The SCAB is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD), the air quality officer of the SCAB. The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards.

Regional Climate

The regional climate significantly influences the air quality in the SCAB. In addition, temperature, wind, humidity, precipitation, and the amount of sunshine influence air quality.

The annual average temperatures throughout the SCAB vary from the low to middle 60s (degrees Fahrenheit (F)). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB 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 SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide (SO_2) 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 in the SCAB is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. It should be noted that these effects decrease with distance from the coast.

More than 90 percent of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately 9 inches in Riverside to 14 inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB, with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant

radiation is a key factor in photochemical reactions. On the shortest day of the year, there are approximately 10 hours of possible sunshine, with approximately 14½ hours of possible sunshine on the longest day of the year.

The importance of wind to air pollution is considerable. The direction and speed of the wind determine the horizontal dispersion and transport of air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. The late autumn to early spring rainy season also brings five to ten periods of strong, dry offshore winds, locally termed "Santa Anas," each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over Southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the Catalina Eddy, a low-level cyclonic (counterclockwise) flow centered over Santa Catalina Island, which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections.

In the SCAB, two distinct temperature inversion structures control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing, which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides (NO_X) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

Wind Patterns and Project Location

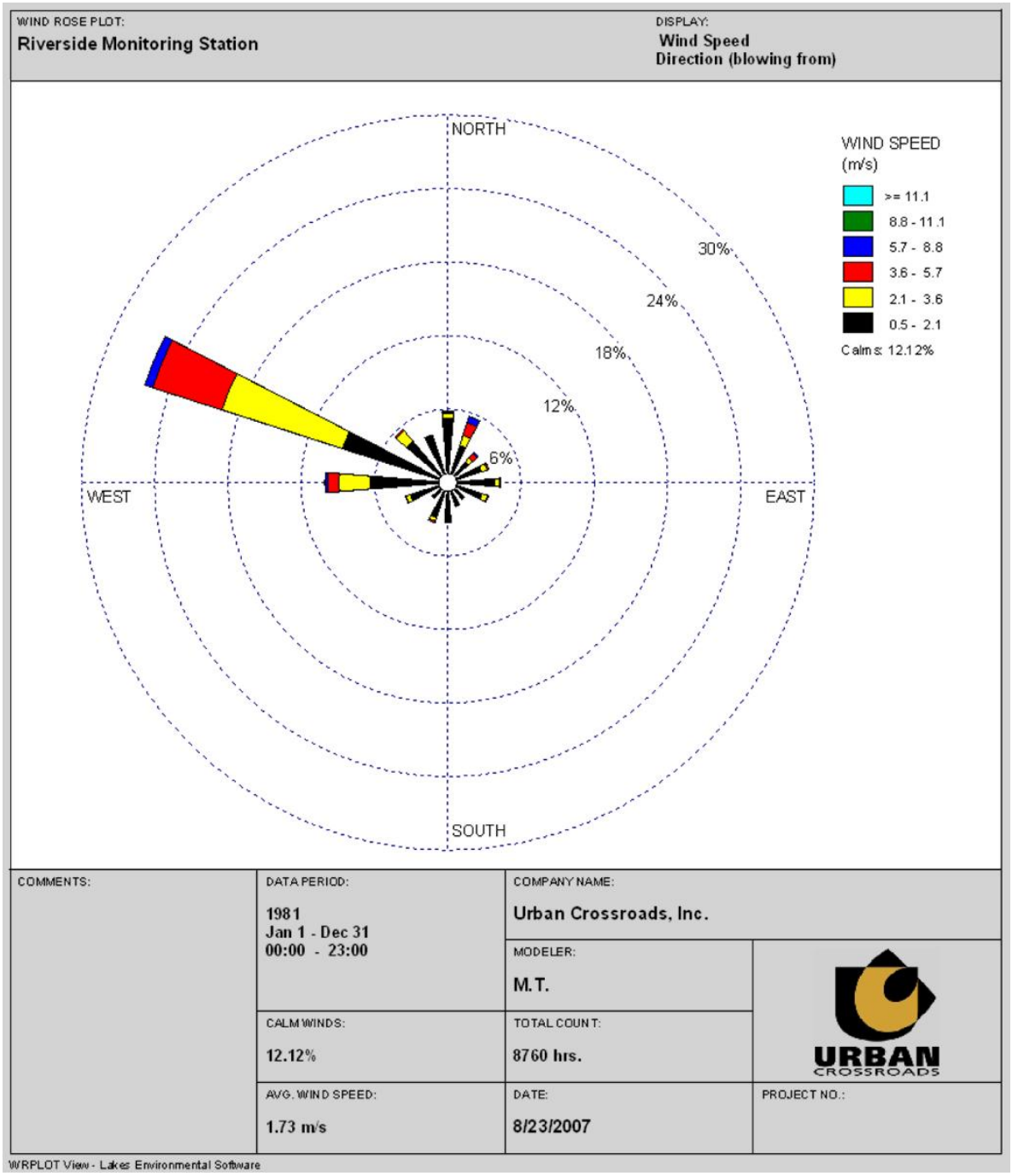
The distinctive climate of the project area and the SCAB is determined by its terrain and geographical location. The SCAB is located in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter.

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light, although the speed is somewhat greater during the dry summer months than during the rainy winter season.

The prevailing winds in the project area move predominantly from west to east and southwest to northeast with an average wind speed of 1.73 meters per second (m/s). A wind rose exhibit is included in **Figure 3.4-1** and shows prevailing wind patterns and average speed in the project

area. Meteorological data from the SCAQMD's Riverside monitoring station was used to be representative of the project area. Meteorological data was available for use by the SCAQMD on its website.

FIGURE 3.4-1 WIND ROSE



Existing Air Quality

Existing air quality is measured based on ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect, as well health effects of each pollutant regulated under these standards, are shown in **Table 3.4-1**.

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards presented in **Table 3.4-1**. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for ozone (O_3), CO, SO_2, nitrogen dioxide (NO_2), coarse particulate matter sized between 2.5 and 10 microns (PM_{10}), and fine particulate matter sized less than 2.5 microns ($PM_{2.5}$) 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 ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

TABLE 3.4-1
STATE AND NATIONAL CRITERIA POLLUTANT STANDARDS, EFFECTS, AND SOURCE

Pollutant	Averaging Time	California Standards	National Standards	Health and Atmospheric Effects	Major Sources
Ozone	1 hour	0.09 ppm	–	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue	Formed when reactive organic gases (ROG) and nitrogen oxides (NOx) react in the presence of sunlight. Major sources include on-road vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm[1]	0.075 ppm		
Carbon Monoxide	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide	1 hour	0.18 ppm	–	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations. Industrial sources, aircraft, ships, and railroads.
	Annual Avg.	0.030 ppm	0.053 ppm		

Pollutant	Averaging Time	California Standards	National Standards	Health and Atmospheric Effects	Major Sources
Sulfur Dioxide	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	24 hours	0.04 ppm	–		
Particulate Matter (PM_{10})	24 hours	50 $\mu g/m^3$	150 $\mu g/m^3$	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Average	20 $\mu g/m^3$	–		
Particulate Matter – Fine ($PM_{2.5}$)	24 hours	–	35 $\mu g/m^3$	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning. Also formed from photochemical reactions of other pollutants, including NOx, sulfur oxides, and organics.
	Annual Average	12 $\mu g/m^3$	15 $\mu g/m^3$		
Lead	Monthly Average	1.5$\mu g/m^3$	–	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction.	Present sources: lead smelters, battery manufacturing and recycling facilities. Past sources: combustion of leaded gasoline.
	Quarterly	–	1.5 $\mu g/m^3$		
	Rolling 3-Month Average	–	0.15$\mu g/m^3$		
Hydrogen Sulfide	1 hour	0.03 ppm	No National Standard	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum projections and refining.
Sulfates	24 hours	25 $\mu g/m^3$	No National Standard	Breathing difficulties, aggravates asthma, reduced visibility.	Produced by the reaction in the air of sulfur oxide.
Visibility-Reducing Particles	8 hours	Light extinction of 0.23/km; visibility of 10 miles or more	No National Standard	Reduces visibility, reduced airport safety, lower real estate value, discourages tourism.	See PM_{10}/$PM_{2.5}$.

Source: Urban Crossroads 2012
Notes: ppm = parts per million; ppb = parts per billion; $\mu g/m^3$ = micrograms per cubic meter

Regional Air Quality

The SCAQMD monitors levels of various criteria pollutants at 30 monitoring stations throughout the air district. In 2010, state standards were exceeded on one or more days for O_3 and PM_{10}, and federal standards were exceeded on one or more days for O_3 and $PM_{2.5}$ at most monitoring locations. No areas of the SCAB exceeded federal or state standards for NO_2, SO_2, CO, sulfates, or lead. See **Table 3.4-2** for attainment designations for the SCAB.

TABLE 3.4-2
ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SOUTH COAST AIR BASIN (SCAB)

Pollutant	State	Federal
1-hour Ozone (O_3)	Nonattainment	No Standard
8-hour Ozone (O_3)	Nonattainment	Extreme Nonattainment[1]
Coarse Particulate Matter (PM_{10})	Nonattainment	Serious Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment/Maintenance
Nitrogen Dioxide (NO_2)	Nonattainment[2]	Attainment/Maintenance
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead	Attainment/Nonattainment[3]	Attainment
All Others	Attainment/Unclassified	Attainment/Unclassified

Source: Urban Crossroads 2012
[1] The EPA approved redesignation from Severe 17 to Extreme Nonattainment on May 5, 2010, to be effective June 4, 2010.
[2] The SCAB was reclassified from attainment to nonattainment for nitrogen dioxide on March 25, 2010.
[3] Los Angeles County was reclassified from attainment to nonattainment for lead on March 25, 2010; the remainder of the SCAB is in attainment of the state standard.

Local Air Quality

The nearest long-term air quality monitoring in relation to the project for O_3, CO, and NO_2 is carried out by the SCAQMD at the Lake Elsinore monitoring station located in Source Receptor Area 25 (SRA 25). Data for coarse particulates (PM_{10}) was obtained from the Perris Valley monitoring station located in SRA 24. Data for ultrafine particulates ($PM_{2.5}$) was obtained from the Metropolitan Riverside County 2 monitoring station, located in SRA 23. 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 was not available from the nearest monitoring site. The three years of data in **Table 3.4-3** show the number of days standards were exceeded for the study area. Additionally, data for SO_2 has been omitted, as attainment is regularly met in the SCAB and few monitoring stations measure SO_2 concentrations.

TABLE 3.4-3
PROJECT AREA AIR QUALITY MONITORING SUMMARY 2008–2010[1]

Pollutant	Standard	Year		
		2008	2009	2010
Ozone (O_3) – nonattainment for state and federal standards				
Maximum 1-Hour Concentration (ppm)	–	0.139	0.128	0.107
Maximum 8-Hour Concentration (ppm)	–	0.118	0.105	0.091
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	49	34	15
Number of Days Exceeding State 8-Hour Standard	> 0.07 ppm	92	65	42
Number of Days Exceeding Federal 8-Hour Standard	> 0.075 ppm	32	37	24
Number of Days Exceeding Health Advisory	≥ 0.15 ppm	0	0	0
Carbon Monoxide (CO) – attainment for state and federal standards				
Maximum 1-Hour Concentration (ppm)	–	1.0	1.0	1.0
Maximum 8-Hour Concentration (ppm)	–	1.0	0.7	0.6
Number of Days Exceeding Federal/State 8-Hour Standard	> 9.0 ppm	0	0	0
Number of Days Exceeding State 1-Hour Standard	> 20 ppm	0	0	0
Number of Days Exceeding State 1-Hour Standard	> 35 ppm	0	0	0
Nitrogen Dioxide (NO_2) – nonattainment for state standard, attainment for federal standard				
Maximum 1-Hour Concentration (ppm)	–	0.06	0.06	0.05
Annual Arithmetic Mean Concentration (ppm)	–	0.0129	0.0129	0.0129
Number of Days Exceeding State 1-Hour Standard	> 0.18 ppm	0	0	0
Respirable Particulate Matter (PM_{10})[2]– nonattainment for state and federal standards				
Maximum 24-Hour Concentration (µg/m^3)	–	85	80	51
Number of Samples	–	45	58	61
Number of Samples Exceeding State Standard	> 50 µg/m^3	12	9	1
Number of Samples Exceeding Federal Standard	> 150 µg/m^3	0	0	0
Fine Particulate Matter ($PM_{2.5}$)[3]– nonattainment for state and federal standards				
Maximum 24-Hour Concentration (µg/m^3)	–	43.0	49.3	43.7
Annual Arithmetic Mean (µg/m^3)	–	13.4	16.9	11.0
Number of Samples Exceeding Federal 24-Hour Standard	> 35µg/m^3	4	16	2

Source: Urban Crossroads 2012
Notes: µg/m^3 = micrograms per cubic meter; ppm = parts per million
1. Lake Elsinore (SRA 25) Monitoring Station used unless otherwise noted.
2. Perris Valley (SRA 24) Monitoring Station used.
3. Metropolitan Riverside County 2 (SRA 23) Monitoring Station used.

Criteria pollutants are pollutants that are regulated through the development of human health–based and/or environmentally based criteria for setting permissible levels. Examples of sources and effects of the criteria pollutants are identified below.

- **Carbon Monoxide (CO):** A colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood.

- **Sulfur Dioxide (SO_2):** 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).

- **Ozone (O_3):** A highly reactive and unstable gas that is formed when reactive organic gases (ROGs) and nitrogen oxides (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.

  - **Reactive Organic Gases (ROG):** While not a criteria air pollutant, reactive organic gases (ROG) are 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 nitrogen oxides react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant.

- **Nitrogen Oxides (oxides of nitrogen, or NO_x):** Consist of nitric oxide (NO), nitrogen dioxide (NO_2), and nitrous oxide (N_2O) and formed when nitrogen (N_2) combines with oxygen (O_2). Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide to 170 years for nitrous oxide. 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. Because 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.

- **PM_{10} (particulate matter less than 10 microns):** A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. The size of the particles (10 microns or smaller, about 0.0004 inches 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.

- **$PM_{2.5}$ (particulate matter less than 2.5 microns):** A similar air pollutant consisting of tiny solid or liquid particles that are 2.5 microns or smaller (which are 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 highly depends on location, time of year, and weather conditions.

- **Lead:** 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 largely limited to stationary sources such as lead smelters. It should be noted that the proposed project is not anticipated to generate a quantifiable amount of lead emissions.

HEALTH EFFECTS OF AIR POLLUTANTS

Ozone

Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible subgroups for ozone effects. Short-term exposure (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in communities with high ozone levels.

Ozone exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Carbon Monoxide

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport and competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (oxygen deficiency) as seen at high altitudes.

Reduction in birth weight and impaired neurobehavioral development have been observed in animals chronically exposed to CO, resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels; these include pre-term births and heart abnormalities.

Particulate Matter

A consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, the number and severity of asthma attacks, and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life span, and increased mortality from lung cancer.

Daily fluctuations in $PM_{2.5}$ concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter.

The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM_{10} and $PM_{2.5}$.

Nitrogen Dioxide

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. An increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these subgroups.

In animals, exposure to levels of NO_2 considerably higher than ambient concentrations results in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of ozone and NO_2.

Sulfur Dioxide

A few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increases in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

Lead

Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Lead poisoning can cause anemia, lethargy, seizures, and death, although it appears that there are no direct effects of lead on the respiratory system. Lead can be stored in the bone from early age environmental exposure, and elevated blood lead levels can occur due to

breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland), and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of lead because of previous environmental lead exposure of their mothers.

TOXIC AIR CONTAMINANTS

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. TACs are considered either carcinogenic or noncarcinogenic based on the nature of the health effects associated with exposure to the pollutant. For regulatory purposes, carcinogenic TACs are assumed to have no safe threshold below which health impacts would not occur, and cancer risk is expressed as excess cancer cases per one million exposed individuals. Noncarcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

There are many different types of TACs, with varying degrees of toxicity, including compounds such as benzene, ethylene dibromide, haxavalent chromium, cadmium, and vinyl chloride. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as from accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage, and death.

To date, CARB has designated nearly 200 compounds as toxic air contaminants. Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to a relatively few compounds, one of the most important in Southern California being particulate matter from diesel-fueled engines. In 1998, CARB identified particulate emissions from diesel-fueled engines (diesel PM) as a toxic air contaminant. Previously, the individual chemical compounds in the diesel exhaust were considered as TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

In 2008, the South Coast Air Quality Management District updated a study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, accounting for 84 percent of the air toxics risk (SCAQMD 2008).

ODORS

The science of odor as a health concern is still new. Merely identifying the hundreds of gaseous compounds that cause odors poses a big challenge. Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, some of the gases that cause odors, such as ROGs, can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress. The Farm Mutual Water Company operates a wastewater treatment facility south of the proposed project site. The spray field used to dispose of wastewater is adjacent to the

proposed project site. The spray field is fenced and at its closest point is 150 feet south of lot 128 of the proposed subdivision.

3.4.2 REGULATORY FRAMEWORK

FEDERAL

The US Environmental Protection Agency (EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards for the criteria pollutants O_3, CO, NO_x, SO_2, PM_{10}, and lead. The EPA has jurisdiction over emissions sources that are under the authority of the federal government, including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet CARB's stricter emission requirements.

The federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards and the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions), as opposed to other sections of the CAA such as Title II (Aircraft Emissions Standards) and Title III (Vapor Recovery for Small Business Marketers of Petroleum Project), which are not applicable to the proposed project.

Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants: O_3, NO_2, SO_2, PM_{10}, CO, $PM_{2.5}$, and lead. The NAAQS were amended in July 1997 to include an additional standard for O_3 and to adopt a standard for $PM_{2.5}$. **Table 3.4-1** (previously presented) provides the NAAQS within the South Coast Air Basin.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO_x. NO_x is a collective term that includes all forms of nitrogen oxides (NO, NO_2, NO_3), which are emitted as byproducts of the combustion process.

STATE

The California Air Resources Board, which became part of the California EPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and regulating emissions from consumer products and motor vehicles. The California CAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. CARB established the California Ambient Air Quality Standards for all pollutants for which the federal government has National Ambient Air Quality Standards and, in addition, establishes standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. However at this time, hydrogen sulfide and vinyl chloride are not measured at any

monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

Local air quality management districts, such as the SCAQMD, regulate air emissions from commercial and light industrial facilities. All air pollution control districts have been formally designated as attainment or nonattainment for each CAAQS.

Serious nonattainment areas are required, pursuant to the Clean Air Act, to prepare air quality management plans that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources.
- Development of control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development).
- A district permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions.
- Implementation of reasonably available transportation control measures and assurances of a substantial reduction in growth rate of vehicle trips and miles traveled.
- Significant use of low emissions vehicles by fleet operators.
- Sufficient control strategies to achieve a 5 percent or more annual reduction in emissions or 15 percent or more in a period of three years for ROGs, NO_x, CO, and PM_{10}. However, air basins may use an alternative emission reduction strategy that achieves a reduction of less than 5 percent per year under certain circumstances.

AIR QUALITY MANAGEMENT PLANNING

Currently, the NAAQS and CAAQS for O_3, PM_{10}, $PM_{2.5}$, and NO_2 are exceeded in most parts of the South Coast Air Basin. In response, the SCAQMD has adopted a series of air quality management plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. A detailed discussion on the AQMP and project consistency with the AQMP is provided below.

3.4.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Per Appendix G of the California Environmental Quality Act (CEQA) Guidelines, air quality impacts are considered significant if implementation of the proposed project would:

1) Conflict with or obstruct implementation of an applicable air quality plan.
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

4) Expose sensitive receptors to substantial pollutant concentrations.

5) Create objectionable odors affecting a substantial number of people.

The SCAQMD has developed regional and localized significance thresholds for regulated pollutants, as summarized at **Table 3.4-4**. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2009) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

TABLE 3.4-4
MAXIMUM DAILY EMISSIONS THRESHOLDS

Pollutant	Construction	Operational
NO_x	100 lbs/day	55 lbs/day
ROG	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: Urban Crossroads 2012

Furthermore, based on the SCAQMD's *CEQA Air Quality Handbook* (1993), project impacts would be significant if they exceed the following California standards for localized CO concentrations:

- 1-hour CO standard of 20.0 parts per million (ppm)
- 8-hour CO standard of 9.0 ppm

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs). The significance of localized emissions impacts depends on whether ambient levels in the vicinity of the project are above or below state standards. In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. 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.

The SCAQMD established localized significance thresholds in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. Localized significance thresholds represent

the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that a lead agency can use the LSTs as another indicator of significance in its air quality impact analyses.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted localized significance thresholds that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects.

METHODOLOGY

On February 3, 2011, the SCAQMD released the California Emissions Estimator Model (CalEEMod). The purpose of this new model is to more accurately calculate air quality emissions from direct and indirect sources and to quantify applicable air quality reductions achieved from mitigation measures. As such, the latest version of CalEEMod has been used for the proposed project to determine construction and operational air quality impacts. Output from the model runs for both construction and operational activity is provided in **Appendix 3.4-1.**

For purposes of this analysis, LSTs have been evaluated only for construction of the proposed project and would not apply to emissions during operational activity. Localized concentration cannot be properly quantified during operations due to the variable locations of mobile sources, which make up the largest source of criteria air pollutants under operational activity of the proposed project. Only CO concentrations at roadway intersections with an adverse level of service may be quantified, as evaluated in Impact 3.4.4.

IMPACTS AND MITIGATION MEASURES

Regional Air Quality Management Planning (Standard of Significance 1)

Impact 3.4.1 Land use activities associated with the proposed project will not conflict with or obstruct implementation of regional air quality management planning. This impact is **less than significant**.

The project site is located within the SCAB, which is characterized by relatively poor air quality. The South Coast Air Quality Management District has jurisdiction over an approximately 12,000-square-mile area consisting of the four-county South Coast Air Basin and the Los Angeles County and Riverside County portions of what used to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, as well as with state and federal agencies, to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of air quality management plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly (approximately every three years) in order to more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy.

The SCAQMD published the *Draft Final 2007 Air Quality Management Plan*, which was adopted by the SCAQMD Governing Board on June 1, 2007. In September 2007, the CARB Board adopted the SCAQMD 2007 AQMP as part of the State Implementation Plan. The purpose of the 2007 AQMP for the South Coast Air Basin (and for those portions of the Salton Sea Air Basin under the SCAQMD's jurisdiction) is to set forth a comprehensive program that will lead these areas into compliance with federal and state air quality planning requirements for ozone and $PM_{2.5}$. On September 27, 2007, the CARB Board adopted the State Strategy for the 2007 State Implementation Plan and the SCAQMD's 2007 AQMP as part of the SIP. Additionally, the 2007 AQMP has been submitted to the EPA for approval; no timeline on the approval is available at this time.

As part of the *Draft Final 2007 Air Quality Management Plan*, the SCAQMD is requesting the EPA's approval of a "bump-up" to the "extreme" nonattainment classification for ozone in the South Coast Air Basin, which would extend the attainment date to 2024 and allow for the attainment demonstration to rely on emission reductions from measures that anticipate the development of new technologies or improvement of existing control technologies. Although $PM_{2.5}$ plans for nonattainment areas were due in April 2008, the 2007 AQMP also focuses on attainment strategies for the $PM_{2.5}$ standard through stricter control of sulfur oxides, directly emitted $PM_{2.5}$, NO_X, and ROGs. The need to commence $PM_{2.5}$ control strategies before April 2008 is due to the attainment date for $PM_{2.5}$ (2015) being much earlier than that for ozone (2021 for the current designation of severe 17 or 2024 for the extreme designation). However, it should be noted that the $PM_{2.5}$ plans are still in the process of being submitted. Control measures and strategies for $PM_{2.5}$ will also help control ozone generation in the region because $PM_{2.5}$ and ozone share similar precursors (e.g., NO_X). The SCAQMD has integrated $PM_{2.5}$ and ozone reduction control measures and strategies in the 2007 AQMP. In addition, the AQMP focuses on reducing ROG emissions, which have not been reduced at the same rate as NO_X emissions in the past. Hence, the South Coast Air Basin has not achieved the reductions in ozone as were expected in previous plans.

The 2007 AQMP was based on assumptions provided by both CARB and SCAG in the new EMFAC2007 model for the most recent motor vehicle and demographics information, respectively. The air quality levels projected in the 2007 AQMP are based on several assumptions. For example, the 2007 AQMP assumed that development associated with general plans, specific plans, residential projects, and wastewater facilities will be constructed in accordance with population growth projections identified by SCAG in its 2004 Regional Transportation Plan. The 2007 AQMP also has assumed that such development projects will implement strategies to reduce emissions generated during the construction and operational phases of development. The project's consistency with the 2007 AQMP is discussed below.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3, of the SCAQMD's *CEQA Air Quality Handbook* (1993). These indicators are discussed below.

- 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.

  The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. As evaluated as part of the project localized significance thresholds analysis (presented in Impact 3.4-2 below), the project will not exceed the short-term construction standards, with mitigation imposed, or long-term operational standards for localized emissions and in so doing will not violate the CAAQS. Additionally, the analysis for long-term local air

quality impacts showed that future CO concentration levels along roadways and at intersections affected by project traffic will not exceed the 1-hour and 8-hour state CO pollutant concentration standards.

Lastly, neither construction nor operational emissions will be generated in excess of the SCAQMD's regional threshold criteria (see Impacts 3.4-3 and 3.4-4); thus, a less than significant impact is expected. On the basis of the preceding discussion, the project is determined to be consistent with the first criterion.

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP in 2011 or increments based on the years of project buildout phase.

  CEQA requires that projects be consistent with the applicable air quality management plan. Projects that are consistent with the projections of employment and population identified in the Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) prepared by SCAG are considered consistent with the AQMP growth projections, because the Growth Management Chapter forms the basis of the land use and transportation control portion of the AQMP. The proposed project was analyzed to determine whether it would generate population and employment growth and, if so, whether that growth would exceed the growth rates forecast in the AQMP.

  The project would include development of a mixed-use residential and commercial retail project. As such, it would generate new housing and employment in the area. The project would not result in a significant increase in population since it is designed to accommodate current and projected population growth within the City of Wildomar. The RCPG prepared by SCAG is based on this projected growth. As stated in Section 2.0, Project Description, The Farm Specific Plan (Specific Plan No. 116-C/W), which was originally approved on September 24, 1974, and subsequently amended on July 28, 1981 (Resolution No. 81-269) and on January 29, 2002 (Resolution 2002-27), is a master planned community consisting of approximately 1,520 acres with residential uses assigned to occupy 776.7 acres. The full buildout of the project proposes to construct 275 residential lot single-family units. Therefore, the increase in housing and employment resulting from the proposed project would not be beyond the regional growth projections and in fact would facilitate the appropriate housing and jobs balance for Wildomar because of the project's mixed-use nature. The proposed project is not regionally significant and would be consistent with the applicable AQMP. Therefore, the project impact would be less than significant.

Since the project satisfies both of the two aforementioned criteria for determining consistency, the project is deemed consistent with the AQMP and the impact is **less than significant**.

Mitigation Measures

None required.

Short-Term Construction-Generated Emissions of Criteria Air Pollutants (Standard of Significance 2)

Impact 3.4.2 Construction-generated emissions could result in an air quality violation concerning localized significance. This impact is considered **potentially significant**.

As previously stated, the SCAQMD has established that impacts to air quality are significant if there is a potential to contribute to or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs), which represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor.

For this project, the appropriate Source Receptor Area (SRA) for the localized significance thresholds is the Norco/Corona area (SCAQMD SRA 22) since this area includes the project site. LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter ≤10 microns (PM_{10}), and particulate matter ≤2.5 microns ($PM_{2.5}$). The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size; however, the tables can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required.

The SCAQMD has issued guidance on LSTs for 1 acre, 2 acres, and 5 acres of disturbance. SCAQMD considers 5 acres the maximum amount of acreage that can be graded on any given day of construction. Therefore, for the purposes of this analysis, the SCAQMD LST for 5 acres of disturbance in any single day has been employed. CalEEMod reflects an equipment mix that can achieve 5 acres of disturbance per day. LSTs for a 5-acre site are applicable to the proposed project as this is the largest amount of acreage identified as part of the SCAQMD localized significance threshold methodology. The nearest existing sensitive receptor to the development boundaries may be located adjacent to the proposed development. However, the SCAQMD methodology explicitly states, "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." As such, LSTs for receptors at 25 meters are utilized in this analysis.

Table 3.4-5 presents the results of localized emissions during construction activity.

TABLE 3.4-5
LOCALIZED SIGNIFICANCE SUMMARY – CONSTRUCTION (WITHOUT MITIGATION)
(POUNDS PER DAY)

Activity	NO_x	CO	PM_{10}	$PM_{2.5}$
2012	69.75	38.42	21.20	12.84
2013	65.43	36.76	9.88	6.40
2014	60.85	35.30	9.61	6.13
2015	23.15	17.84	2.43	1.98
Maximum Daily Emissions	69.75	38.42	21.20	14.20
SCAQMD Localized Threshold	371	1,965	13	8
Significant?	**No**	**No**	**Yes**	**Yes**

Source: Urban Crossroads 2012. See Appendix 3.4-1 for the CalEEMod output files for the estimated emissions.

As shown, emissions of PM_{10} and $PM_{2.5}$ exceed localized significance thresholds for construction activity and thus represent a **potentially significant** impact.

Mitigation Measures

MM 3.4.2a The following measures shall be incorporated into project plans and specifications and complied with by the project applicant at all times during construction:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph).
- The construction contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day. (As shown in Table XI-A in **Appendix 3.4-1**, implementation of this measure is estimated to reduce PM_{10} and $PM_{2.5}$ fugitive dust emissions by approximately 61 percent.)
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour (mph) or less to reduce PM_{10} and $PM_{2.5}$ fugitive dust haul road emissions by approximately 44 percent.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.4.2b Prior to issuance of a grading permit, the grading plans shall reference that a sign will be posted on-site stating that construction workers need to shut off engines after 5 minutes of idling. The California Air Resources Board, in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, imposes a requirement that heavy-duty trucks accessing the site shall not idle for greater than 5 minutes at any location. This measure is intended to apply to construction traffic.

Timing/Implementation: *As a condition of project approval, and implemented during ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

Table 3.4-6 summarizes the results of localized emissions during construction activity with implementation of mitigation measures **MM 3.4.2a** and **MM 3.4.2b**.

TABLE 3.4-6
LOCALIZED SIGNIFICANCE SUMMARY – CONSTRUCTION (WITH MITIGATION)
(POUNDS PER DAY)

Activity	NO_x	CO	PM_{10}	$PM_{2.5}$
2012	69.75	38.42	10.18	6.78
2013	65.43	36.76	5.90	4.38
2014	60.85	35.30	5.62	4.38
2015	23.15	17.84	2.43	1.98
Maximum Daily Emissions	69.75	38.42	10.18	6.78
SCAQMD Localized Threshold	371	1,965	13	8
Significant?	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2012. See Appendix 3.4-1 for the CalEEMod output files for the estimated emissions.

As shown, emissions resulting from short-term construction activity would not exceed the localized significance thresholds with implementation of mitigation measures **MM 3.4.2a** and **MM 3.4.2b.** This impact is **less than significant**.

Air Quality Standard or Air Quality Violation: Short-Term Construction Emissions (Standard of Significance 2)

Impact 3.4.3 Construction-generated emissions will not contribute substantially to an existing or projected air quality violation. This impact is considered **less than significant**.

Construction activities associated with the proposed project will result in emissions of CO, ROG, NO_x, SO_x, PM_{10}, and $PM_{2.5}$. While construction activities may vary depending on contractors, the following assumptions concerning construction activities will be used in the environmental analysis for the proposed project. Construction-related emissions are expected from:

- Site preparation
- Grading
- Asphalt paving
- Building construction
- Architectural coatings
- Construction workers commuting
- Materials delivery

The project will begin construction no earlier than 2012. This date is a conservative estimate, and since construction equipment emissions will decrease with time due to technological

advancements,[1] this estimate would represent a "worst-case" analysis should construction begin any time after 2012.

Project construction would occur as four distinct and independent actions: (1) site preparation, (2) grading, (3) asphalt paving, and (4) physical building construction and painting activity. A detailed summary of construction equipment assumptions by phase is provided in **Table 3.4-7**. Construction equipment estimates were derived for the project applicant as well as from model defaults in CalEEMod.

TABLE 3.4-7
CONSTRUCTION EQUIPMENT ASSUMPTIONS

Site Preparation Equipment	
Description	**Number**
Rubber-Tired Dozer	3
Tractor/Loader/Backhoe	4
Grading Equipment	
Description	**Number**
Grader	1
Scraper	2
Rubber-Tired Dozer	1
Tractor/Loader/Backhoe	2
Excavator	2
Asphalt Paving Equipment	
Description	**Number**
Pavers	2
Paving Equipment	2
Rollers	2
Physical Building Construction/Painting Equipment	
Description	**Number**
Air Compressor	1
Tractor/Loader/Backhoe	3
Forklift	3
Cranes	1
Generator Set	1
Welder	1

Source: Urban Crossroads 2012

[1] In August 2011, the EPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced the first-ever program to reduce emissions and improve fuel efficiency of heavy-duty trucks. The EPA and the NHTSA have each adopted complementary standards under their respective authorities covering model years 2014–2018, which together form a comprehensive Heavy-Duty National Program. The goal of the joint rulemakings is to present coordinated federal standards that help manufacturers to build a single fleet of vehicles and engines that are able to comply with both. The Heavy-Duty National Program is projected to reduce fuel use and air pollutant emissions from medium- and heavy-duty vehicles, from semi trucks to the largest pickup trucks and vans, as well as all types and sizes of work trucks and buses in between. A second phase of regulations is planned for model years beyond 2018. The goals would include spurring innovation as well as updating the assessment of actual emissions and fuel use from this sector. Such future regulation would also be designed to align with similar programs developed outside the United States.

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. Additionally, based on discussion with the project applicant, it is anticipated that the site will balance, and no import or export of soil will be required. Additionally, construction emissions for construction worker vehicles traveling to and from the project site, as well as vendor trips (construction materials delivered to the project site), were estimated using CalEEMod.

The estimated maximum daily construction emissions are summarized in **Table 3.4-8**. (Please refer to specific detailed modeling inputs/outputs contained in **Appendix 3.4-1**.)

TABLE 3.4-8
CONSTRUCTION-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS (WITHOUT MITIGATION)
(POUNDS PER DAY)

Source	Reactive Organic Gases (Ozone Precursor)	Nitrogen Oxide (Ozone Precursor)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Year 2012 Construction	8.49	69.75	38.42	0.07	21.20	12.84
Year 2013 Construction	8.04	65.43	36.76	0.07	9.88	6.40
Year 2014 Construction	23.63	60.85	35.30	0.07	9.61	6.13
Year 2015 Construction	23.37	23.15	17.84	0.03	2.43	1.98
Maximum Daily Emissions	**26.63**	**69.75**	**38.42**	**0.07**	**21.20**	**12.84**
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2012. See Appendix 3.4-1 for the CalEEMod output files and additional calculations for the estimated emissions.

As shown in **Table 3.4-8**, emissions resulting from project construction will not exceed any applicable thresholds. This impact is considered **less than significant**. For informational purposes, **Table 3.4-9** depicts construction-generated emissions after implementation of mitigation measures **MM 3.4.2a** and **MM 3.4.2b**.

TABLE 3.4-9
CONSTRUCTION-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS (WITH MITIGATION)
(POUNDS PER DAY)

Source	Reactive Organic Gases (Ozone Precursor)	Nitrogen Oxide (Ozone Precursor)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Year 2012 Construction	8.49	69.75	38.42	0.07	10.18	6.78
Year 2013 Construction	8.04	65.43	36.76	0.07	5.90	4.38
Year 2014 Construction	23.63	60.85	35.30	0.07	5.62	4.11
Year 2015 Construction	23.37	23.15	17.84	0.03	2.43	1.98
Maximum Daily Emissions	**26.63**	**69.75**	**38.42**	**0.07**	**10.18**	**6.78**
SCAQMD Regional Threshold	75	100	550	150	150	55
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2012. See Appendix 3.4-1 for the CalEEMod output files and additional calculations for the estimated emissions.

Mitigation Measures

None required.

Air Quality Standard or Air Quality Violation: Long-Term Operational Emissions (Standard of Significance 2)

Impact 3.4.4 Subsequent land use activities associated with implementation of the proposed project will not result in long-term operational emissions that could violate or substantially contribute to a violation of federal and state standards for ozone and coarse and fine particulate matter. This impact is considered to be **less than significant**.

Operational activities associated with the proposed project will result in emissions of ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources:

- Vehicles
- Combustion emissions associated with natural gas and electricity
- Fugitive dust related to vehicular travel
- Landscape maintenance equipment
- Emissions for consumer products
- Architectural coatings

Vehicles

Project operational (vehicular) impacts are dependent on both overall daily vehicle trip generation and the effect of the project on peak-hour traffic volumes and traffic operations in the vicinity of the project. The project-related operational air quality impact centers primarily on the vehicle trips generated by the project. Trip characteristics available from the traffic impact analysis prepared for the project were utilized in this analysis. The estimated emissions resulting from vehicle operations are summarized in **Table 3.4-10**.

Combustion Emissions Associated with Natural Gas and Electricity

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and the consumption of natural gas. However, because electrical generating facilities for the project area are located outside the South Coast Air Basin, criteria pollutant emissions from off-site generation of electricity is excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using CalEEMod. The estimated combustion emissions are provided in **Table 3.4-10** (detailed emission calculations are provided in **Appendix 3.4-1**).

Fugitive Dust Related to Vehicular Travel

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust. The emissions estimates for travel on paved roads were calculated using CalEEMod, as it is assumed that all project roadways would be paved as part of the construction of these roads. The estimated PM_{10} and $PM_{2.5}$ emissions from vehicles for fugitive dust are summarized in **Table 3.4-10**, and details are provided in **Appendix 3.4-1**.

Landscape Maintenance Equipment

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain project landscaping. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod. The estimated landscape maintenance emissions are provided in **Table 3.4-10**, and detailed model outputs are presented in **Appendix 3.4-1**.

Emissions for Consumer Products and Fireplaces

Consumer products include, but are not limited to, detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants.

CalEEMod also considers the number of woodstoves and hearths (fireplaces) of various types as well as the usage of these devices. Woodstoves are separate from fireplaces since a home may have both and these devices may have different use patterns. For purposes of this analysis, only natural gas hearths are considered since wood-burning stoves and fireplaces would be prohibited in accordance with SCAQMD Rule 445.

Architectural Coatings

Over a period of time, the buildings that are part of this project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of project maintenance. The emissions associated with architectural coatings were calculated using CalEEMod. The estimated architectural coating emissions are provided in **Table 3.4-10**, and detailed model outputs are presented in **Appendix 3.4-1**.

Operations Emissions Summary

The project-related operations emissions burdens, along with a comparison of SCAQMD recommended significance thresholds, are shown in **Table 3.4-10**.

TABLE 3.4-10
OPERATIONAL-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS (MAXIMUM EMISSIONS)
(POUNDS PER DAY)

Source	Reactive Organic Gases (Ozone Precursor)	Nitrogen Oxide (Ozone Precursor)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Summer Emissions						
Area Source Emissions [1]	12.56	0.27	23.42	–	0.46	0.45
Energy Source Emissions [2]	0.33	2.83	1.21	0.02	0.23	0.23
Mobile Emissions [3]	21.07	48.44	203.94	0.33	36.36	3.20
Maximum Daily Emissions	**33.97**	**51.54**	**228.57**	**0.35**	**37.05**	**3.88**
Significant Impact Threshold (pounds per day)	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Area Source Emissions [1]	12.56	0.27	23.42	–	0.46	0.45
Energy Source Emissions [2]	0.33	2.83	1.21	0.02	0.23	0.23
Mobile Emissions [3]	20.55	50.53	195.67	0.30	36.40	3.23
Maximum Daily Emissions	**33.44**	**53.63**	**220.30**	**0.32**	**37.09**	**3.91**
Significant Impact Threshold (pounds per day)	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Urban Crossroads 2012
Notes: Please refer to Appendix 3.4-1 for the CalEEMod output files and additional supporting information for the estimated emissions.
1. Includes emissions of landscape maintenance equipment and architectural coatings emissions.
2. Includes emissions of natural gas consumption.
3. Includes emissions of vehicle emissions and fugitive dust related to vehicular travel.

As shown in **Table 3.4-10**, emissions resulting from project operations will not exceed the SCAQMD regional criteria pollutant thresholds for operational activity. As a result, this impact would be considered **less than significant**.

Mitigation Measures

None required.

Substantial Carbon Monoxide Pollutant Concentrations (Standard of Significance 4)

Impact 3.4.5 The proposed project will not contribute to localized concentrations of CO that would exceed applicable ambient air quality standards. This is considered to be a **less than significant** impact.

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the project vicinity have steadily declined, as shown based on historical data presented in **Table 3.4-3**. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). There have been no subsequent air quality planning documents for CO since attainment of this pollutant. As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the SCAB are due to unusual meteorological and topographical conditions, and are not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of the 1992 CO Plan and subsequent plan updates and air quality management plans.

In the 1992 CO Plan, a carbon monoxide hotspot analysis was conducted for four busy intersections in Los Angeles during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the level of service (LOS) in the vicinity of the Wilshire Boulevard /Veteran Avenue intersection and found it to operate at LOS E at peak morning traffic and LOS F at peak afternoon traffic. (The capacity of a transportation system is referred to as the level of service and is generally defined as a ratio of traffic volume to roadway capacity. While it is customary to refer to an LOS using an alphabetic reference A–F, the inevitable comparison to school grades is not accurate. From a purely transportation standpoint, a roadway with an LOS of D is a roadway used to its design capacity.)

At buildout of the project, the highest number of average daily trips would be 70,700 for Scott Road east and west of Haun Road, which is lower than the values studied in the 1992 CO Plan. Consequently at buildout of the proposed project, according to the traffic impact analysis prepared for the project, none of the intersections in the vicinity of the proposed project site would have peak hourly traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to project area meteorology, such as air-confining structures like a tunnel or overhead freeway, to conclude that this intersection would yield higher CO concentrations if modeled in detail. As a result, the South Coast Air Basin has been designated as attainment for CO since 2007 (Urban Crossroads 2012), and even very busy intersections do not result in exceedances of the CO standard. Thus, impacts are expected to be **less than significant**, and no additional analysis is required. Consequently, sensitive receptors would not be significantly affected by CO emissions generated by project-related traffic.

Mitigation Measures

None required.

Toxic Air Contaminants (Standard of Significance 4)

Impact 3.4.6 The proposed project would not result in exposure of sensitive receptors to substantial toxic emissions. This impact is considered **less than significant**.

Sensitive receptors can include uses such as long-term healthcare facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors.

As discussed under Impact 3.4.2, for conservative analysis purposes, sensitive receptors were considered to be at a distance of 25 meters from the project boundary, and the proposed project would not exceed SCAQMD localized significance thresholds. Therefore, the exposure of sensitive receptors to toxic air contaminants during construction activities is considered a less than significant impact.

Concerning exposure of sensitive receptors to toxic air contaminants during project operations, in April 2005, CARB released the *Land Use and Air Quality Handbook: A Community Health Perspective*, which offers guidance on siting sensitive land uses in proximity to sources of air toxics. Sensitive land uses identified in the handbook include residential communities, schools and school yards, day care centers, parks and playgrounds, and hospitals and medical facilities. One particular source of air toxics treated in the guidance is freeways and major roadways. These roadways are sources of diesel particulate matter (DPM), which CARB has listed as a toxic air contaminant.

The handbook recommends that sensitive land uses be sited no closer than 500 feet from a freeway or major roadway, defined as an urban roadway with more than 100,000 daily trips. This 500-foot buffer area was developed to protect sensitive receptors from exposure to diesel PM and was based on traffic-related studies that showed a 70 percent drop in PM concentrations at a distance of 500 feet from the roadway. Presumably, acute and chronic risks as well as lifetime cancer risk due to DPM exposure are lowered proportionately. The project site is over 2.5 miles (13,241 feet) feet east of Interstate 15. Therefore, the site lies beyond the CARB-recommended buffer area and future receptors would not be negatively affected by toxic air contaminants generated on Interstate 15. In addition, while the project site is located adjacent to Bundy Canyon Road, this facility is not considered a major roadway as it does not accommodate more that 100,000 daily trips on average. There are no other potential sources of air toxics in the

vicinity of the project. Toxic air contaminant impacts to sensitive receptors are considered to be **less than significant**.

Mitigation Measures

None required.

Exposure of Sensitive Receptors to Odorous Emissions (Standard of Significance 5)

Impact 3.4.7 Development of the proposed project will not result in exposure of sensitive receptors to substantial odorous emissions. Thus, this impact is considered to be **less than significant**.

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

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The project does not contain land uses typically associated with emissions of objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. Standard construction requirements such as those described in mitigation measure **MM 3.4.2b** would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short term, and intermittent in nature and would cease upon completion of the respective phase of construction activity and are thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project construction and operations would be less than significant.

The Farm Mutual Water Company wastewater treatment facility is located south of the proposed project boundaries. The facility uses a lagoon system and spray field to treat and dispose of the domestic wastewater from The Farm residential development. Under normal

operation, a wastewater treatment plant will not generate odor. The spray field is located north of the wastewater treatment facility and is separated from the proposed project site by a chain-link security fence. Lot 128 of the proposed subdivision map is the closest to the spray field fence at a distance of approximately 150 feet. The spray field is designed to minimize the potential for wind to blow the spray out of the field. Vegetation grows along the spray field where water is present. The combination of design, setback, and vegetation ensures that water from the spray field does not leave the property. The fence ensures that existing residents and those of the proposed project cannot come into contact with wastewater. The wastewater treatment plant is operated by the Farm Mutual Water Company and regulated by the California State Water Resources Control Board. The City has received no complaints of odors from the wastewater treatment facility or spray field from the existing residents of The Farm community, and the proposed project will not affect current operations of the facility. There is no reason to anticipate that the wastewater treatment facility will create odors or otherwise impact the proposed project.

Mitigation Measures

None required.

3.4.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for air quality includes the entirety of the South Coast Air Basin. The SCAB is currently designated nonattainment for O_3, NO_2, PM_{10}, and $PM_{2.5}$ under state standards and for O_3, PM_{10}, and $PM_{2.5}$ under federal standards. Cumulative growth in population, vehicle use, and industrial activity could inhibit efforts to improve regional air quality and attain the ambient air quality standards.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Contribution to Nonattainment Criteria Pollutants (Standard of Significance 3)

Impact 3.4.8 Construction of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the South Coast Air Basin, will not significantly contribute to cumulative increases in emissions of criteria air pollutants that could contribute to future concentrations of pollutants for which the region is currently designated nonattainment. This impact would be considered **less than cumulatively considerable.**

CEQA Section 21100(e) addresses evaluation of cumulative effects, allowing the use of approved land use documents in a cumulative impact analysis. CEQA Guidelines Section 15064(i)(3) further stipulates that for an impact involving a resource addressed by an approved plan or mitigation program, the lead agency may determine that a project's incremental contribution is not cumulatively considerable if the project complies with the adopted plan or program. In addressing cumulative effects for air quality, the SCAQMD's Air Quality Management Plan is the most appropriate document to use because it sets forth a comprehensive program that will lead the South Coast Air Basin, including the project area, into compliance with all federal and state air quality standards. The AQMP also utilizes control measures and related emissions reduction estimates based on emissions projections for a future development scenario derived from land use, population, and employment characteristics

defined in consultation with local governments. Since the proposed project is in conformance with the Air Quality Management Plan, it is appropriate to conclude that the project's incremental contribution to criteria pollutant emissions is not cumulatively considerable. As a result, this impact would be considered **less than cumulatively considerable.**

Mitigation Measures

None required.

REFERENCES

CARB (California Air Resources Board). 2005. *Land Use and Air Quality Handbook: A Community Health Perspective*.

SCAQMD (South Coast Air Quality Management District). 1993. *CEQA Air Quality Handbook.*

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Urban Crossroads. 2012. *Oak Creek (Tentative Tract Map No. 36388) (PA 11-0261) Air Quality Impact Analysis*.

3.5 Noise

This section discusses the existing noise setting, identifies potential noise impacts associated with implementation of the proposed project, and recommends mitigation measures to address potential impacts. Specifically, this section analyzes potential noise impacts due to development of the project area relative to the existing ambient noise environment and applicable noise criteria. Noise mitigation measures are recommended where the predicted noise levels would exceed applicable noise standards.

3.5.1 ACOUSTIC FUNDAMENTALS

Noise is generally defined as sound that is loud, disagreeable, or unexpected. Sound is mechanical energy transmitted in the form of a wave because of a disturbance or vibration. Sound levels are described in terms of both amplitude and frequency.

AMPLITUDE

Amplitude is defined as the difference between ambient air pressure and the peak pressure of the sound wave. Amplitude is measured in decibels (dB) on a logarithmic scale. Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 3 dB change in amplitude as the minimum audible difference perceptible to the average person.

FREQUENCY

The frequency of a sound is defined as the number of fluctuations of the pressure wave per second. The unit of frequency is the Hertz (Hz). One Hz equals one cycle per second. The human ear is not equally sensitive to sound of different frequencies. For instance, the human ear is more sensitive to sound in the higher portion of this range than in the lower and sound waves below 16 Hz or above 20,000 Hz cannot be heard at all. To approximate the sensitivity of the human ear to changes in frequency, environmental sound is usually measured in what is referred to as A-weighted decibels (dBA). On this scale, the normal range of human hearing extends from about 10 dBA to about 140 dBA (EPA 1971). Common community noise sources and associated noise levels, in dBA, are depicted in **Figure 3.5-1**.

ADDITION OF DECIBELS

Because decibels are logarithmic units, sound levels cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces a sound level of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB; rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together would produce an increase of 5 dB.

SOUND PROPAGATION AND ATTENUATION

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level decreases (attenuates) at a rate of approximately 6 decibels for each

doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 decibels for each doubling of distance from a line source, depending on ground surface characteristics. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or a body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver, such as soft dirt, grass, or scattered bushes and trees), an excess ground-attenuation value of 1.5 decibels per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation for soft surfaces results in an overall attenuation rate of 4.5 decibels per doubling of distance from the source.

Atmospheric Effects

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) from a highway due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.

Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in minimum 5 dB of noise reduction. Taller barriers provide increased noise reduction.

Noise reductions afforded by building construction can vary depending on construction materials and techniques. Standard construction practices typically provide approximately 15 dBA exterior-to-interior noise reductions for building facades, with windows open, and approximately 20–25 dBA with windows closed. With compliance with current Title 24 energy efficiency standards, which require increased building insulation and inclusion of an interior air ventilation system to allow windows on noise-impacted façades to remain closed, exterior-to-interior noise reductions typically average approximately 25 dBA. The absorptive characteristics of interior rooms, such as carpeted floors, draperies, and furniture, can result in further reductions in interior noise.

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COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE
THRESHOLD OF PAIN		140	INTOLERABLE OR DEAFENING	HEARING LOSS
NEAR JET ENGINE		130		
		120		
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110		
LOUD AUTO HORN		100	VERY NOISY	
GAS LAWN MOWER AT 1m (3 ft)		90		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80		SPEECH INTERFERENCE
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60		
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	SLEEP DISTURBANCE
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		
QUIET SUBURBAN NIGHTTIME	LIBRARY	30	FAINT	NO EFFECT
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0		

Source: City of Wildomar

Figure 3.5-1
Noise

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HUMAN RESPONSE TO NOISE

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases. The acceptability of noise and the threat to public well-being are the basis for land use planning policies preventing exposure to excessive community noise levels.

Unfortunately, there is no completely satisfactory way to measure the subjective effects of noise or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance and habituation to noise over differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called "ambient" environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged. Regarding increases in A-weighted noise levels, knowledge of the following relationships will be helpful in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived by humans.
- Outside of the laboratory, a 3 dB change is considered a just-perceivable difference.
- A change in level of at least 5 dB is required before any noticeable change in community response would be expected. An increase of 5 dB is typically considered substantial.
- A 10 dB change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

A limitation of using a single noise-level increase value to evaluate noise impacts, as discussed above, is that it fails to account for pre-development noise conditions. With this in mind, the Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that take into account the ambient noise level. The FICON recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (i.e., CNEL, L_{dn}). FICON-recommended noise evaluation criteria are summarized in **Table 3.5-1**.

TABLE 3.5-1
FEDERAL INTERAGENCY COMMITTEE ON NOISE RECOMMENDED CRITERIA FOR EVALUATION OF INCREASES IN AMBIENT NOISE LEVELS

Ambient Noise Level Without Project	Increase Required for Significant Impact
< 60 dB	5.0 dB, or greater
60–65 dB	3.0 dB, or greater
> 65 dB	1.5 dB, or greater

Source: FICON 2000

As depicted in **Table 3.5-1**, an increase in the traffic noise level of 5.0, or greater, would typically be considered to result in increased levels of annoyance where existing ambient noise levels are less than 60 dB. Within areas where the ambient noise level ranges from 60 to 65 dB, increased levels of annoyance would be anticipated at increases of 3 dB, or greater. Increases of 1.5 dB, or greater, could result in increased levels of annoyance in areas where the ambient noise level exceeds 65 dB. The rationale for the FICON-recommended criteria is that as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause significant increases in annoyance (FICON 2000).

EFFECTS OF NOISE ON HUMAN ACTIVITIES

The extent to which environmental noise is deemed to result in increased levels of annoyance, activity interference, and sleep disruption varies greatly from individual to individual depending on various factors, including the loudness or suddenness of the noise, the information value of the noise (e.g., aircraft overflights, child crying, fire alarm), and an individual's sleep state and sleep habits. Over time, adaptation to noise events and to increased levels of noise may also occur. In terms of land use compatibility, environmental noise is often evaluated in terms of the potential for noise events to result in increased levels of annoyance, sleep disruption, or interference with speech communication, activities, and learning. Noise-related effects on human activities are discussed in more detail below.

Speech Communication

For most noise-sensitive land uses, an interior noise level of 45 dB L_{eq} is typically identified for the protection of speech communication in order to provide for 100 percent intelligibility of speech sounds. Assuming an average 20 dB reduction in sound level between outdoors and indoors (which is an average amount of sound attenuation that assumes windows are closed), this interior noise level would equates to an exterior noise level of 65 dBA L_{eq}. For outdoor voice communication, an exterior noise level of 60 dBA L_{eq} allows normal conversation at distances up to 2 meters with 95 percent sentence intelligibility (EPA 1971). Based on this information, speech interference begins to become a problem when steady noise levels reach approximately 60 to 65 dBA. Within interior noise environments, an average-hourly background noise level of 45 dBA L_{eq} is typically recommended for noise-sensitive land uses, such as educational facilities (Caltrans 2002).

Annoyance and Sleep Disruption

With regard to potential increases in annoyance, activity interference, and sleep disruption, land use compatibility determinations are typically based on the use of the cumulative noise exposure metrics (i.e., CNEL or L_{dn}). Perhaps the most comprehensive and widely accepted evaluation of the relationship between noise exposure and the extent of annoyance was one originally

developed by Theodore J. Schultz in 1978. Schultz's research findings provided support for L_{dn} as the descriptor for environmental noise. Research conducted by Schultz identified a correlation between the cumulative noise exposure metric and individuals who were highly annoyed by transportation noise. When expressed graphically, this relationship is typically referred to as the Schultz curve. The Schultz curve indicates that approximately 13 percent of the population is highly annoyed at a noise level of 65 dBA L_{dn}. It also indicates that the percentage of people describing themselves as being highly annoyed accelerates smoothly between 55 and 70 dBA L_{dn}. A noise level of 65 dBA L_{dn} is a commonly referenced dividing point between lower and higher rates of people describing themselves as being highly annoyed (Caltrans 2002).

The Schultz curve and associated research became the basis for many of the noise criteria subsequently established for federal, state, and local entities. Most federal and State of California regulations and policies related to transportation noise sources establish a noise level of 65 dBA CNEL/L_{dn} as the basic limit of acceptable noise exposure for residential and other noise-sensitive land uses. For instance, with respect to aircraft noise, both the Federal Aviation Administration (FAA) and the State of California have identified a noise level of 65 dBA L_{dn} as the dividing point between normally compatible and normally incompatible residential land use generally applied for determination of land use compatibility. For noise-sensitive land uses exposed to aircraft noise, noise levels in excess of 65 dBA CNEL/L_{dn} are typically considered to result in a potentially significant increase in levels of annoyance (Caltrans 2002).

Allowing for an average exterior-to-interior noise reduction of 20 dB, an exterior noise level of 65 dBA CNEL/L_{dn} would equate to an interior noise level of 45 dBA CNEL/L_{dn}. An interior noise level of 45 dB CNEL/L_{dn} is generally considered sufficient to protect against activity interference at most noise-sensitive land uses, including residential dwellings, and would also be sufficient to protect against sleep interference (EPA 1971). In California, the California Building Code establishes a noise level of 45 dBA CNEL as the maximum acceptable interior noise level for residential uses (other than detached single-family dwellings). Use of the 45 dBA CNEL threshold is further supported by recommendations provided in the State of California Office of Planning and Research's General Plan Guidelines, which recommend an interior noise level of 45 dB CNEL/L_{dn} as the maximum allowable interior noise level sufficient to permit "normal residential activity" (OPR 2003).

The cumulative noise exposure metric is currently the only noise metric for which there is a substantial body of research data and regulatory guidance defining the relationship between noise exposure, people's reactions, and land use compatibility. However, when evaluating environmental noise impacts involving intermittent noise events, such as aircraft overflights and train pass-bys, the use of cumulative noise metrics may not provide a thorough understanding of the resultant impact. The general public often finds it difficult to understand the relationship between intermittent noise events and cumulative noise exposure metrics. In such instances, supplemental use of other noise metrics, such as the L_{eq} or L_{max} descriptor, may be helpful as a means of increasing public understanding regarding the relationship between these metrics and the extent of the resultant noise impact (Caltrans 2002).

Noise Reduction

Various methods can be employed to reduce noise levels, including enclosures, barriers, and sound-dampening materials. The methods employed are dependent on various factors, including source and receptor characteristics as well as environmental conditions. With regard to typical community noise sources, noise reduction techniques typically focus on the isolation or shielding of the noise source from nearby noise-sensitive receptors. The more common methods include the use of buffers, enclosures, and barriers. In general, these techniques contribute to

decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise but are less effective than solid barriers. Changes in design specifications and use of equipment noise control devices (e.g., mufflers and silencers) are also commonly employed to reduce stationary-source (i.e., non-transportation) noise levels. Additional noise control techniques commonly used for transportation noise sources include traffic control, such as prohibiting heavy-duty trucks and reducing speed limits along primarily affected corridors. However, an approximate 20 mile per hour reduction in speed would typically be required to achieve a noticeable decrease in noise levels. In some instances, the use of noise-reducing pavements, such as rubberized asphalt, has also been used to reduce traffic noise.

3.5.2 EXISTING SETTING

Noise-sensitive land uses in the area consist predominantly of single-family residential land uses located south of the project area, along The Farm Road, Harvest Way West, and Harvest Way East, and along the north side of Bundy Canyon Road.

To assess the current ambient noise levels both within and around the proposed project site, the roadways surrounding the proposed project were evaluated. This evaluation included establishing noise level contour boundaries for the 55, 60, 65, and 70 dBA Community Noise Equivalent Levels (CNEL) for each of the surrounding roadway segments. **Table 3.5-2** presents these existing CNEL noise contour boundaries with existing traffic volumes for all roadway segments adjacent to Bundy Canyon Road.

TABLE 3.5-2
EXISTING CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Bundy Canyon Rd.	West of I-15 Fwy.	72.0	135	291	627	1,351
Bundy Canyon Rd.	I-15 Fwy. to Sellers Rd.	72.7	151	325	700	1,508
Bundy Canyon Rd.	Sellers Rd. to Monte Vista Dr.	72.4	144	309	667	1,436
Bundy Canyon Rd.	Monte Vista Dr. to Harvest Way West	72.5	146	315	680	1,464
Bundy Canyon Rd.	Harvest Way West to Harvest Way East	71.3	123	264	570	1,227
Bundy Canyon Rd.	Harvest Way East to Sunset Ave.	71.4	124	267	575	1,239
Bundy Canyon Rd.	Sunset Ave. to Murrieta Rd.	71.4	124	267	575	1,239
Bundy Canyon Rd.	Murrieta Rd. to Sweetwater Canyon Rd.	70.4	106	229	494	1,064
Bundy Canyon Rd.	Sweetwater Canyon Rd. to I-215 Fwy.	72.7	150	324	698	1,503
Bundy Canyon Rd.	East of I-215 Fwy.	74.8	208	448	966	2,080
Sunset Ave.	North of Bundy Canyon Rd.	45.8	RW	RW	RW	RW
Sunset Ave.	South of Bundy Canyon Rd.	40.7	RW	RW	RW	RW
Murrieta Rd.	North of Bundy Canyon Rd.	66.6	RW	128	275	592

Source: Urban Crossroads 2012
RW = Location of the respective noise contour falls within the right-of-way of the road.

3.5.3 REGULATORY FRAMEWORK

LOCAL

City of Wildomar

The City of Wildomar adopted the County of Riverside noise standards and noise ordinance upon city incorporation. The City ordinance was used to assess potential noise impacts. The City of Wildomar addresses two separate types of noise sources through the CEQA process: mobile and stationary. The mobile, or transportation-related, noise impacts are controlled using the 24-hour Community Noise Equivalent Level (CNEL) to assess the land use compatibility for community noise exposure. To control community noise impacts from stationary (non-transportation) noise sources (such as speakerphones, trash compactors, etc.), the City of Wildomar has identified the worst-case noise levels for daytime and nighttime activities. In the context of this noise analysis, the noise impacts associated with the commercial/mixed-use land use activities found in the proposed development are governed by the City noise standards for stationary sources. Off-site project-related vehicular traffic is governed by the CNEL noise level standards.

Mobile Noise Standards

The City of Wildomar General Plan Noise Element specifies the maximum noise levels allowable for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. For the purposes of this project, the noise impacts associated with traffic are controlled by the General Plan Noise Element.

The General Plan standards are derived from standards contained in the *General Plan Guidelines*, a publication of the California Office of Planning and Research (2003). These standards are used by many California cities and counties. The Noise Element includes standards for land use compatibility for community noise exposure. For single-family residential areas, the exterior noise levels should remain below 65 dBA CNEL, and the interior noise levels should remain below 45 dBA CNEL. As shown in **Table 3.5-2**, many of the roadway segments exceed the 65 dBA CNEL standard at 100 feet from centerline.

For commercial uses, the noise compatibility matrix sets guidelines according to the predicted noise exposure level. **Table 3.5-3** presents the General Plan land use and noise compatibility matrix. According to the noise compatibility matrix, an ambient noise level of up to 65 dBA CNEL for residential uses and up to 70 dBA CNEL for commercial uses is considered "normally acceptable."

Stationary Noise Standards

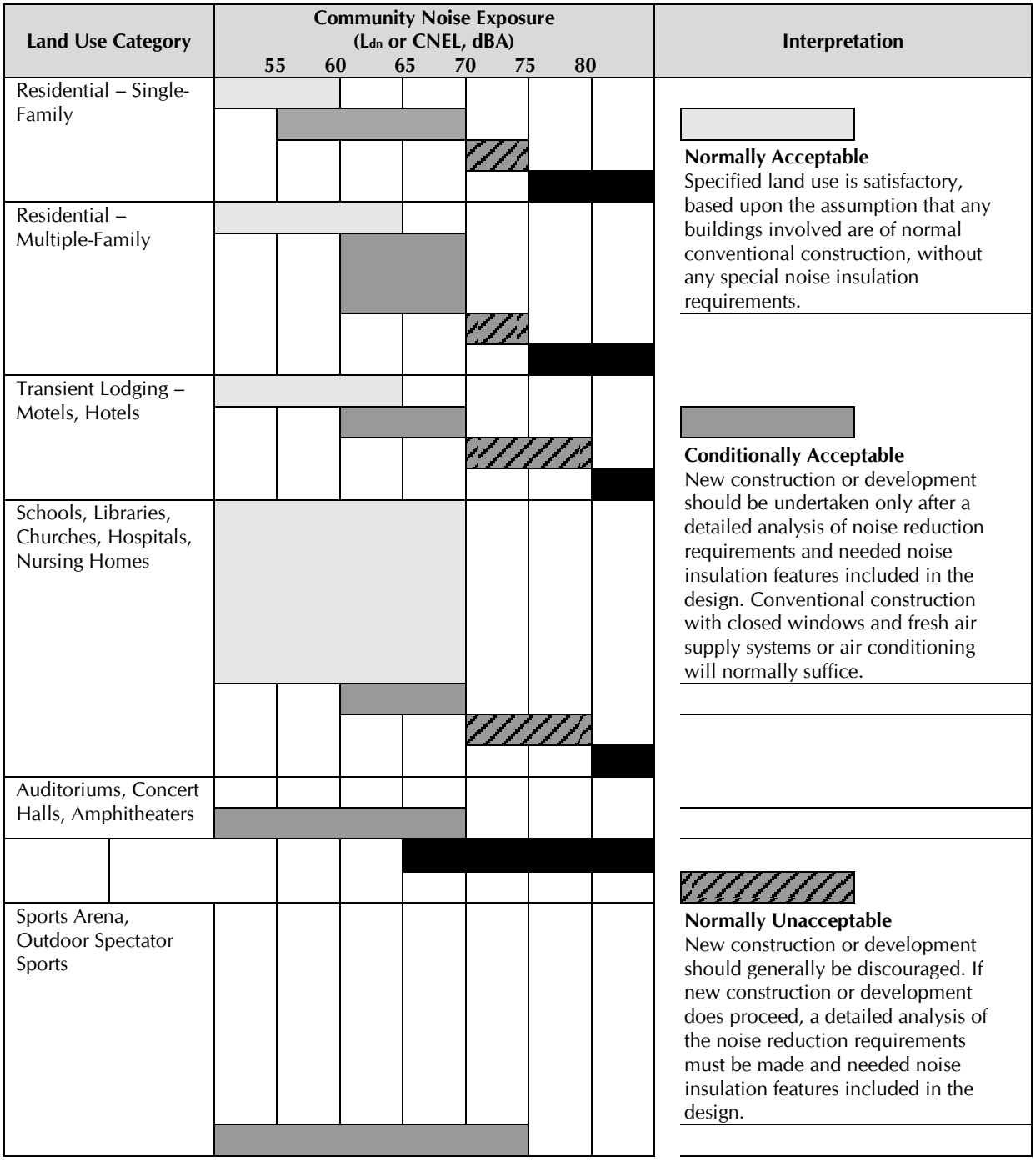
The City of Wildomar has set exterior noise limits to control delivery trucks, trash compactors, speakerphones, vehicle activities, and mechanical ventilation system noise impacts associated with development. The City considers noise generated by the use of motor vehicles to be a stationary noise source when operated on private property such as at a truck terminal or warehousing facility. These facility-related noises, as projected to any portion of any surrounding property containing a "habitable dwelling, hospital, school, library, or nursing home," must not exceed the following worst-case noise levels.

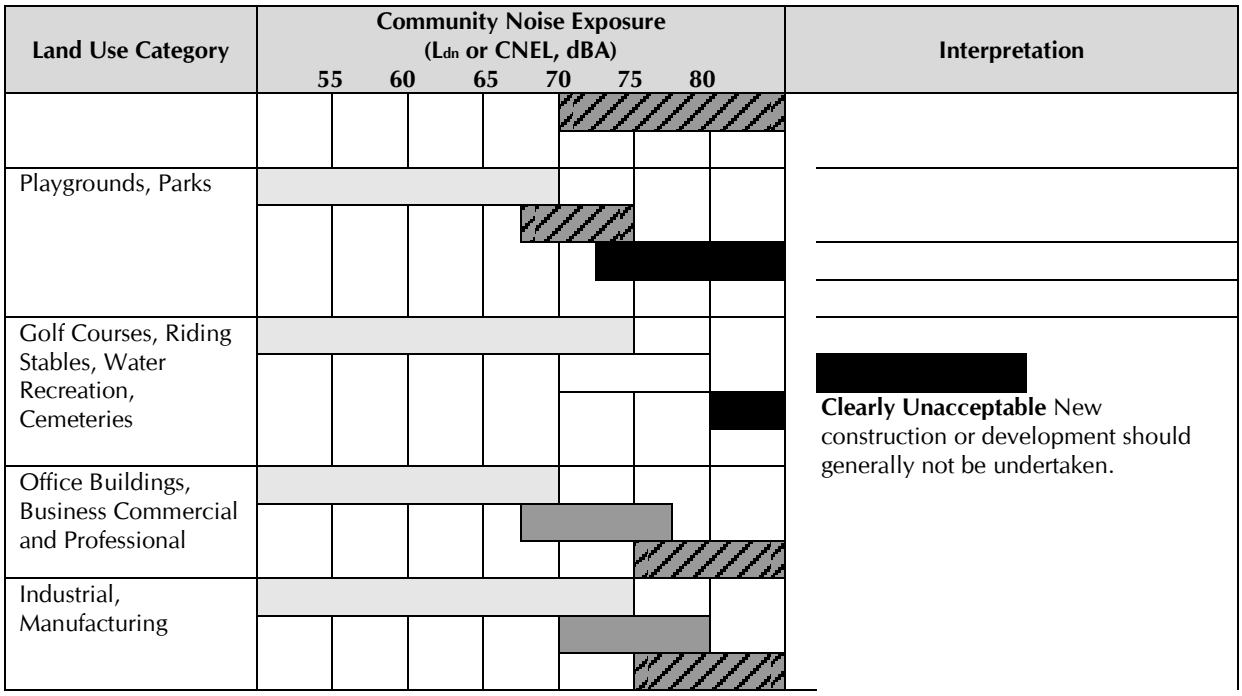
Policy N 4.1 of the City of Wildomar General Plan Noise Element sets an exterior noise limit not to be exceeded for a cumulative period of more than 10 minutes in any hour of 65 dBA L_{eq} for

daytime hours of 7 AM to 10 PM and 45 dBA L_{eq} during the noise-sensitive nighttime hours of 10 PM to 7 AM. This is consistent with the stationary source requirements included in the General Plan Noise Element.

Policy N 4.8 of the Noise Element requires that loading docks of industrial land uses minimize the potential noise impacts of vehicles on the site as well on adjacent land uses.

TABLE 3.5-3
CITY OF WILDOMAR LAND USE COMPATIBILITY NOISE CRITERIA





Source: California Office of Noise Control

Community Noise Assessment Criteria

The noise criteria presented in this section is based on well-documented criteria and research into human response to community noise. In community noise assessment, changes in noise levels greater than 3 dBA are often identified as "barely perceptible," while changes of 5 dBA are "readily perceptible." Studies show that a relative noise impact of 5 dBA triggers community reaction (sporadic complaints to widespread complaints to several legal threats to vigorous action). In the range of 1 dBA to 3 dBA, people who are very sensitive to noise may perceive a slight change in noise level. In laboratory testing situations, humans are able to detect noise level changes of slightly less than 1 dBA. However, in a community situation, the noise exposure is extended over a long time period, and changes in noise levels occur over years rather than the immediate comparison made in a laboratory situation. Therefore, the level at which changes in community noise levels becomes discernible is likely to be some value greater than 1 dBA, and 3 dBA appears to be appropriate for most people. While a 1 dBA increase may be perceptible to a minority of very noise-sensitive people, noise increases of up to 3 dBA are barely perceptible to most people. The 3 dBA increase criteria represent a balance of community benefits and reasonableness.

For purposes of this analysis, based on the experience of the technical report and also upon previous discussions with City staff, roadway noise impacts would be considered significant if the proposed project increases noise levels for a noise-sensitive land use by 3 dBA CNEL and if: (1) the existing noise levels already exceed the 65 dBA CNEL residential standard, or (2) the project increases noise levels from below the 65 dBA CNEL standard to above 65 dBA CNEL.

GROUNDBORNE VIBRATION

There are no federal, state, or local regulatory standards for groundborne vibration. However, various criteria have been established to assist in the evaluation of vibration impacts. For instance, the California Department of Transportation (Caltrans) has developed vibration criteria

based on potential structural damage risks and human annoyance. Caltrans-recommended criteria for the evaluation of groundborne vibration levels, with regard to structural damage and human annoyance, are summarized in **Table 3.5-13** and **Table 3.5-14**, respectively, included in subsection 3.5.3 above. The criteria differentiate between transient and continuous/frequent sources. Transient sources of groundborne vibration include intermittent events, such as blasting, whereas continuous and frequent events would include the operations of equipment, including construction equipment, and vehicle traffic on roadways (Caltrans 2002, 2004).

3.5.4 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Criteria for determining the significance of noise impacts were developed based on information contained in the California Environmental Quality Act Guidelines (CEQA Guidelines, Appendix G). According to those guidelines, a project may have a significant effect on the environment if it would result in the following conditions:

1) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or of applicable standards of other agencies.

2) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

5) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, exposure of people residing or working in the project area to excessive noise levels.

6) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels.

The nearest airport is Skylark Airport, which is located approximately 4 miles west of the proposed project. The proposed project site is not located within 2 miles of a public airport or private airstrip, nor would implementation of the proposed project affect airport operations. For these reasons, exposure to aircraft noise levels would be considered less than significant and is not discussed further in this DEIR.

Temporary noise impacts associated with the proposed project would be associated with short-term construction-related activities. Long-term permanent increases in noise levels would occur with on-site operational activities, as well as potential increases in traffic noise levels along area roadways. Potential increases in groundborne vibration levels would be primarily associated with short-term construction-related activities. For purposes of this analysis and where applicable, the City of Wildomar noise standards were used for evaluation of project-related noise impacts.

SHORT-TERM EXPOSURE TO CONSTRUCTION-RELATED NOISE

Construction noise represents a short-term impact on ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach high levels. Grading activities typically represent one of the highest potential sources of noise impacts. The most effective method of controlling construction noise is through local control of construction hours and by limiting the hours of construction to normal weekday working hours.

Construction-Related Noise Standards

Due to their short-term nature, construction activities are not covered by the City's standards for stationary noise sources. The Noise Element includes the following policies to minimize noise impacts from construction activities:

N 12.1: Minimize the impacts of construction noise on adjacent uses within acceptable practices.

N 12.2: Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.

N 12.3: Condition subdivision approval adjacent to developed/occupied noise sensitive land uses by requiring the developer to submit a construction-related noise mitigation plan to the 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:

- Temporary noise attenuation fences
- Preferential location of equipment
- 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.

Construction Noise Level Impacts

The US Environmental Protection Agency (EPA) has compiled data regarding the noise-generating characteristics of specific types of construction equipment. Noise levels generated by heavy construction equipment can range from approximately 68 dBA to noise levels in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 68 dBA measured at 50 feet from the noise source to the receptor would be reduced to 62 dBA at 100 feet from the source to the receptor and would be further reduced by another 6 dBA to 56 dBA at 200 feet from the source to the receptor.

Construction Noise Level Impact Analysis

Although construction noise would result in a short-term increase greater than 5 dBA over ambient noise levels, construction noise is of short-term duration and will not present any long-term impacts on the project site or to the surrounding area. To minimize the potential short-term noise impacts during the construction activities for the proposed project, several construction noise reduction measures are identified in the Impacts and Mitigation Measures subsection below.

LONG-TERM ON-SITE EXPOSURE TO PROJECT-GENERATED NOISE

The project site will be subjected to transportation- and non-transportation-related noise impacts. This section discusses the potential noise impacts from the adjacent streets to the noise-sensitive residential portions of the proposed project and the potential stationary noise impacts. The City of Wildomar does not consider the commercial property within the proposed project site noise sensitive; therefore, specific analysis and mitigation regarding the impact of noise on future commercial land uses will not be considered in this Draft EIR.

Traffic-Related Noise Level Assessment

An analysis has been performed to determine the expected transportation-related noise impacts for the affected outdoor usable areas. The proposed subdivision (see **Figure 2.0-4**) was used to predict the future noise environment. This information identifies the relationship between the roadway centerline elevation, the pad elevation and the centerline distance to the noise barrier, and the backyard observer. The rear-yard exterior noise levels were determined based on an observer location 10 feet from the existing property line wall. Key input data for these barrier performance equations include the relative source-barrier-receiver horizontal separations, the relative source-barrier-receiver vertical separations, the typical noise source spectra, and the barrier transmission loss. The following general assumptions were used in determining the source and receiver geometry:

<u>Receiver Assumptions</u>	
Horizontal Geometry:	Distance behind top-of-slope: 10 feet
Vertical Geometry:	Height above pad for ground-level receivers: • Exterior Noise: 5 feet • First Floor Interior: 5.5 feet • Second Floor Interior: 14.5 feet
<u>Source Assumptions</u>	
Horizontal Geometry:	All vehicles are located at the single-lane equivalent acoustic center of the full roadway.
Vertical Geometry:	Height above road grade: • Autos = 0.0 feet • Medium Trucks = 2.3 feet • Heavy Trucks = 8.0 feet

Future Traffic Noise Levels

The industry standard Federal Highway Administration (FHWA) traffic noise prediction model and the traffic composition and timing modeling assumptions required by the Riverside County

Requirements for Determining and Mitigating Traffic Noise Impacts to Residential Structures were used to analyze noise impacts from Bundy Canyon Road to the proposed project. The modeling assumptions are outlined in **Tables 3.5-4** and **3.5-5**, and represent the countywide assumptions for calculations of the expected future noise impacts. **Table 3.5-6** presents a summary of future exterior noise level impacts. Based on the FHWA traffic noise prediction model, the future unmitigated exterior noise levels for the lots analyzed will range from 72.8 to 75.0 dBA CNEL. Based on the calculated noise level impacts presented, future traffic-related noise level impacts are expected to exceed the City of Wildomar exterior noise level standard of 65 dBA CNEL. In order to reduce the exterior noise level impact below the exterior noise level standard, a 6.5-foot-high noise barrier is required for lots 33–50 and a 6.0-foot-high barrier is required for lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road. With the construction of the noise barrier, exterior noise level impacts will range from 60.9 to 64.8 dBA CNEL and remain below the City of Wildomar exterior noise level standard of 65 dBA CNEL.

The computer outputs for the specific site impacts are included in **Appendix 3.5-1**. The grading plans used for this analysis are included in **Appendix 3.5-2.**

TABLE 3.5-4
HOURLY TRAFFIC FLOW DISTRIBUTION[1]

Motor Vehicle Type	Daytime (7 AM to 7 PM)	Evening (7 PM to 10 PM)	Night (10 PM to 7 AM)	Total % Traffic Flow
Secondary, Collector				
Automobiles	77.5%	12.9%	9.6%	97.42%
Medium Trucks	84.8%	4.9%	10.3%	1.84%
Heavy Trucks	86.5%	2.7%	10.8%	0.74%
Major, Arterial, Urban Arterial				
Automobiles	75.0%	14.0%	10.5%	92.00%
Medium Trucks	48.0%	2.0%	50.0%	3.00%
Heavy Trucks	48.0%	2.0%	50.0%	5.00%

Source: Urban Crossroads 2012
[1] Required County of Riverside vehicle mixes

TABLE 3.5-5
ON-SITE ROADWAY PARAMETERS

Roadway	Segment	Buildout ADT[1]	Speed (MPH)	Site Conditions
Bundy Canyon Road	Monte Vista Dr. to Harvest Way West	32,000	55	Soft
	Harvest Way West to Harvest Way East	29,900	55	Soft
	Harvest Way East to Sunset Ave.	30,700	55	Soft

Source: Urban Crossroads 2012
[1] Based on required County of Riverside Level of Service C Roadway Design Capacity. (ADT = Average Daily Traffic)

TABLE 3.5-6
FUTURE EXTERIOR NOISE LEVELS (DBA CNEL)

Lot	Unmitigated Noise Level (dBA CNEL)	Mitigated Noise Level (dBA CNEL)	Required Barrier Height (feet)
46	75.0	60.9	6.5
38	74.4	64.8	6.5
213	73.8	64.1	6.0
207	73.4	63.6	6.0
91	73.6	64.1	6.0
203	73.3	63.6	6.0
94	73.8	64.8	6.0

Source: Urban Crossroads 2012

LONG-TERM OFF-SITE TRANSPORTATION NOISE IMPACTS

To assess the off-site noise level impacts associated with development of the proposed project, noise contours were developed for the following traffic scenarios:

- Existing: This scenario refers to the existing traffic noise conditions, without the proposed project.
- Project Completion (Year 2015) without/with Project: This scenario refers to the background noise conditions at project completion (Year 2015) without and with the proposed project.
- Horizon Year 2035 without/with Project: This scenario refers to the background noise conditions at Horizon Year 2035 without and with the proposed project.

Traffic Noise Contour Boundaries

Traffic noise contour boundaries are often desired by local land planning and zoning authorities to represent sound level exposures on land that is being considered for development and is adjacent to highways. Noise contour boundaries represent the equal levels of noise exposure and are measured from the center of the roadway. Traffic noise contour boundaries are typically calculated at distances of 100 feet from a roadway centerline. CNEL noise contour boundaries are also determined below for the 55, 60, 65, and 70 dBA noise levels. The off-site transportation noise contour calculations are presented in **Appendix 3.5-1**.

The distance from the centerline of the roadway to the CNEL contour boundaries for roadways in the proposed project's vicinity is presented in **Table 3.5.2** and in **Tables 3.5-7** through **3.5-10.** The noise contour boundaries do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels.

TABLE 3.5-7
YEAR 2015 WITHOUT PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Bundy Canyon Rd.	West of I-15 Fwy.	73.8	179	386	831	1,791
Bundy Canyon Rd.	I-15 Fwy. to Sellers Rd.	74.7	207	445	959	2,066
Bundy Canyon Rd.	Sellers Rd. to Monte Vista Dr.	74.6	203	438	944	2,033
Bundy Canyon Rd.	Monte Vista Dr. to Harvest Way West	74.6	203	437	942	2,029
Bundy Canyon Rd.	Harvest Way West to Harvest Way East	74.1	187	402	866	1,865
Bundy Canyon Rd.	Harvest Way East to Sunset Ave.	74.2	189	408	879	1,894
Bundy Canyon Rd.	Sunset Ave. to Murrieta Rd.	74.4	197	425	915	1,972
Bundy Canyon Rd.	Murrieta Rd. to Sweetwater Canyon Rd.	75.2	223	481	1,036	2,231
Bundy Canyon Rd.	Sweetwater Canyon Rd. to I-215 Fwy.	78.0	342	737	1,587	3,419
Bundy Canyon Rd.	East of I-215 Fwy.	77.9	338	729	1,570	3,383
Sunset Ave.	North of Bundy Canyon Rd.	49.1	RW	RW	RW	41
Sunset Ave.	South of Bundy Canyon Rd.	59.6	RW	43	93	201
Murrieta Rd.	North of Bundy Canyon Rd.	71.0	117	252	543	1,170

Source: Urban Crossroads 2012

[1]RW = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 3.5-8
YEAR 2015 WITH PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Bundy Canyon Rd.	West of I-15 Fwy.	73.9	181	390	840	1,811
Bundy Canyon Rd.	I-15 Fwy. to Sellers Rd.	75.0	216	466	1,004	2,163
Bundy Canyon Rd.	Sellers Rd. to Monte Vista Dr.	74.9	213	459	989	2,131
Bundy Canyon Rd.	Monte Vista Dr. to Harvest Way West	74.9	213	459	989	2,131
Bundy Canyon Rd.	Harvest Way West to Harvest Way East	74.4	194	421	906	1,953
Bundy Canyon Rd.	Harvest Way East to Sunset Ave.	74.6	201	434	935	2,014
Bundy Canyon Rd.	Sunset Ave. to Murrieta Rd.	74.8	209	451	972	2,094
Bundy Canyon Rd.	Murrieta Rd. to Sweetwater Canyon Rd.	75.4	231	497	1,071	2,307

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Bundy Canyon Rd.	Sweetwater Canyon Rd. to I-215 Fwy.	78.1	347	748	1,612	3,473
Bundy Canyon Rd.	East of I-215 Fwy.	78.0	339	730	1,574	3,390
Sunset Ave.	North of Bundy Canyon Rd.	51.1	RW	RW	RW	55
Sunset Ave.	South of Bundy Canyon Rd.	60.4	RW	49	106	228
Murrieta Rd.	North of Bundy Canyon Rd.	71.1	119	256	552	1,189

Source: Urban Crossroads 2012

[1]RW = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 3.5-9
HORIZON YEAR 2035 WITHOUT PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Bundy Canyon Rd.	West of I-15 Fwy.	74.7	205	442	953	2,052
Bundy Canyon Rd.	I-15 Fwy. to Sellers Rd.	75.2	221	477	1,027	2,213
Bundy Canyon Rd.	Sellers Rd. to Monte Vista Dr.	75.1	218	469	1,010	2,177
Bundy Canyon Rd.	Monte Vista Dr. to Harvest Way West	75.1	217	468	1,008	2,172
Bundy Canyon Rd.	Harvest Way West to Harvest Way East	74.5	200	430	926	1,996
Bundy Canyon Rd.	Harvest Way East to Sunset Ave.	74.6	203	437	942	2,029
Bundy Canyon Rd.	Sunset Ave. to Murrieta Rd.	74.9	211	455	981	2,113
Bundy Canyon Rd.	Murrieta Rd. to Sweetwater Canyon Rd.	75.7	239	514	1,107	2,386
Bundy Canyon Rd.	Sweetwater Canyon Rd. to I-215 Fwy.	78.4	365	787	1,695	3,651
Bundy Canyon Rd.	East of I-215 Fwy.	78.4	361	777	1,673	3,605
Sunset Ave.	North of Bundy Canyon Rd.	57.0	RW	RW	63	136
Sunset Ave.	South of Bundy Canyon Rd.	60.0	RW	47	101	217
Murrieta Rd.	North of Bundy Canyon Rd.	71.4	125	269	579	1,246

Source: Urban Crossroads 2012

[1]RW = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 3.5-10
HORIZON YEAR 2035 WITH PROJECT CONDITIONS NOISE CONTOURS

Road	Segment	CNEL at 100 Feet (dBA)	Distance to Contour (Feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Bundy Canyon Rd.	West of I-15 Fwy.	74.7	207	446	961	2,071
Bundy Canyon Rd.	I-15 Fwy. to Sellers Rd.	75.4	231	497	1,071	2,307
Bundy Canyon Rd.	Sellers Rd. to Monte Vista Dr.	75.3	227	489	1,054	2,271
Bundy Canyon Rd.	Monte Vista Dr. to Harvest Way West	75.1	219	472	1,017	2,190
Bundy Canyon Rd.	Harvest Way West to Harvest Way East	74.8	208	448	966	2,080
Bundy Canyon Rd.	Harvest Way East to Sunset Ave.	75.0	214	462	966	2,145
Bundy Canyon Rd.	Sunset Ave. to Murrieta Rd.	75.2	224	482	1,038	2,235
Bundy Canyon Rd.	Murrieta Rd. to Sweetwater Canyon Rd.	75.9	246	530	1,141	2,459
Bundy Canyon Rd.	Sweetwater Canyon Rd. to I-215 Fwy.	78.5	370	797	1,717	3,700
Bundy Canyon Rd.	East of I-215 Fwy.	78.4	361	778	1,677	3,612
Sunset Ave.	North of Bundy Canyon Rd.	57.4	RW	RW	67	145
Sunset Ave.	South of Bundy Canyon Rd.	60.8	RW	52	113	243
Murrieta Rd.	North of Bundy Canyon Rd.	71.5	127	273	587	1,265

Source: Urban Crossroads 2012

[1]RW = Location of the respective noise contour falls within the right-of-way of the road

Existing Roadway Noise Levels

Table 3.5-2 presents the existing noise contour boundaries. **Table 3.5-2** shows that for existing traffic volumes, all segments adjacent to Bundy Canyon Road currently exceed the City of Wildomar's 65 dBA CNEL standard for noise-sensitive residential areas at 100 feet from each roadway's centerline.

Opening Year (Year 2015) Project Traffic Noise Level Contributions

Table 3.5-11 presents a comparison of the opening year (Year 2015) without and with the proposed project noise levels shown in **Tables 3.5-7** and **3.5-8**. The roadway noise impacts will increase on all segments from 0.1 dBA CNEL to 2.0 dBA CNEL with the development of the proposed project.

TABLE 3.5-11
YEAR 2015 OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS

Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact[1]
		No Project	With Project	Project Contribution	
Bundy Canyon Rd.	West of I-15 Fwy.	73.8	73.9	0.1	NO
Bundy Canyon Rd.	I-15 Fwy. to Sellers Rd.	74.7	75.0	0.3	NO
Bundy Canyon Rd.	Sellers Rd. to Monte Vista Dr.	74.6	74.9	0.3	NO
Bundy Canyon Rd.	Monte Vista Dr. to Harvest Way West	74.6	74.9	0.3	NO
Bundy Canyon Rd.	Harvest Way West to Harvest Way East	74.1	74.4	0.3	NO
Bundy Canyon Rd.	Harvest Way East to Sunset Ave.	74.2	74.5	0.3	NO
Bundy Canyon Rd.	Sunset Ave. to Murrieta Rd.	74.4	74.8	0.4	NO
Bundy Canyon Rd.	Murrieta Rd. to Sweetwater Canyon Rd.	75.2	75.4	0.2	NO
Bundy Canyon Rd.	Sweetwater Canyon Rd. to I-215 Fwy.	78.0	78.1	0.1	NO
Bundy Canyon Rd.	East of I-215 Fwy.	77.9	78.0	0.1	NO
Sunset Ave.	North of Bundy Canyon Rd.	49.1	51.1	2.0	NO
Sunset Ave.	South of Bundy Canyon Rd.	59.6	60.6	1.0	NO
Murrieta Rd.	North of Bundy Canyon Rd.	71.0	71.1	0.1	NO

Source: Urban Crossroads 2012

[1] A significant impact is considered both a level above 65 dBA CNEL and an increase greater than 3.0 dBA.

Horizon Year 2035 Project Traffic Noise Level Contributions

Table 3.5-12 presents a comparison of Horizon Year 2035 without and with the proposed project noise levels shown in **Tables 3.5-7** and **3.5-8**. The roadway noise impacts will increase on all segments from 0.0 dBA CNEL to 1.0 dBA CNEL with the development of the proposed project.

TABLE 3.5.12
HORIZON YEAR 2035 OFF-SITE PROJECT-RELATED TRAFFIC NOISE IMPACTS

Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact[1]
		No Project	With Project	Project Contribution	
Bundy Canyon Rd.	West of I-15 Fwy.	74.7	74.7	0.0	NO
Bundy Canyon Rd.	I-15 Fwy. to Sellers Rd.	75.2	75.4	0.2	NO
Bundy Canyon Rd.	Sellers Rd. to Monte Vista Dr.	75.1	75.3	0.2	NO
Bundy Canyon Rd.	Monte Vista Dr. to Harvest Way West	75.1	75.3	0.2	NO
Bundy Canyon Rd.	Harvest Way West to Harvest Way East	74.5	74.8	0.3	NO
Bundy Canyon Rd.	Harvest Way East to Sunset Ave.	74.6	74.9	0.3	NO
Bundy Canyon Rd.	Sunset Ave. to Murrieta Rd.	74.9	75.2	0.3	NO

Road	Segment	CNEL at 100 Feet (dBA)			Potential Significant Impact[1]
		No Project	With Project	Project Contribution	
Bundy Canyon Rd.	Murrieta Rd. to Sweetwater Canyon Rd.	75.7	75.8	0.1	NO
Bundy Canyon Rd.	Sweetwater Canyon Rd. to I-215 Fwy.	78.4	78.5	0.1	NO
Bundy Canyon Rd.	East of I-215 Fwy.	78.4	78.4	0.0	NO
Sunset Ave.	North of Bundy Canyon Rd.	57.0	57.4	0.4	NO
Sunset Ave.	South of Bundy Canyon Rd.	60.0	61.0	1.0	NO
Murrieta Rd.	North of Bundy Canyon Rd.	71.4	71.5	0.1	NO

Source: Urban Crossroads 2012

[1] A significant impact is considered both a level above 65 dBA CNEL and an increase greater than 3.0 dBA.

Off-Site Transportation-Related Project Noise Impacts

Project-related vehicular source noise may affect permanent and ongoing ambient noise conditions and would not be considered a temporary or periodic noise source. Applying the thresholds of significance discussed above, potentially permanent increases in the ambient noise levels generated by project traffic will be considered potentially significant if:

- Vehicular source noise exceeds applicable City standards;
- Ambient conditions are within the normally acceptable community noise exposure levels identified in the Noise Element, and the project increases the noise to levels above the normally acceptable community noise exposure at any sensitive receptor by an audible amount (3 dB or more); or
- Ambient conditions exceed the normally acceptable community noise exposure level identified in the Noise Element, *and* the project increases the ambient noise at any sensitive receptor by an audible amount (3 dB or more).

As indicated above, for all other roadway segments, the project's incremental vehicular source noise contributions will be considered barely perceptible (less than 3.0 dBA CNEL).

Exposure to Groundborne Vibration

The groundborne vibration criteria recommended by Caltrans for evaluation of potential structural damage is based on building classifications, which take into account the age and condition of the building. For residential structures and newer buildings, Caltrans considers a minimum peak-particle velocity (ppv) threshold of 0.5 inches per second (in/sec) for transient sources and 0.3 in/sec for continuous/frequent sources to be sufficient to protect against building damage. With the exception of fragile buildings, ruins, and ancient monuments, continuous groundborne vibration levels below approximately 0.2 in/sec ppv are unlikely to cause structural damage. In terms of human annoyance, continuous vibrations in excess of 0.04 in/sec ppv and transient sources in excess of 0.25 in/sec ppv are identified by Caltrans as being "distinctly perceptible." Within buildings, short periods of groundborne vibration in excess of 0.2 in/sec ppv are generally considered to result in increased levels of annoyance (Caltrans 2002, 2004).

Groundborne vibration levels would be considered significant if predicted short-term construction or long-term operational groundborne vibration levels attributable to the proposed

project would exceed recommended criteria demonstrated by **Tables 3.5-13** and **3.5-14** at nearby existing structures.

In estimating the potential of groundborne vibration emitted from common construction equipment, the following formula is used by Caltrans and the Federal Transit Administration:

PPVEquipment = PPVRef (25/D)n (in/sec)

Where:

PPVRef = reference PPV at 25 feet

D = distance from equipment to the receiver in feet

n = 1.1 (the value related to the attenuation rate through ground)

This formula is then used to determine the groundborne vibration caused by common construction equipment, which is displayed by **Table 3.5-15**.

TABLE 3.5-13
DAMAGE POTENTIAL TO BUILDINGS AT VARIOUS GROUNDBORNE VIBRATION LEVELS

Structure and Condition	Vibration Level (in/sec ppv)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely Fragile Historic Buildings, Ruins, Ancient Monuments	0.12	0.08
Fragile Buildings	0.20	0.10
Historic and Some Old Buildings	0.50	0.25
Older Residential Structures	0.50	0.30
New Residential Structures	1.00	0.50
Modern Industrial/Commercial Buildings	2.00	0.50

Source: Caltrans 2002, 2004
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

TABLE 3.5-14
ANNOYANCE POTENTIAL TO PEOPLE AT VARIOUS GROUNDBORNE VIBRATION LEVELS

Human Response	Vibration Level (in/sec ppv)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.10
Severe	2.0	0.4

Source: Caltrans 2002, 2004
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment

TABLE 3.5-15
REPRESENTATIVE CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Equipment	Peak Particle Velocity at 25 Feet (in/sec ppv)
Vibratory Roller	0.210
Large Tractors	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Tractors	0.003

Source: Caltrans 2004; FTA 2006

LAND USE COMPATIBILITY

Proposed land uses are evaluated in comparison to the City's General Plan noise standards for land use compatibility shown in **Table 3.5-3**. Accordingly, residential land uses are considered normally acceptable within exterior noise environments up to 60 dBA CNEL/L_{dn} and conditionally acceptable at levels up to 70 dBA CNEL/L_{dn}. Commercial land uses and neighborhood parks are considered normally acceptable within exterior noise environments up to 70 dBA CNEL/L_{dn}. Commercial uses are considered conditionally acceptable at levels up to approximately 78 dBA CNEL/L_{dn}, and neighborhood parks are considered conditionally acceptable within exterior noise environments up to 75 dBA CNEL/L_{dn}.

METHODOLOGY

The following section outlines the methods and procedures used to model and analyze the future traffic noise environment.

Short-Term Construction Noise

Predicted noise levels at nearby noise-sensitive land uses were calculated utilizing typical noise levels and usage rates associated with construction equipment, derived from the Federal Highway Administration's Roadway Construction Noise Model (version 1.1). Construction noise levels are predicted assuming an average noise attenuation rate of 6 dB per doubling of distance from the source.

Transportation Noise

The following methods and procedures were used to model and analyze the future traffic noise environment.

FHWA Traffic Noise Prediction Model

The roadway noise impacts from vehicular traffic were projected using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model-FHWA-RD-77-108 (the FHWA Model). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the REMEL to account for the roadway classification (e.g., collector, secondary, major,

or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period.

Traffic Noise Prediction Model Inputs

Table 3.5-16 presents the FHWA Traffic Noise Prediction Model roadway parameters used in this analysis. Soft site conditions were used to develop the noise contours to analyze the traffic noise impacts. Soft site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. Even though the proposed project will result in development, the areas adjacent to the roadway will remain earthen and vegetated rather than completely covered with concrete, asphalt, or another building material. Therefore, soft site conditions better represent the noise level contours.

The Existing, Project Completion (Year 2015), and Horizon Year 2035 average daily traffic volumes used for the study and presented in **Table 3.5-17** were provided by the Traffic Impact Analysis prepared by Urban Crossroads in May 2012.

TABLE 3.5-16
OFF-SITE ROADWAY PARAMETERS

Roadway	Segment	Roadway Classification[1]	Vehicle Speed (MPH)	Site Conditions
Bundy Canyon Road	West of I-15 Fwy.	Urban Arterial	40	Soft
Bundy Canyon Road	I-15 Fwy. to Sellers Rd.	Urban Arterial	40	Soft
Bundy Canyon Road	Sellers Rd. to Monte Vista Dr.	Urban Arterial	40	Soft
Bundy Canyon Road	Monte Vista Dr. to Harvest Way West	Urban Arterial	40	Soft
Bundy Canyon Road	Harvest Way West to Harvest Way East	Urban Arterial	40	Soft
Bundy Canyon Road	Harvest Way East to Sunset Ave.	Urban Arterial	40	Soft
Bundy Canyon Road	Sunset Ave. to Murrieta Rd.	Urban Arterial	40	Soft
Bundy Canyon Road	Murrieta Rd. to Sweetwater Canyon Rd.	Urban Arterial	40	Soft
Bundy Canyon Road	Sweetwater Canyon Rd. to I-215 Fwy.	Urban Arterial	40	Soft
Bundy Canyon Road	East of I-215 Fwy.	Urban Arterial	40	Soft
Sunset Avenue	North of Bundy Canyon Rd.	Collector	40	Soft
Sunset Avenue	South of Bundy Canyon Rd.	Collector	40	Soft
Murrieta Road	North of Bundy Canyon Rd.	Arterial	40	Soft

Source: Urban Crossroads 2012

[1]According to the City of Wildomar General Plan Circulation Element

TABLE 3.5-17
AVERAGE DAILY TRAFFIC FOR EXISTING, YEAR 2015, AND POST YEAR 2035 CONDITIONS

Roadway	Segment	Average Daily Traffic (1,000s)				
		Existing	Year 2015		Post Year 2035	
			No Project	With Project	No Project	With Project
Bundy Canyon Road	West of I-15 Fwy.	15.6	23.8	24.2	29.2	29.5
Bundy Canyon Road	I-15 Fwy. to Sellers Rd.	18.4	29.5	31.4	32.7	34.6
Bundy Canyon Road	Sellers Rd. to Monte Vista Dr.	17.1	28.5	30.9	31.9	34.0
Bundy Canyon Road	Monte Vista Dr. to Harvest Way West	17.6	28.7	30.6	31.8	33.7
Bundy Canyon Road	Harvest Way West to Harvest Way East	13.5	25.3	27.1	28.0	29.8
Bundy Canyon Road	Harvest Way East to Sunset Ave.	13.7	25.9	28.1	28.7	30.9
Bundy Canyon Road	Sunset Ave. to Murrieta Rd.	13.7	27.5	30.1	30.5	33.2
Bundy Canyon Road	Murrieta Rd. to Sweetwater Canyon Rd.	10.9	33.1	34.6	36.6	38.1
Bundy Canyon Road	Sweetwater Canyon Rd. to I-215 Fwy.	18.3	62.8	64.1	69.3	70.6
Bundy Canyon Road	East of I-215 Fwy.	29.8	61.8	62.0	68.0	68.2
Sunset Avenue	North of Bundy Canyon Rd.	0.6	0.7	1.1	4.3	4.7
Sunset Avenue	South of Bundy Canyon Rd.	0.1	7.7	9.8	8.6	10.7
Murrieta Road	North of Bundy Canyon Rd.	5.8	16.1	16.5	17.7	18.0

Source: Urban Crossroads 2012

[1]*According to the Traffic Impact Analysis prepared by Urban Crossroads in May 2012*

GROUNDBORNE VIBRATION

Groundborne vibration levels associated with construction-related activities were evaluated utilizing typical groundborne vibration levels rates associated with construction equipment, obtained from the Federal Transit Administration's Transit Noise and Vibration Impact Assessment (2006) guidelines. Groundborne vibration impacts related to structural damage and human annoyance were evaluated, taking into account the distance from construction activities to nearby land uses, and typically applied criteria for structural damage and human annoyance are shown in **Tables 3.5-13** and **3.5-14**.

IMPACTS AND MITIGATION MEASURES

Exposure to Excessive Noise Levels (Standard of Significance 1)

Impact 3.5.1 The completed proposed project may expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. However, following implementation of the recommended mitigation measures below, the potential impact will be **less than significant with mitigation incorporated**.

The results of the noise impact analysis prepared for the proposed project indicate the future unmitigated exterior noise levels for the lots analyzed will range from 72.8 to 75.0 dBA CNEL. Based on the calculated noise level impacts presented, future traffic-related noise levels are expected to exceed the City of Wildomar exterior noise level standard of 65 dBA CNEL. To reduce expected traffic noise impacts in order to meet the City of Wildomar 65 dBA CNEL exterior and 45 dBA CNEL interior noise standard, the project applicant will implement noise mitigation measures **MM 3.5.1a** and **MM 3.5.1b**.

With the recommended exterior noise mitigation measures, including the construction of a 6.5-foot-high noise barrier at lots 33–50 and a 6.0-foot-high barrier at lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road, the exterior noise levels at the first- and second-floor building facade will range from 63.5 to 74.3 dBA CNEL. The noise analysis shows that the "windows open" condition will not provide adequate interior noise mitigation.

To meet the 45 dBA CNEL interior noise standard, an interior noise level reduction ranging from 18.5 to 29.3 dBA CNEL is required. The required interior noise level reduction at lots 33–50, 89–96, 131–144, 152–164, and 198–222 adjacent to Bundy Canyon Road can be accomplished with a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first-floor elevations and upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 29 at second-floor elevations.

Additionally, lots 1–3, 145–151, 173, 197, and 223–224, will require a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first- and second-floor elevations. With these design features, the future interior noise levels will be below the City of Wildomar 45 dBA CNEL interior level standard. However, because the building designs of the homes are not known, mitigation measure **MM 3.5.1f** requires that a noise study be submitted with the building permit application for these lots to ensure that the architectural design allows the structure to meet the interior noise standards.

Mitigation Measures

MM 3.5.1a The project applicant shall construct at least a 6.5-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 33–50 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials:

1. Masonry block
2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot
3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot
4. Earthen berm

5. Any combination of these construction materials

The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.

Timing/Implementation: *Prior to a Certificate of Occupancy for lots 33–50 (Phase 18 planning area)*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.1b The project applicant shall construct a 6.0-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials:

1. Masonry block
2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot
3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot
4. Earthen berm
5. Any combination of these construction materials

The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.

Timing/Implementation: *Prior to a Certificate of Occupancy for lots 89–96, 131–144, 150–164 (Phase 9 planning area) and 198–222 (Phase 17A planning area)*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.1c The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first-floor elevations, with upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 29 at second-floor elevations for lots 33–50, 89–96, 131–144, 152–164, and 198–222.

Timing/Implementation: *Prior to a Certificate of Occupancy (as a part of building permit requirements) for lots 33–50, 89–96, 131–144, 152–164, and 198–222*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.1d The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first- and second-floor elevations for lots 1–3, 145–151, 173, 197, and 223–224.

Timing/Implementation: *Prior to a Certificate of Occupancy (as a part of building permit requirements) for lots 1–3, 145–151, 173, 197, and 223–224*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.1e All window and door assemblies used throughout the project shall be free of cutouts and openings and shall be well fitted and well weather-stripped.

Timing/Implementation: *Prior to a Certificate of Occupancy (as a part of building permit requirements)*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.1f A final noise study shall be prepared prior to obtaining building permits for lots 1–3, 33–50, 89–96, 131–151, 152–164, 173, and 197–224. This report will finalize the noise requirements based upon precise grading plans and actual building design specifications. The report may result in the need for additional building-specific architectural treatments to meet the interior noise specifications of the City.

Timing/Implementation: *As a part of building permit requirements*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

With implementation of mitigation measures **MM 3.5.1a** and **MM 3.5.1b**, the proposed project will meet the City of Wildomar 65 dBA CNEL exterior noise level standard for residential development. The noise study concluded that interior noise levels would be acceptable on the ground floor with window ratings of STC 26 and on the second floor with STC 29 windows as required in mitigation measures **MM 3.5.1c** through **MM 3.5.1e**. However, at this point it is uncertain whether any of the parcels indicated in the mitigation measures will have second floors, and there are not housing plans to examine to calculate the interior noise levels. Therefore, **MM 3.5.1f** requires that the design of the buildings being requested on certain lots be evaluated to ensure the interior noise standards can be met. With implementation of the above mitigation measures, both the exterior and interior noise levels can be reduced to a **less than significant** impact.

Exposure Excessive Groundborne Vibration or Noise (Standard of Significance 2)

Impact 3.5.2 The implementation of proposed project may expose persons to or generate minimal, short-duration groundborne vibration or groundborne noise levels. This impact is considered **less than significant.**

Construction methods used for the proposed project will involve graders, excavators, and various sized trucks as well as personal vehicles. **Table 3.5-15** illustrates the peak particle velocity for various types of equipment, including vibratory rollers, large tractors, and loaded trucks. Use of a vibratory roller is likely for roadway construction. As noted in the table, the velocity at 25 feet from the sources is 0.21 inches per second. **Table 3.5-14** notes that the vibration would be strongly perceptible as an intermittent source. The Caltrans acceptable vibration standard ranges from 0.30 to 0.50 for older and newer residential structures, respectively. Further, the maximum velocity will be at 25 feet or closer to the equipment. As there are no structures on site, and no structures within 25 feet of any area being developed as part of the proposed project, the actual ground vibration will be less. As the projected ground vibration is less than the acceptable standard, this impact is considered **less than significant**.

Mitigation Measures

None required.

Result in a Permanent Increase in Ambient Noise Levels (Standard of Significance 3)

Impact 3.5.3 Completion of the proposed project may result in a substantial permanent increase in ambient noise levels in the project vicinity. However, this potential increase in the ambient noise may be mitigated through the implementation of the mitigation measure listed below, resulting in a **less than significant impact with mitigation incorporated**.

To assess the off-site noise levels associated with development of the proposed project, noise level contour boundaries for the 55, 60, 65, and 70 dBA CNEL noise levels were developed for each of the alternatives included in the proposed project's traffic impact analysis (see **Appendix 3.3-1**). For noise impacts to be considered significant, the project traffic volumes must create a noise level increase of greater than 3 dBA on the study area roadway segments and the resulting noise level must exceed the City of Wildomar 65 dBA CNEL exterior noise level standard.

For the Opening Year 2015 and the Horizon Year 2035 scenarios, **Tables 3.5-11** and **3.5-12** show that potential traffic noise level impacts will range from 0.0 to 2.0 dBA CNEL; therefore, the proposed project's incremental off-site traffic noise level contributions will be considered barely perceptible (less than 3.0 dBA CNEL). There will be no significant impacts to the ambient noise levels due to increased traffic noise.

Future uses within the commercial area of the proposed project near the intersection of Bundy Canyon Road and Sunset Avenue have the potential to produce unacceptable operational noise levels. Typical noise impacts associated with the operation of a commercial center include truck maneuvering and unloading, air conditioning units, trash compactors, and speakerphones. However, it is not possible to calculate the specific noise impacts at the specific project level without final plans and the location of the potential noise sources. At the time that site plans or building permits are proposed for uses within the commercial site, the following mitigation measure will be implemented, resulting in a **less than significant** impact.

Mitigation Measures

MM 3.5.3 The project applicant shall ensure that future commercial uses do not result in exterior noise levels at the nearest sensitive receptor that exceeds 65 dB or interior noise levels that exceed 45 dB. Examples of design features that can be used to reduce noise impacts associated with any future commercial use include, but are not limited to, noise barriers (walls), limited hours of operation, reconfiguration of site design, or restriction of uses or types of use.

Timing/Implementation: *Prior to approval of a Plot Plan or Conditional Use Permit for any commercial development within the Phase 19 planning area*

Enforcement/Monitoring: *City of Wildomar Planning Department*

With implementation of mitigation measure **MM 3.5.3**, the project's impact on ambient noise levels will be **less than significant.**

Result in a Temporary Increase in Ambient Noise Levels (Standard of Significance 4)

Impact 3.5.4 Construction of the proposed project may result in a temporary increase in ambient noise levels in the project vicinity. This temporary impact will be reduced through the implementation of the mitigation measures listed below, resulting in a **less than significant impact with mitigation incorporated**.

The proposed project site is surrounded by existing single-family homes at varying distances. To estimate the construction noise impacts, typical reference construction noise level sources were placed within the project site and then used to estimate the potential noise impacts on the neighboring noise-sensitive land uses. Using a drop-off rate of 6 dBA per doubling of distance, noise levels are estimated at 83 dBA L_{eq} at 100 feet, at 77 dBA at 200 feet, and at 71 dBA at 400 feet. This noise level impact represents a worst-case condition when grading equipment is operating near the project boundaries and adjacent to the noise-sensitive residential areas adjacent to the project site. To reduce the noise impacts to the adjacent noise-sensitive residential community, several noise mitigation measures are provided below.

Mitigation Measures

MM 3.5.4a Pursuant to Section 9.48.020 of the City of Wildomar Municipal Code establishing noise regulations, from June through September, construction can occur from 6:00 AM through 6:00 PM. During the period of October through May, construction activities can occur from 7:00 AM through 6:00 PM (Municipal Code Section 9.48.020I(1)(2)). Hours of construction during these seasons shall be limited to these time frames.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.4b During all project site excavation and grading, 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 receptors nearest the project site.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.4c The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Wildomar Planning and Building Departments*

MM 3.5.4d Homeowners adjacent to project construction areas shall be notified via US mail and postings on the construction site at least 24 hours prior to the commencement of major construction-related noise impacts, such as grading, which may affect them.

Timing/Implementation: *During construction*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

The mitigation measures above recognize that construction noise is of short-term duration and will not present any long-term impacts on the project site or surrounding area. Therefore, with implementation of mitigation measures **MM 3.5.4a** through **MM 3.5.4d**, this impact will be **less than significant**.

3.5.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The geographic extent of the cumulative setting for noise consists of the proposed project site and the surrounding areas along Bundy Canyon Road within the City of Wildomar. Cumulative development conditions could result in increased cumulative roadway noise levels and could also result in increased noise associated with future development. As noted earlier, ambient noise levels in the proposed project area are influenced by traffic noise emanating from area roadways, particularly Bundy Canyon Road. The land uses allowed in the area are residential and rural residential in nature and would not be expected to result in stationary sources of noise. There are no industrial or large commercial projects existing or proposed within the project area, and neither the existing general plan designations nor the zoning would allow for nonresidential development. Potential noise from the small commercial property considered as part of the proposed project is addressed in mitigation measure **MM 3.5.3**. Therefore, the only factor affecting cumulative noise within the project area is future traffic noise levels.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Contribution to Cumulative Noise Levels

Impact 3.5.5 Implementation of the proposed project will not result in a substantial contribution to cumulative noise levels. The impact would be considered **less than cumulatively considerable.**

The proposed project's contribution to the cumulative traffic noise levels along area roadways was determined by comparing the predicted noise levels with and without project-generated traffic. Traffic projections for Horizon Year (2035) with Project conditions were derived from the Riverside County Transportation Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The No Project column in **Table 3.5-12** is based on forecasts reflecting the area-wide growth in traffic anticipated between existing conditions and Horizon Year (2035) conditions. Predicted increases in future cumulative traffic noise levels along primarily affected roadways are depicted in **Tables 3.5-11** and **3.5-12**. Predicted distances to future cumulative traffic noise contours are identified in **Table 3.5-10**.

As noted in the tables, area-wide growth will result in most of the increase in noise affecting the proposed project. Implementation of the proposed project would result in predicted increases of 0.0 to 1.0 dB in 2035, and such low levels of increase are considered barely perceptible (Urban Crossroads 2012). The proposed project would not result in a substantial increase in traffic noise levels along primarily affected area roadways. It is important to note that the existing traffic noise levels presented in **Table 3.5-2** do not take into account noise reductions provided by existing structures, barriers, or terrain. Given that the proposed project would not result in a significant contribution to traffic noise levels, the proposed project's cumulative contribution to ambient noise levels would be considered **less than cumulatively considerable**.

Mitigation Measures

None required.

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3.6 Geology and Soils

This section describes the current geologic and soil conditions of the proposed Oak Creek Canyon Development project site and general vicinity and analyzes issues such as potential exposure of people and property to seismic and geologic hazards such as ground rupture, settlement, and landslides. The types of soils that have been identified on the project site and their properties as they relate to the proposed project are also discussed. Impacts associated with erosion during construction and operation of the proposed project are discussed in Section 3.7, Hydrology and Water Quality, of this Draft EIR**.** Much of the information in this section is based on the Preliminary Geotechnical Investigation report prepared for the Oak Creek Canyon Residential Development (LGC 2012), included as **Appendix 3.6-1.**

3.6.1 EXISTING SETTING

TOPOGRAPHY AND GEOLOGY

The project site is located regionally within the Peninsular Ranges Geomorphic Province of California. Characterized by steep, elongated valleys that tend west to northwest, the topography of the northwest-trending Peninsular Ranges is controlled by the Elsinore fault zone, which extends from the San Gabriel River Valley southeasterly to the United States/Mexico border.

The mountainous regions of the Peninsular Ranges Geomorphic Province are underlain by Pre-Cretaceous, metasedimentary and metavolcanic rocks, and Cretaceous plutonic rocks of the Southern California Batholith. Tertiary and Quaternary rocks generally comprise non-marine sediments consisting of sandstone, mudstones, conglomerates, and occasionally volcanic units.

Locally, the project site is located in an area of shallow alluvium underlain by gabbroic bedrock. Several rock piles and outcrops occur throughout the site. Areas of artificial fill (undocumented) were observed adjacent to the existing roadways and within a borrow area north of the existing residential tract, generally north of the intersection of Harvest Way East and Deep Well Drive. Additional localized areas of artificial fill (undocumented) were observed throughout the project site (LGC 2012).

The topography of the site consists of moderate to steeply sloping terrain, with natural drainage channels in canyon areas, and a general elevation of the property of 1,700 to 1,950 feet above mean sea level (amsl). Local drainage generally follows toward the east and northeast (LGC 2012). (See **Figure 3.6-1**)

SOIL AND MINERAL RESOURCES

The earth materials on the site are composed of artificial fill, undocumented or previously placed by others, topsoil, Quaternary alluvium, Quaternary older alluvium, and Cretaceous gabbro bedrock. The location of each of these underlying soil types is included in **Appendix 3.6-2,** and a general description of the soil and bedrock materials observed on the site follows.

- **Artificial Fill, Undocumented (map symbols Afu and Afo):** Undocumented artificial fill materials were encountered and mapped throughout the site. These materials are typically locally derived from the native materials and consist generally of brown silty sand with gravel and large rock (locally). These materials are generally inconsistent, poorly consolidated fills and road fills.

- **Topsoil (not a mapped unit):** Topsoil was encountered mantling the bedrock throughout the site. This unit generally consists of reddish brown to brown, dry to moist, loose, silty to clayey sands. Typically, the topsoil was noted with scattered rocks and rootlets.

- **Quaternary Alluvium (map symbol Qal):** Quaternary alluvium was encountered in the drainage channels throughout the site. This alluvial unit consists predominantly of brown to red brown silty sand to poorly graded sand. This unit is generally moist and loose to medium dense in condition.

- **Quaternary Older Alluvium (map symbol Qoal):** Quaternary older alluvium consisted of dark brown to reddish brown, damp to moist, medium dense silty sand to clayey sand with scattered gravel and cobbles.

- **Cretaceous Gabbro (map symbol Kgb):** Cretaceous age granitic rocks composed of gabbro make up this unit. This rock unit was mapped generally throughout the site and underlies the other units at varying depths. Gabbroic rocks were observed to be light brown and reddish brown, fine to medium grained, unweathered to intensely weathered, and in a soft to very hard state.

A December 2011 field investigation also included the excavation of 24 test pits. The depth of the test pits ranged from approximately 5 to 18 feet. During the subsurface investigation, representative bulk and relatively undisturbed samples were retained for laboratory testing. Laboratory testing was performed on representative soil samples and included moisture and density tests, maximum dry density and optimum moisture content, Expansion Index, direct shear, and corrosion. The results and a discussion of these tests are contained in **Appendix 3.6-1.**

SEISMIC HAZARDS

In populated areas, the greatest potential for loss of life and property damage could come as a result of ground shaking from a nearby earthquake. The degree of damage depends on many interrelated factors. Among these are the Richter magnitude, focal depth, distance from the causative fault, source mechanism, duration of shaking, high rock accelerations, type of surficial deposits or bedrock, degree of consolidation of surficial deposits, presence of high groundwater, topography, and design, type, and quality of building construction.

No known faults are shown on the current available geologic maps as crossing the project site. The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone. According to the Fault Activity Map of California and Adjacent Areas prepared by the California Geological Survey, the closest Quaternary fault to the site is the Elsinore-Temecula fault located approximately 4.5 miles from the site. As demonstrated in **Figure 3.6-2**, other faults within 20 miles of the subject site that may result in shaking to the site include the Elsinore-Glen Ivy, San Jacinto-San Jacinto Valley, Chino-Central Avenue (Elsinore Strand), San Jacinto-San Bernardino, and San Jacinto-Anza faults, among others (LGC 2012).

GROUNDWATER

Groundwater was not encountered within the test pits during the field investigation. However, seasonal perched groundwater is expected to be encountered within the canyon areas where Quaternary alluvial deposits were noted (LGC 2012).

T:_CS\Work\Wildomar, City of\Figures for Oak Creek Canyon EIR 28-0047A-11-0261



EXISTING TOPOGRAPHY

Source: City of Wildomar

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FEET

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Figure 3.6-1
Existing Topo

PMC®

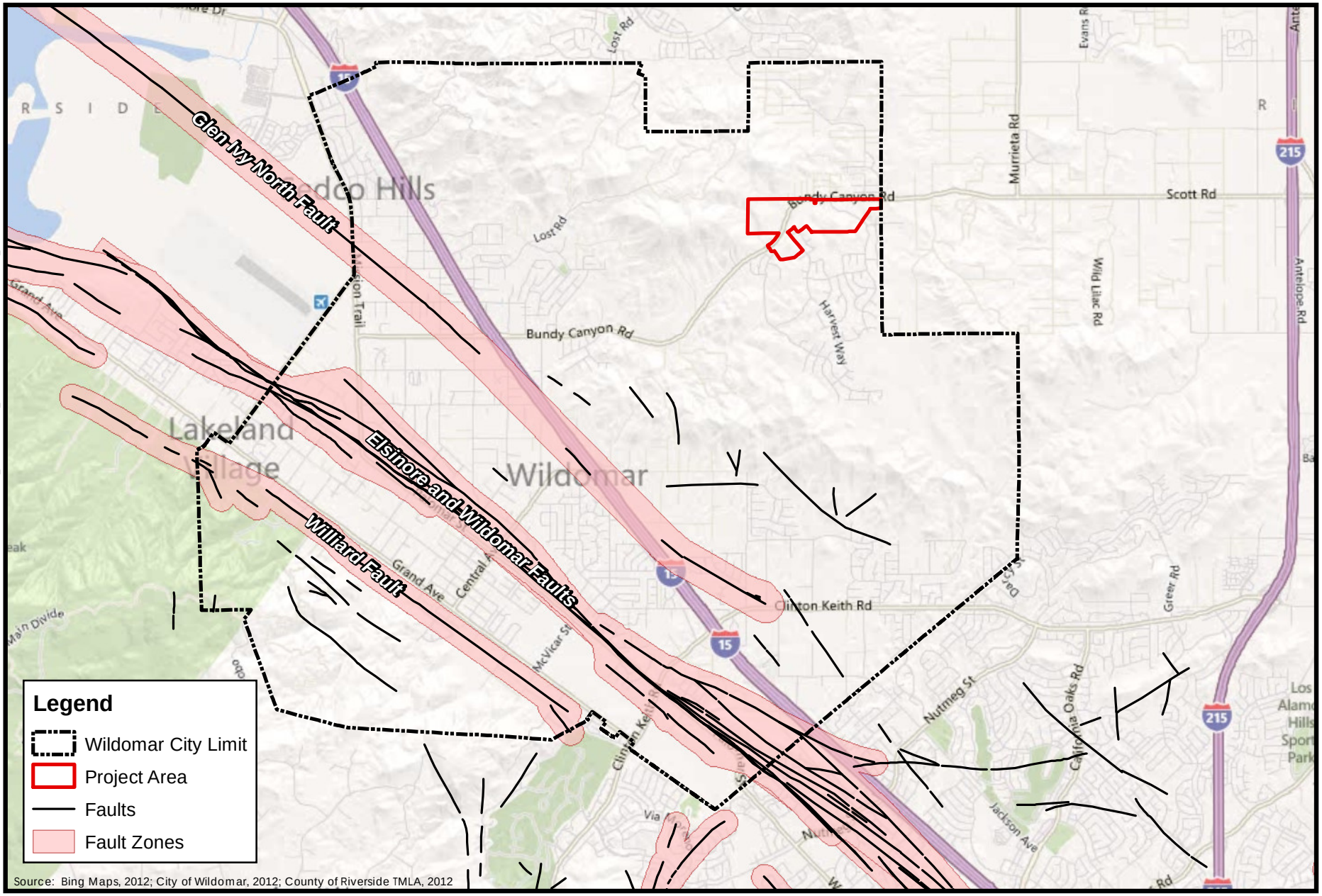

Figure 3.6-**2**
Fault Zones within the City of Wildomar

LANDSLIDES

Review of geologic literature and geologic mapping did not indicate the presence of landslides on or adjacent to the site. The potential for the existence of landslides is considered insignificant since the site is underlain by hard to very hard gabbroic bedrock, which is generally not susceptible to landslides (LGC 2012).

LIQUEFACTION

Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: shallow groundwater; low-density non-cohesive (granular) soils; and high-intensity ground motion. Studies indicate that saturated, loose to medium dense, near-surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. In general, cohesive soils are not considered susceptible to liquefaction. Cohesive soils may be susceptible to liquefaction if they meet all of the following criteria, commonly referred to as the "Chinese Criteria" (LGC 2012):

- Clay content (defined as percent finer than 0.005 mm) less than 15 percent;
- Liquid limit less than 35 percent;
- In situ moisture content greater than 0.9 times the liquid limit.

Effects of liquefaction on level ground include settlement, sand boils, and bearing capacity failures below structures.

Due to the remedial grading and dense nature of on-site Cretaceous gabbro bedrock, the potential for liquefaction is considered nil, and the possibility of liquefaction-related damages is expected to be remote (LGG 2012).

3.6.2 REGULATORY FRAMEWORK

STATE

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 (originally enacted as the Alquist-Priolo Special Studies Zones Act and renamed in 1994) and is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The main purpose of the law is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The law only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Alquist-Priolo Act requires the State Geologist to establish regulatory zones known as Earthquake Fault Zones around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning efforts. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. There are no Earthquake Fault Zones subject to the Alquist-Priolo Earthquake Fault Zoning Act in the area of the project site (LGC 2012).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act addresses nonsurface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. Passed by the California legislature in 1990, this law was codified in the California Public Resources Code as Division 2, Chapter 7.8A, and became operative in April 1991. The Seismic Hazards Mapping Act resulted in a mapping program that is intended to reflect areas that have the potential for liquefaction, landslide, strong earth ground shaking, or other earthquake and geologic hazards. In Riverside County, only Murietta has an official seismic-hazard zone map. The City of Wildomar is shown as a planned mapping area as of the date of the map in 2008.

California Building Standards Code

The State of California provides minimum standards for building design through the California Building Standards Code (CBSC [California Code of Regulations, Title 24]). The CBSC is based on the Uniform Building Code (UBC), which is used widely throughout the United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for conditions in California. State regulations and engineering standards related to geology, soils, and seismic activity in the UBC are reflected in the CBSC requirements. Through the CBSC, the State of California provides a minimum standard for building design and construction. The CBSC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control. Wildomar enforces the CBSC through its Municipal Code. The City Building Code (Wildomar Municipal Code, Title 8) incorporates the CBSC, including recent changes.

LOCAL

City of Wildomar General Plan and The Farm Specific Plan

The General Plan includes policies designed to ensure that planning of land uses and new development is compatible with the local geologic and soil resources. **Appendix 3.6-1** includes applicable geology and soils policies and an evaluation of the consistency of the proposed amendment to The Farm Specific Plan with those policies. While this Draft EIR analyzes the proposed project's consistency with the City of Wildomar General Plan pursuant to California Environmental Quality Act (CEQA) Section 15125(d), the City of Wildomar City Council will ultimately make the determination of the project's consistency with the General Plan.

City of Wildomar Development Standards

The City requires that all grading conform to the California Building Code and to City of Wildomar Ordinance 457 governing grading in the city. The City also requires a grading permit before any grading can occur that involves 50 or more cubic yards. As part of the grading permit process, dust control measures are identified and incorporated into the permit. The permit also requires control-landscape plans for manufactured slopes greater than 3 feet in vertical height signed by a registered landscape architect and bonded per the requirements of Ordinance 457. The grading permit must be accompanied by a geotechnical soils reports to the City Engineer for review and approval prior to issuance.

3.6.3 PROJECT IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, a geology, soils, or mineral resources impact is considered significant if project implementation would result in any of the following:

1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:

    i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to California Geological Survey (formerly Division of Mines and Geology) Special Publication 42.

    ii) Strong seismic ground shaking.

    iii) Seismic-related ground failure, including liquefaction.

    iv) Landslides.

2) Result in substantial soil erosion or the loss of topsoil.

3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Impacts associated with erosion and loss of topsoil are discussed in Section 3.7, Hydrology and Water Quality. Therefore, Standard of Significance 2 from the above list will not be addressed in this section. The project will tie into the existing sewer system for the Wildomar area, rather than use septic systems. Because septic systems are not being implemented, impacts associated with soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems will not affect the project site. Therefore, Standard of Significance 5 from the above list will not be addressed in the Draft EIR.

METHODOLOGY

The analysis in this section is based on review of the Preliminary Geotechnical Investigation (LGC 2012). The purpose of the investigation was to evaluate the pertinent geotechnical conditions at the site and to provide geotechnical design criteria for, but not limited to, grading, construction, foundation design, retaining walls, pavement design, and other relevant aspects relative to the proposed development of the site.

PROJECT IMPACTS AND MITIGATION MEASURES

Impacts Associated with Fault Rupture and Strong Seismic Ground Shaking (Standard of Significance 1)

Impact 3.6.1 The potential for the project site to be exposed to hazards associated with fault rupture or strong seismic ground shaking is considered unlikely. Therefore, this impact is considered **less than significant**.

As discussed in the Existing Setting subsection above, there are no known active faults in the vicinity of the project site nor are there any Alquist-Priolo Special Earthquake Study Zones on or near the site (LGC 2012). Secondary effects of seismic shaking resulting from large earthquakes on the major faults in the Southern California region, which may affect the site, include soil liquefaction and dynamic settlement. Other secondary seismic effects include shallow ground rupture, seiches, and tsunamis. In general, these secondary effects of seismic shaking are a possibility throughout Southern California; severity is dependent on the distance between the site and the causative fault and the on-site geology. The major active fault that could produce these secondary effects is the Elsinore-Temecula fault located approximately 4.5 miles from the site. Other faults within 20 miles of the subject site include the Elsinore-Glen Ivy, San Jacinto-San Jacinto Valley, Chino-Central Avenue (Elsinore Strand), San Jacinto-San Bernardino, and San Jacinto-Anza faults, among others. However, as no known faults exist at the project site, the potential for ground rupture from a fault and associated strong seismic ground shaking is considered to be low. Furthermore, the proposed project would be designed in accordance with CBSC requirements that address structural seismic safety. Therefore, impacts associated with ground rupture of a known earthquake fault or strong seismic shaking are considered to be **less than significant**.

Mitigation Measures

None required.

Exposure to Seismic-Related Ground Failure, Including Liquefaction and Unstable Soils (Standard of Significance 1)

Impact 3.6.2 The project site does not include soils which may be subject to seismic-related ground failure, including liquefaction and landslide. This impact is considered **less than significant**.

Liquefaction is a seismic phenomenon in which loose, saturated, granular soils behave similarly to a fluid when subject to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: shallow groundwater; low-density non-cohesive (granular) soils; and high-intensity ground motion. Studies indicate that saturated, loose to medium dense, near surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. In general, cohesive soils are not considered susceptible to liquefaction. Cohesive soils may be susceptible to liquefaction if they meet all of the Chinese Criteria.

A review of geologic literature and geologic mapping did not include the presence of landslides on or adjacent to the site. As noted in Section 2.3 of **Appendix 3.6-1**, the proposed project is underlain by very hard gabbroic bedrock, which is generally not susceptible to landslides (LGC 2012, p. 6). The potential for liquefaction or landslide is considered **less than significant**.

Mitigation Measures

None required.

Impacts Associated with Liquefaction or Collapse (Standard of Significance 3)

Impact 3.6.3 Within the project site, areas of undocumented artificial fills, alluvium, and portions of the old alluvium may become unstable as a result of the project. These areas of unsuitable, undocumented fill may be excavated, allowing for this impact to be **less than significant impact with mitigation incorporated**.

The proposed project site is located in an area of shallow alluvium underlain by gabbroic bedrock. The earth materials on the site are composed of artificial fill, undocumented or previously placed by others, topsoil, Quaternary alluvium, Quaternary older alluvium, and Cretaceous gabbro bedrock. The areas of undocumented artificial fill, alluvium, and portions of the old alluvium are not suitable to support the structures of the proposed project. Furthermore, all the earth materials on the project site are prone to potential settlement. This potential could result in a significant impact if the soils in question are not over-excavated to the underlying competent Cretaceous gabbro within the areas of the proposed structures, fill, or improvements. By over-excavating the building foundation areas, undocumented fill is removed and the foundations can be placed on more stable material. Mitigation measure **MM 3.6.3** requires over-excavation of undocumented artificial fill and old alluvium to ensure more stable foundations. The excavated material may be re-compacted under the direction of a qualified geotechnical engineer. The project engineer considers the amount of excavated material in the calculation of the cut and fill balance for the site. No excavated material will leave the proposed project site.

Mitigation Measures

MM 3.6.3 All existing undocumented artificial fill, topsoil, Quaternary alluvium, Quaternary older alluvium, and unsuitable upper intensely weathered Cretaceous gabbro should be over-excavated to underlying competent Cretaceous gabbro within the areas of proposed structures, fill, or improvements. Anticipated removal depths range from approximately 2 to 14 feet below the existing surface.

Timing/Implementation: *During grading and building activities*

Enforcement/Monitoring: *City of Wildomar City Public Works and Building Departments*

Implementation of mitigation measure **MM 3.6.3** will reduce this impact to **less than significant**.

Expansive Soils (Standard of Significance 4)

Impact 3.6.4 Soils testing indicates that non-expansive and expansive soils are present within the proposed project site. Identification and excavation of expansive soils located within the proposed project site will allow this impact to be **less than significant with mitigation incorporated**.

Laboratory testing indicates that some of the soils may be prone to expansion. Section 4.0 of the geotechnical report provides recommendations on foundations consistent with the soil

conditions found on the project site. These recommendations involve excavation depths and widths, as well as ensuring that excavations into compacted fill are adequate. The measures included in the report represent conventional construction techniques. The City also requires that site-specific soils reports accompany a building permit application request, which ensures that the type of building proposed is consistent with the actual soils present on the proposed building location. The City evaluates each foundation plan separately using information from the building permit and site-specific soils analysis. While Section 4.2 of **Appendix 3.6-1** lists several methods of addressing expansive soils and building foundations, numerous other methods may also be applied after consultation with the City and soils engineers. The precise method will be determined based on building and soils type and approved by the City as part of the building permit process. Adherence to the recommendations in **Appendix 3.6-1**, as well as compliance with mitigation measure **MM 3.6.3**, will result in a **less than significant** impact regarding expansive soils.

Mitigation Measures

None required.

3.6.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

Geotechnical impacts tend to be site-specific rather than cumulative in nature. For example, seismic events may damage or destroy a building on the project site, but the construction of a development project on one site would not cause any adjacent parcels to become more susceptible to seismic events, nor can a project affect local geology in such a manner as to increase risks regionally.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Soil Stability and Seismic Impacts

Impact 3.6.5 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the City of Wildomar and nearby areas of Riverside County, would not contribute to cumulative geologic and soils impacts. The proposed project's incremental contribution would be **less than cumulatively considerable**.

Soils associated with the project site are similar to others in the area. The proposed project will grade parts of the property to result in buildable lots and supporting infrastructure. The resulting project site will be visually and topographically different from the other lands surrounding the proposed project site. While some grading occurred for the surrounding homes, much of the prior development occurred with minimal or building pad–specific grading only. As shown in **Figure 2.0-3**, the realigned Bundy Canyon Road will generally be lower that the surrounding development. Along Bundy Canyon Road, there are locations where the use of a retaining wall is necessary to allow for a more productive use of the area occupied by the slope. A retaining wall is shown in **Figure 2.0-8** between Harvest Way East and Sunset Street. The wall is necessary to provide for storm drainage basins in Unit 4 and to allow more of the commercial land in Unit 5 to be available for development.

The proposed project will either ensure that grading at the periphery is a match to existing topography to avoid subsidence or erosion, or provide appropriate engineered retaining walls at the project boundary. With compliance with existing codes and standards, including the California Building Code and implementation of mitigation measure **MM 3.6.3**, the proposed project's contribution to cumulative impacts related to the area's geology would be **less than cumulatively considerable.**

Mitigation Measures

None required.

REFERENCES

California Department of Conservation. 2012a. Alquist-Priolo Earthquake Fault Zone Maps. Accessed July 2012. http://www.quake.ca.gov/gmaps/ap/ap_maps.htm.

———. 2012b. Seismic Hazards Zonation Program. Accessed July 2012. http://gmw.consrv.ca.gov/shmp/html/pdf_maps_so.html.

LGC Inland. 2012. *Preliminary Geotechnical Investigation for the Oak Creek Canyon Residential Development, Assessor's Parcel Numbers (APNs): 362-070-001. -003, -006, -010, 013, -018, 021, -023, -024; 362-008-004, -005, -007, -008, -009, -012; 362-090-004, -009, and -015 in the City of Wildomar, County of Riverside, California.*

3.7 HYDROLOGY AND WATER QUALITY

This section describes surface water and groundwater features for the proposed project site and relevant surrounding areas and addresses potential issues associated with drainage, erosion, and flooding associated with increased stormwater runoff and water quality. Draft EIR Section 3.10, Public Services and Utilities, discusses impacts related to water supplies and the provision of water service to residents and businesses.

3.7.1 EXISTING SETTING

REGIONAL HYDROLOGY

Water on the project site drains naturally to two separate receiving watersheds, the Santa Ana Watershed and the Santa Margarita Watershed, as shown in **Figure 3.7-1**.

Santa Ana Watershed

The Santa Ana Watershed (SAW) is located in the northwestern corner of Riverside County. The SAW is bounded on the south by the Santa Margarita Watershed, on the east by the Salton Sea Watershed, on the southwest by Orange County, and on the northwest by San Bernardino County. The SAW, including the San Jacinto River sub-watershed, encompasses 1,603 square miles (22 percent of the 7,300 square miles within Riverside County) and includes one of the 28 cities within Riverside County (Riverside County 2011, pp. 2-8 and 2-10).

Because the SAW is arid, there is little natural perennial surface water. Surface waters start in the upper erosion zone of the watershed—primarily the San Bernardino, Santa Ana, and San Jacinto mountains. This upper zone has the highest gradient and soils/geology that do not allow large quantities of percolation of surface water into the ground. Flows consist mainly of snowmelt and storm runoff from the lightly developed San Bernardino National Forest. From the City of San Bernardino to the City of Riverside, the Santa Ana River flows perennially, mostly due to treated discharges from wastewater treatment plants. From the City of Riverside to Prado Dam, the flow in the Santa Ana River consists of highly treated wastewater and groundwater discharges, potable water transfers, irrigation runoff, groundwater forced to the surface by shallow/rising bedrock, and minor amounts of urban stormwater runoff, which provides a proportionately greater contribution to the flow of the river during significant storm events. Lake Elsinore is the only natural freshwater lake of any size in the SAW. A variety of water storage reservoirs (e.g., Lake Perris, Canyon Lake, and Lake Mathews) and flood control areas (Prado Dam area) have been created to hold surface water in Riverside County (Riverside County 2011, p. 2-11).

Climate and Precipitation

The climate of the SAW is Mediterranean with hot, dry summers and cooler, wetter winters. Average annual precipitation ranges from 10 to 13 inches per year in the inland alluvial valleys, reaching 36 inches or more in the San Bernardino and San Jacinto mountains. Most of the precipitation in the SAW occurs between November and March in the form of rain, with variable amounts of snow in the higher elevations. The climate cycle of the Santa Ana Watershed results in high surface water flows in the spring and early summer, followed by low flows during the dry season. Winter and spring floods generated by storms are not uncommon in wet years (Riverside County 2011, pp. 2-10 and 2-11).

Santa Margarita River Watershed

The Santa Margarita Watershed (SMW) covers approximately 746 square miles, split into a mountainous highland (upper drainage basin) and a broad, flat-topped sea terrace (coastal

drainage basin). The boundary between the upper drainage basin and the coastal drainage basin transitions at the county line between Riverside and San Diego counties.

The upper drainage basin is formed almost solely by Murrieta Creek, which has a drainage area of 222 square miles and is a major tributary of the greater 750-square-mile Santa Margarita Watershed. This watershed consists of three major portions: the Murrieta Creek sub-watershed to the north, the Temecula Creek sub-watershed to the southeast, and the Santa Margarita River to the southwest. The SMW currently contains three major water storage reservoirs: Lake Skinner and the recently completed Diamond Valley Reservoir, which are part of the Murrieta Creek sub-watershed, and Vail Lake, which is part of the Temecula Creek sub-watershed. These reservoirs control over 50 percent of the SMW. Runoff entering the reservoirs is initially stored and excess flows (depending on available storage volume) are discharged downstream. The combined reservoirs have a substantial storage capacity capable of significantly reducing downstream flows from the natural condition.

Temecula and Murrieta creeks join along the Elsinore fault zone at the head of Temecula Canyon to form the Santa Margarita River. Temecula Canyon is approximately 5 miles long and is a steep, narrow, and rocky canyon. The San Diego-Riverside county line crosses Temecula Canyon. From here, the river traverses 27 miles to the Pacific Ocean (Riverside County 2006, pp. 2-15 and 2-17).

Climate and Precipitation

The climate of the SMW is typically Mediterranean, characterized by warm dry summers and cool rainy winters. About 75 percent of the precipitation occurs during the four-month period from December through March. Mean seasonal precipitation ranges from less than 10 inches near Vail Reservoir to over 40 inches west of Palomar Observatory, varying with elevation and topographic influences. Precipitation increases with increasing elevation to the summit of the Coastal Range. Shading effects of the Coastal Range lead to a marked decrease in precipitation throughout the lower portions of the inland area. Precipitation increases again farther away from the Coastal Range in the northeastern area of the inland area (Riverside County 2006, p. 2-17).

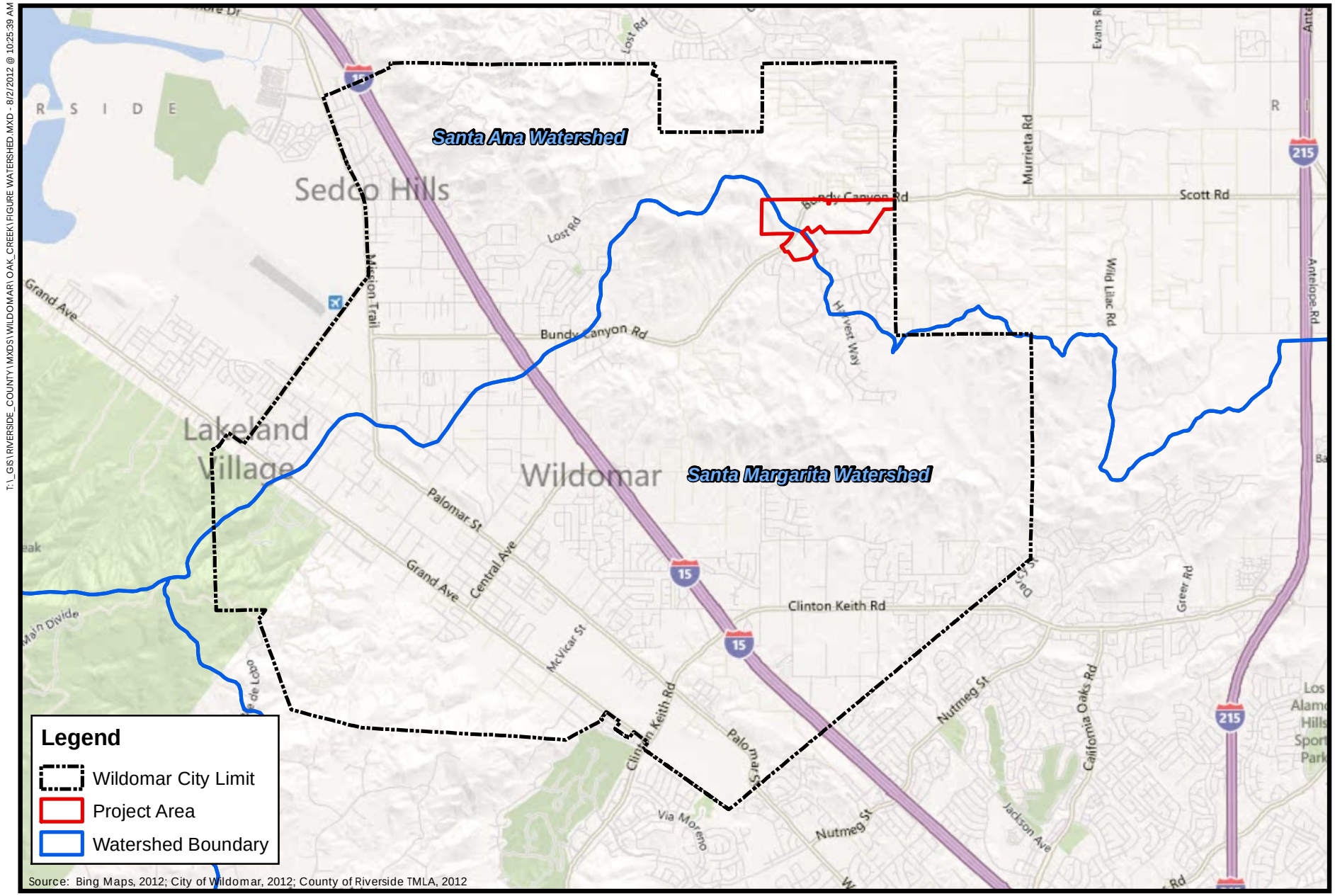

Figure 3.7-1
Watershed Map

Project Site Topography and Drainage Conditions

The topography of the site is varied, ranging from relatively flat-lying areas with gentle slopes to moderately sloping foothills to steep sloping hillsides with stream-cut valleys. The relatively flat areas located on the south side of Bundy Canyon Road are the result of agricultural land uses that have taken place for decades. All natural topographic irregularities have long been eliminated by seasonal plowing and disking. The elevation through the majority of the central portion of the site is between the 1,720- and 1,740-foot contours. The elevation along the base of the foothills is between 1,740 and 1,760 feet, and is also the result of past agricultural land uses. The highest elevation (1,950 feet) is present in the rugged northwest corner of the site. The southern portion of the site slopes downward to the north and includes three areas with elevations above 1,800 feet (Principe and Associates 2010, p. 4).

The project site is not currently developed with any storm drain improvements; drainage therefore flows naturally within the canyons and swales on the site. As stated above, the project site drains to two separate receiving watersheds, the Santa Margarita Watershed and the Santa Ana Watershed. Within those watersheds, the project site drains to six receiving waters, including Murrieta Creek, the Santa Margarita River, and Santa Margarita Lagoon in the Santa Ana Watershed, and the San Jacinto River, Canyon Lake, and Lake Elsinore in the Santa Margarita Watershed.

The climate of the City of Wildomar is dry-subtropical or Mediterranean, characterized by mild winters and hot, dry summers as defined on the Koppen climate classification system. Mild sea breezes carry pollutants from urbanized Los Angeles to inland areas such as Riverside. Temperature inversion is the prime factor that allows contaminants to accumulate in the South Coast Air Basin. An inversion occurs when warm air masses lie over cool moist marine layer, often forming a cap, preventing pollutants from escaping upward. Temperature inversions are stronger in the summer than in winter due to calm wind conditions. Rainfall in the project area averages from 11 to 15 inches per year.

FLOODING

According to Flood Insurance Rate Map (FIRM) Panel 06065 C2063G, published by the Federal Emergency Management Agency (FEMA), for Riverside County dated August 28, 2008, the project site is designated as Zone X. Zone X is defined by FEMA as an area of moderate flood hazard, usually the area between the limits of the 100-year and 500-year floods. FIRM panels are also used to designate base floodplains of lesser hazards, such as areas protected by levees from 100-year flood, or shallow flooding areas with average depths of less than 1 foot or drainage areas less than 1 square mile. **Figure 3.7-2** depicts the FEMA-designated flood zones within and adjacent to the project site.

GROUNDWATER AND SOILS

According to the preliminary geotechnical investigation performed for the proposed project (LGC 2012), groundwater was not encountered within the test pits during the field investigation (see **Appendix 3.6-1**). However, seasonal perched groundwater is expected to be encountered in the canyon areas where Quaternary alluvial deposits were noted (LGC 2012).

Hydrologic soil groups are based on estimates of runoff potential. Soils are divided into one of four groups (A, B, C, and D) according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration

storms. The existing soil classifications for the project site consists of Group A, Group B, and Group D, as described below (JLC 2011a, p. 4):

- Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

- Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

- Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

WATER QUALITY

Five of the six receiving waters for the project site are included on the 2006 Clean Water Act Section 303(d) List of Water Quality Limited Segments requiring total maximum daily loads (TMDL). A TMDL is a quantifiable assessment of potential water quality issues, contributing sources, and load reductions or control actions needed to restore or protect bodies of water. TMDLs are discussed further under the Regulatory Framework subsection below. **Tables 3.7-1** and **3.7-2** detail the pollutants that are impairing the water bodies and the status of the TMDLs.

TABLE 3.7-1
RECEIVING WATERS FOR URBAN RUNOFF FROM SITE – SANTA MARGARITA WATERSHED

Receiving Water	303(d) List Impairments	TMDL Status
Murrieta Creek	Phosphorus, Nitrogen, Iron, Manganese	TMDL needed
Santa Margarita River	Phosphorus	TMDL needed
Santa Margarita Lagoon	Eutrophic	TMDL needed

Source: JLC 2011b

TABLE 3.7-2
RECEIVING WATERS FOR URBAN RUNOFF FROM SITE – SANTA ANA WATERSHED

Receiving Water	303(d) List Impairments	TMDL Status
San Jacinto River	None	N/A
Canyon Lake	Nutrients, Pathogens	Approved 2004
Lake Elsinore	Nutrients, Organic Enrichment – Low Dissolved Oxygen, Sediment/Siltation, Unknown Toxicity, Polychlorinated Biphenyls	Approved 2004

Source: JLC 2011b

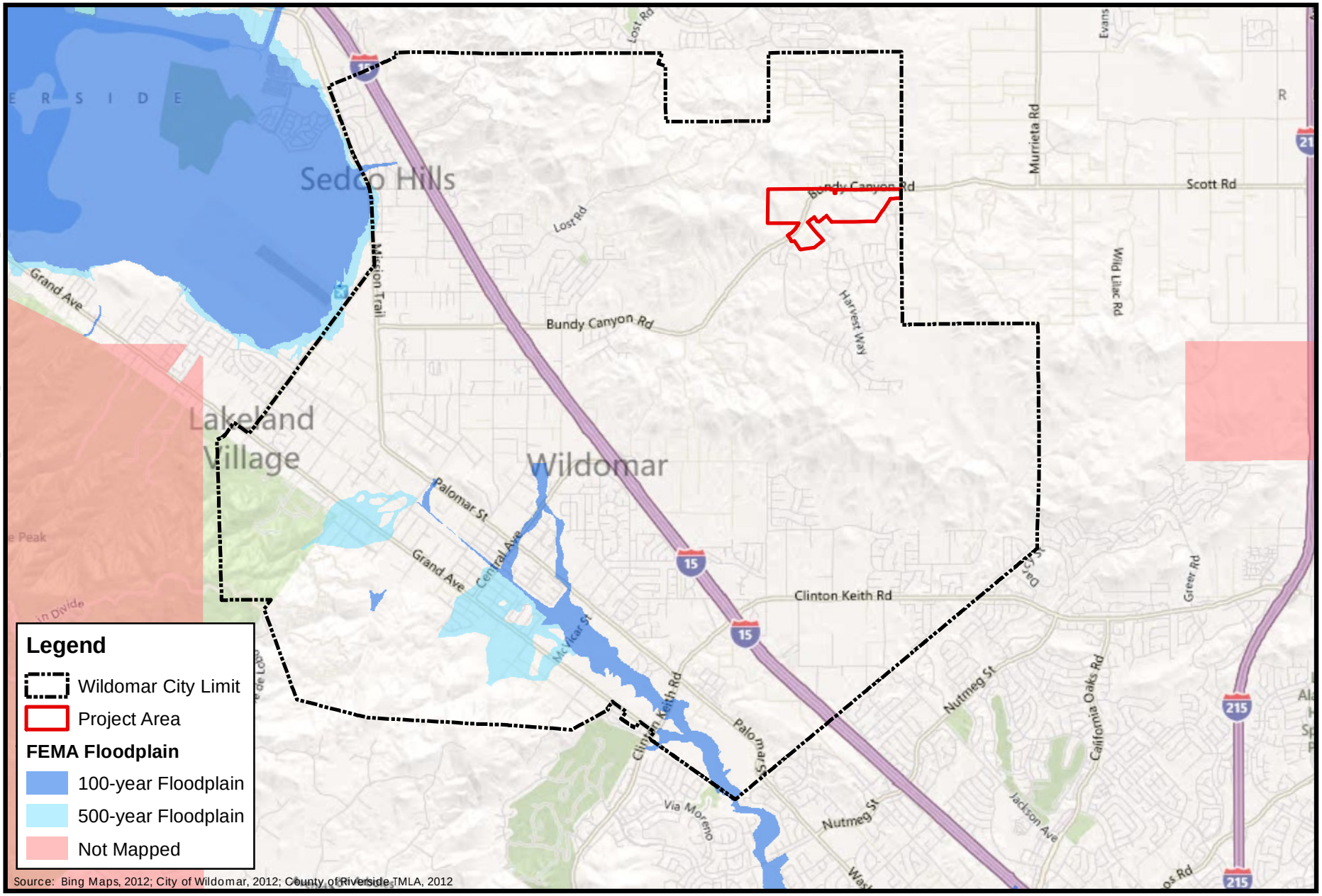

Figure 3.7-2
FEMA Floodplain Map

3.7.2 REGULATORY FRAMEWORK

FEDERAL AND STATE

Clean Water Act

The federal Clean Water Act (CWA) gives states the primary responsibility for protecting and restoring water quality. In California, the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs) are the agencies with the primary responsibility for implementing federal CWA requirements, including developing and implementing programs to achieve water quality standards. Water quality standards include designated beneficial uses of water bodies, criteria or objectives (numeric or narrative) which are protective of those beneficial uses, and policies to limit the degradation of water bodies. The project site is located in a portion of the state that is regulated by the San Diego Regional Water Quality Control Board (SDRWQCB), and the water quality standards for water bodies in the San Diego region are primarily contained in the *Water Quality Control Plan for the San Diego Basin* (Basin Plan) (SDRWQCB 1994), which is discussed in more detail below.

Sections 401 and 404 of the CWA

Sections 401 and 404 of the CWA are administered through the Regulatory Program of the US Army Corps of Engineers (USACE) and regulate the water quality of all discharges of fill or dredged material into waters of the United States, including wetlands and intermittent stream channels. Section 401, Title 33, Section 1341 of the Clean Water Act sets forth water quality certification requirements for any applicant applying for a federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters.

Section 404, Title 33, Section 1344 of the Clean Water Act in part authorizes the USACE to:

- Set requirements and standards pertaining to such discharges: subparagraph (e);
- Issue permits "for the discharge of dredged or fill material into the navigable waters at specified disposal sites:" subparagraph (a);
- Specify the disposal sites for such permits: subparagraph (b);
- Deny or restrict the use of specified disposal sites if "the discharge of such materials into such area would have an unacceptable, adverse effect on municipal water supplies and fishery areas:" subparagraph (c);
- Specify type of and conditions for non-prohibited discharges: subparagraph (f);
- Provide for individual state or interstate compact administration of general permit programs: subparagraphs (g), (h), and (j);
- Withdraw approval of such state or interstate permit programs: subparagraph (i);
- Ensure public availability of permits and permit applications: subparagraph (o);
- Exempt certain federal or state projects from regulation under this section: subparagraph (r); and

- Determine conditions and penalties for violation of permit conditions or limitations: subparagraph (s).

National Pollutant Discharge Elimination System

As authorized by Section 402(p) of the CWA, the National Pollutant Discharge Elimination System (NPDES) Permit Program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. The State Water Resources Control Board issues NPDES permits to cities and counties through the RWQCBs, and it is the responsibility of the RWQCBs to preserve and enhance the quality of the state's waters through the development of water quality control plans and the issuance of waste discharge requirements. Waste discharge requirements for discharges to surface waters also serve as NPDES permits. The SDRWQCB and applicable NPDES permit are discussed in more detail below.

General Construction Activity Storm Water Permits and Stormwater Pollution Prevention Plans

In accordance with NPDES regulations, the SWRCB has issued a Statewide General Permit (Water Quality No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ) for construction activities within the state. The Construction General Permit (General Permit) is implemented and enforced by the RWQCBs. The General Permit applies to any construction activity affecting 1 acre or more and requires those activities to minimize the potential effects of construction runoff on receiving water quality. Performance standards for obtaining and complying with the General Permit are described in NPDES General Permit No. CAS000002, Waste Discharge Requirements, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ.

General Permit applicants are required to submit to the appropriate regional board Permit Registration Documents for the project, which include a Notice of Intent, a risk assessment, a site map, a signed certification statement, an annual fee, and a stormwater pollution prevention plan (SWPPP). The permit program is risk based wherein a project's risk is based on the project's potential to cause sedimentation and the risk of such sedimentation on the receiving waters. A project's risk determines its water quality control requirements, ranging from Risk Level 1, which consists of only narrative effluent standards, implementation of best management practices (BMPs), and visual monitoring, to Risk Level 3, which consists of numeric effluent limitations, additional sediment control measures, and receiving water monitoring. Additional requirements include compliance with post-construction standards focusing on low impact development (LID), preparation of rain event action plans, increased reporting requirements, and specific certification requirements for certain project personnel.

The SWPPP must include implementing best management practices to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges. Examples of typical construction best management practices included in SWPPPs include, but are not limited to, using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure that spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; and installing sediment control devices such as gravel bags, inlet filters, fiber rolls, or silt fences to reduce or eliminate sediment and other pollutants from discharging to the drainage system or receiving waters.

Total Maximum Daily Loads

Under CWA Section 303(d) and California's Porter-Cologne Water Quality Control Act of 1969 (discussed below), the State of California is required to establish beneficial uses of state waters and to adopt water quality standards to protect those beneficial uses. Section 303(d) establishes

the total maximum daily load (TMDL) process to assist in guiding the application of state water quality standards, requiring the states to identify waters whose water quality is "impaired" (affected by the presence of pollutants or contaminants) and to establish a TMDL or the maximum quantity of a particular contaminant that a water body can assimilate without experiencing adverse effects on the beneficial use identified. The establishment of TMDLs is generally a stakeholder-driven process that involves investigation of sources and their loading (pollution input), estimation of load allocations, and identification of an implementation plan and schedule. Where stakeholder processes are not effective, total maximum daily loads can be established by the RWQCBs or the US Environmental Protection Agency (EPA). TMDLs are adopted as amendments to the Basin Plan.

As discussed in the Existing Setting subsection above and shown in **Tables 3.7-1** and **3.7-2**, the project site would discharge into five Section 303(d) listed impaired waterways**.** TMDLs have been established for only two of those—Canyon Lake and Lake Elsinore.

Porter-Cologne Water Quality Control Act

In 1969, the California legislature enacted the Porter-Cologne Water Quality Control Act to preserve, enhance, and restore the quality of the state's water resources. The CWA and the Porter-Cologne Water Quality Control Act are similar in many ways, with the fundamental purpose of both laws being to protect the beneficial uses of water. An important distinction between the two is that the Porter-Cologne Water Quality Control Act addresses both groundwater and surface water, while the CWA addresses surface water only.

The Porter-Cologne Water Quality Control Act established the SWRCB and the nine RWQCBs as the principal state agencies with the responsibility for controlling water quality in California. Under the act, water quality policy is established, water quality standards are enforced for both surface water and groundwater, and the discharges of pollutants from point and nonpoint sources are regulated. The act authorizes the SWRCB to establish water quality principles and guidelines for long-range resource planning, including groundwater and surface water management programs and control and use of recycled water.

REGIONAL

The project site is actually within the jurisdictional boundaries of two RWQCBs—the San Diego RWQCB and the Santa Ana RWQCB. However, in 2010 the Santa Ana and San Diego Regional Water Quality Control Boards agreed to a jurisdictional exchange to reduce the complexity of Small Municipal Separate Storm Sewer System (MS4) Permit administration and compliance. Under this exchange, the cities of Wildomar and Murrieta, including the proposed project site, are regulated wholly by the SDRWQCB and are required to comply with the SDRWQCB MS4 Permit (NPDES No. CA S0108766, Order No. R9-2010-0016).

Regional Water Quality Control Board, San Diego Region

The San Diego Regional Water Quality Control Board (SDRWQCB) has responsibility for controlling water quality in San Diego County, Imperial County, and parts of Riverside County. As previously stated, the water quality standards for water bodies in the San Diego region are primarily contained in the *Water Quality Control Plan for the San Diego Basin* (SDRWQCB 1994). Water quality standards for the Santa Ana watershed are managed with the *Riverside County Drainage Area Management Plan, Santa Ana Region* (Riverside County 2011).

Water Quality Control Plan for the San Diego Basin (Basin Plan)

The *Water Quality Control Plan for the San Diego Basin* designates beneficial uses for water bodies in the San Diego region and establishes water quality objectives and implementation plans to protect those beneficial uses. Specifically, the Basin Plan (1) designates beneficial uses for surface water and groundwater; (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy; (3) describes implementation programs to protect the beneficial uses of all waters in the region; and (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The San Diego RWQCB issues permits, called waste discharge requirements and master reclamation permits, which require that waste and reclaimed water not be discharged in a manner that would cause an exceedance of applicable water quality objectives or adversely affect beneficial uses designated in the Basin Plan. The SDRWQCB enforces these permits through a variety of administrative means.

Waste Discharge Requirements for Riverside County MS4s (Order No. R9-2010-0016)

The federal CWA was amended in 1987 to address stormwater runoff from municipal and industrial dischargers. One requirement of the amendment was that many municipalities throughout the United States were obligated for the first time to obtain NPDES permits for discharges of stormwater runoff from their municipal separate storm sewer system (MS4). In response to the CWA amendment (and the pending federal NPDES regulations which would implement the amendment), the SDRWQCB issued a municipal stormwater permit, Order No. 90-46, in July 1990 to the co-permittees for their MS4 discharges. NPDES No. CAS0108766, Order No. R9-R9-2010-0016 (Waste Discharge Requirements for Discharges from the MS4s Draining the County of Riverside, the Incorporated Cities of Riverside County, and the Riverside County Flood Control and Water Conservation District within the San Diego Region) is the fourth iteration of the stormwater permit for MS4s in the Riverside County portion of the San Diego region.

The order specifies requirements necessary for the co-permittees to reduce the discharge of pollutants in stormwater to the maximum extent practicable and to achieve water quality standards. Some of the requirements, such as the revised Watershed Water Quality Workplan (Watershed Workplan) section, are designed to specifically address high priority water quality problems. Other requirements, such as for unpaved roads, are a result of the SDRWQCB's identification of water quality problems through investigations and complaints during the previous permit period. Other requirements address program deficiencies that have been noted during audits, report reviews, and other SDRWQCB compliance assessment activities. The proposed project would be required to comply with all applicable provisions of the order.

LOCAL

Riverside County Stormwater/Urban Runoff Management and Discharge Controls Ordinance (County Ordinance No. 754.2)

The purpose of the Riverside County Stormwater/Urban Runoff Management and Discharge Controls Ordinance is to reduce pollutants in stormwater discharges to the maximum extent practicable, regulate illicit connections and discharges to the storm drain system, and regulate non-stormwater discharges to the storm drain system. The ordinance requires new development projects to control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water via best management practices

(BMPs) that may, among other things, require new developments or redevelopments to increase permeable areas, direct runoff to permeable areas, and maximize stormwater storage for reuse. The ordinance is implemented through the *Riverside County Stormwater Quality Best Management Practice Design Handbook* (Riverside County Flood Control and Water Conservation District 2006).

3.7.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. A project is considered to have significant impacts if implementation of the project will:

1) Violate any water quality standards or waste discharge requirements.

2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

4) 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 in a manner which would result in flooding on- or off-site.

5) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

6) Otherwise substantially degrade water quality.

7) 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.

8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

9) Expose people or structures to a significant loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

10) Inundation by seiche, tsunami, or mudflow.

Based on the elevation of the project site above sea level and the lack of nearby enclosed bodies of water, the potential for inundation by seiche, tsunami, or mudflow is nonexistent. Therefore, no impact would occur, and these issues (Standard of Significance 10) will not be addressed further in this Draft EIR.

Riverside County identifies dam inundation hazard areas throughout the county. A review of records maintained at the California Office of Emergency Services provided potential failure inundation maps for 23 dams affecting Riverside County; these maps were compiled into geographic information system digital coverage of potential dam inundation zones. The county's dam inundation zones are identified in Figure S-10 of the Riverside County General Plan. According to Figure S-10, the project site is not within any dam inundation hazard zones. In addition, the project is not in the vicinity of any levees. Therefore, no impact would occur, and these issues (Standard of Significance 9) will not be addressed further in this Draft EIR.

METHODOLOGY

The hydrology and water quality analysis presented below is based on a review of published information, reports, and plans regarding regional and local hydrology, climate, topography, and geology obtained from private and governmental agencies as well as from Internet websites. Primary sources include the project's preliminary and supplemental hydrology and hydraulic studies (JLC 2011a, 2012), the SDRWQCB's Basin Plan, and NPDES No. CAS0108766, Order No. R9-2010-0016.

Drainage

JLC Engineering & Consulting Inc. (2011a) prepared the *Preliminary Hydrology and Hydraulic Study for Tentative Tract Map 3688,* which is the area covered by the proposed project (see **Appendix 3.7-1**). The project's preliminary and supplemental hydrology and hydraulic studies (JLC 2011a, 2012) were prepared to determine anticipated changes to the existing drainage patterns on the site as well as the adequacy of the proposed drainage system in terms of capacity and water quality treatment. It should be noted that the existing condition hydrology analyses were performed for four watershed areas designated as Areas A, B, C, and D, which are referenced in **Tables 3.7-3** through **3.7-8** below. The off-site hydrology analyses were performed in order to determine the maximum peak 100-year flow rate of stormwater to the project site from the existing off-site areas and to appropriately size the storm drain facilities conveying the off-site flows. The total pre-project watershed is approximately 870 acres. Area A, the westerly watershed, crosses Bundy Canyon Road from north to south. Area B crosses Bundy Canyon Road from north to south and has a downstream terminus at Bundy Canyon Road and Palm Avenue. Area C is a small area (approximately 28 acres) adjacent to Bundy Canyon Road between Palm Avenue and Club Avenue. Area D is the easterly watershed area that discharges at Bundy Canyon Road. Areas A, B C, and D are shown on **Figure 3.7-3**.

Water Quality

The project's preliminary and supplemental hydrology and hydraulic studies (JLC 2011a, 2012) and Preliminary Water Quality Management Plan (JLC 2011b) were reviewed to determine potential sources and types of pollutants that could be generated by project construction and/or operation. The SWRCB statewide permit and SDRWQCB permit requirements were reviewed to determine if water quality would be sufficiently protected or if further mitigation would be required.

Flooding

The FEMA Flood Insurance Rate Map covering the site was reviewed to determine if any portion of the project site is designated as a flood hazard zone, and the proposed site plans were reviewed to determine if any development is proposed in such areas.

IMPACTS AND MITIGATION MEASURES

Degrade Water Quality or Violate Standards (Standards of Significance 1 and 6)

Impact 3.7.1 Construction and operation of the proposed project will not result in erosion and water quality degradation of downstream surface water and groundwater resources. This impact would be **less than significant with mitigation incorporated**.

When land is in a natural or undeveloped condition, most stormwater (rainwater) slowly infiltrates into the soil and is stored either temporarily or permanently on the surface or in underground layers of soil. When the rate of rainfall exceeds the infiltration capacity of the soil or when impervious surfaces are introduced, the rainwater begins to flow over the surface of the land to low-lying areas, ditches, channels, streams, and rivers. Rainwater that flows off of a site is defined as stormwater runoff. As stormwater runoff flows over the land, it picks up and carries sediment, chemicals, trash, etc., that are eventually discharged to local waterways. As such, stormwater is a major contributor to water quality degradation.

Project Construction

During construction activities, erosion potential and the possibility of water quality impacts are always present and occur when protective vegetative cover is removed and soils are disturbed. Construction activities can result in sediment runoff rates, which greatly exceed natural erosion rates of undisturbed lands, causing siltation and impairment of receiving waters. In addition to sediment, stormwater flowing over a construction site can carry various pollutants such as nutrients, bacteria and viruses, oil and grease, heavy metals, organics, pesticides, gross pollutants, and miscellaneous waste into receiving waters. These pollutants can originate from soil disturbances, construction equipment, building materials, and workers.

In the case of the proposed project, grading of the site, along with other construction activities, may introduce sediments and other contaminants typically associated with construction into stormwater runoff, potentially resulting in the degradation of downstream surface water and groundwater. The proposed project has the potential to result in the generation of new dry weather runoff containing these pollutants and to increase the concentration and/or total load of the pollutants in wet weather stormwater runoff. Dry weather urban runoff in the storm drain system occurs when there is no measurable precipitation. It originates from human activities, including car washing, landscape irrigation, street washing, dewatering during construction activities, and natural groundwater seepage that discharges to the storm drain system. Dry weather urban runoff can contain high levels of pollutants, as the water typically flows over paved or highly developed surfaces.

The SWRCB is responsible for implementing the Clean Water Act and has issued a Statewide General Permit (Order No. 2009-0009-DWQ as amended by 2010-0014-DWQ) for construction activities within the state (see the Regulatory Framework subsection above). In the project area, the Construction General Permit (CGP) is implemented and enforced by the SDRWQCB. In accordance with the requirements of the CGP, prior to construction of the proposed project, a risk assessment must be prepared and submitted to the SDRWQCB to determine the project's risk level and associated water quality control requirements. These requirements will, at a minimum, include the preparation and implementation of a stormwater pollution prevention plan identifying specific BMPs to be implemented and maintained on the site in order to comply with the applicable narrative effluent standards.

The best management practices that must be implemented as part of a SWPPP can be grouped into two major categories: (1) erosion and sediment control BMPs and (2) non-stormwater management and materials management BMPs. Erosion and sediment control BMPs fall into four main subcategories:

- Erosion controls
- Sediment controls
- Wind erosion controls
- Tracking controls

Erosion controls include practices to stabilize soil, to protect the soil in its existing location, and to prevent soil particles from migrating. Examples of erosion control BMPs are preserving existing vegetation, mulching, and hydroseeding. Sediment controls are practices to collect soil particles after they have migrated, but before the sediment leaves the site. Examples of sediment control BMPs are street sweeping, fiber rolls, silt fencing, gravel bags, sand bags, storm drain inlet protection, sediment traps, and detention basins. Wind erosion controls prevent soil particles from leaving the site in the air. Examples of wind erosion control BMPs include applying water or other dust suppressants to exposed soils on the site. Tracking controls prevent sediment from being tracked off site via vehicles leaving the site to the extent practicable. A stabilized construction entrance not only limits the access points to the construction site but also functions to partially remove sediment from vehicles prior to leaving the site.

Non-stormwater management and material management controls reduce non-sediment-related pollutants from potentially leaving the construction site to the extent practicable. The Construction General Permit prohibits the discharge of materials other than stormwater and authorized non-stormwater discharges (such as irrigation and pipe flushing and testing). Non-stormwater BMPs tend to be management practices with the purpose of preventing stormwater from coming into contact with potential pollutants. Examples of non-stormwater BMPs include preventing illicit discharges and implementing good practices for vehicle and equipment maintenance, cleaning, and fueling operations, such as using drip pans under vehicles. Waste and materials management BMPs include implementing practices and procedures to prevent pollution from materials used on construction sites. Examples of materials management BMPs include:

- Good housekeeping activities such as storing of materials covered and elevated off the ground, in a central location;
- Securely locating portable toilets away from the storm drainage system and performing routine maintenance;
- Providing a central location for concrete washout and performing routine maintenance;
- Providing several dumpsters and trash cans throughout the construction site for litter/floatable management; and
- Covering and/or containing stockpiled materials and overall good housekeeping on the site.

The Construction General Permit also requires that construction sites be inspected before and after storm events and every 24 hours during extended storm events. The purpose of the inspections is to identify maintenance requirements for the BMPs and to determine the

effectiveness of the BMPs that are being implemented. The SWPPP is a "living document" and as such can be modified as construction activities progress. Additional requirements include compliance with post-construction standards focusing on low impact development (LID) and preparation of rain event action plans.

The SWRCB has also issued a Statewide General Permit (Water Quality Order R5-2008-0081, NPDES No. CAG995001) for dewatering and other low-threat discharges to surface waters within the state. Should construction of the proposed project require dewatering, the project applicant would be required to submit a Notice of Intent, as well as a Best Management Practices Plan, to comply with the general permit. The BMP Plan would include disposal practices to ensure compliance with the general permit, such as the use of sediment basins or traps, dewatering tanks, or gravity or pressurized bag filters. Monitoring and reporting would also be performed to ensure compliance with the permit. Mitigation measure **MM 3.7.1** requires preparation of a stormwater pollution prevention plan (SWPPP) and indicates the types of BMPs that are typically required as part of the permit.

Project Operation

The proposed project would convert approximately 91.8 acres of the site's 167.95 acres from naturally vegetated open space to urban uses. This conversion will substantially increase the impervious surface area of the site through the introduction of new and improved roads and driveways, parking areas, rooftops, and other surfaces. An increase in impervious surface area would substantially increase runoff potentially containing urban pollutants. Runoff from the proposed landscape areas could also contribute pollutants from fertilizers and pesticides. Expected pollutants for the project site include sediment/turbidity, nutrients, organic compounds (petroleum hydrocarbons), trash and debris, oxygen demanding substances, bacteria and viruses, oil and grease, pesticides, and metals.

As identified above, water on the project site drains to two separate receiving watersheds: the Santa Margarita Watershed and the Santa Ana Watershed. Within those watersheds, the project site drains to six receiving waters, some of which are Section 303(d) listed impaired waterways as detailed in **Table 3.7-1** and **Table 3.7-2**. The expected pollutants that would contribute to the Section 303(d) impaired water bodies are shown in **Table 3.7-3**.

TABLE 3.7-3
EXPECTED URBAN RUNOFF POLLUTANTS AND 303(D) IMPAIRMENTS

Expected Pollutant	Expected or Potential Source	303(d) Listing
Sediment/Turbidity	Attached & Detached Residential Development, Streets	Yes
Nutrients	Attached & Detached Residential Development	Yes
Organic Compounds (Petroleum Hydrocarbons and Polychlorinated Biphenyls)	Automotive Repair Shops, Parking Lots, Streets	Yes
Trash and Debris	Attached & Detached Residential Development, Commercial Development, Parking Lots, Streets	No
Oxygen-Demanding Substances	Detached Residential Development, Restaurants	No
Bacteria and Viruses	Detached Residential Development, Restaurants	Yes
Oil and Grease	Attached Residential Development, Commercial Development, Parking Lots, Streets	No

Expected Pollutant	Expected or Potential Source	303(d) Listing
Pesticides	Attached & Detached Residential Development	No
Metals	Parking Lots, Streets	Yes

Source: JLC 2011b

The project proposes to collect all on-site stormwater flows via four major subsurface storm drain systems that will convey the flows to one of eight on-site extended detention basins (see **Figure 3.7-3**). The stormwater basins will slow the speed of the runoff and allow debris and sediment to settle to the bottom of the basin or to be trapped and later removed during routine maintenance. Stormwater from the basins will be allowed to flow into a storm drain line located in Bundy Canyon Road. The stormwater would eventually flow into Canyon Lake and Lake Elsinore, consistent with the Drainage Area Management Plan for the Santa Ana Watershed (JLC 2011b, p. A-20).

The proposed storm drain system is designed to adequately reduce stormwater flows for the required water quality volume and mitigate flows to pre-project levels. As discussed further under Impact 3.7.3 below, according to the preliminary hydrology and hydraulic study (JLC 2011a), the proposed extended detention basins have been designed to adequately treat the on-site flows for water quality purposes as well as to mitigate flows for increased runoff.

Water Quality

A Preliminary Water Quality Management Plan (WQMP) (JLC 2011b) was prepared for the proposed project (**Appendix 3.7-2**), which is enforceable under the Riverside County Stormwater/Urban Runoff Management and Discharge Controls Ordinance (County Ordinance No. 754.2). A subsequent final WQMP will be prepared for the project if it is approved and will replace the preliminary WQMP. The WQMP identifies a series of specific best management practices to be incorporated into the design to achieve four goals of the program: (1) minimize urban runoff; (2) minimize impervious footprint; (3) conserve natural areas; and (4) minimize directly connected impervious areas. Measures for design of the project in the preliminary WQMP include:

Site Design Concept 1 – Minimize Urban Runoff

- Maximize the permeable area.
- Incorporate landscaped buffer areas between sidewalks and streets.
- Maximize canopy interception and water conservation by preserving existing native trees and shrubs, and planting additional native or drought-tolerant trees and large shrubs.
- Use natural drainage systems.
- Where soils conditions are suitable, use perforated pipe or gravel filtration pits for low flow infiltration.
- Construct on-site ponding areas or retention facilities to increase opportunities for infiltration consistent with vector control objectives.

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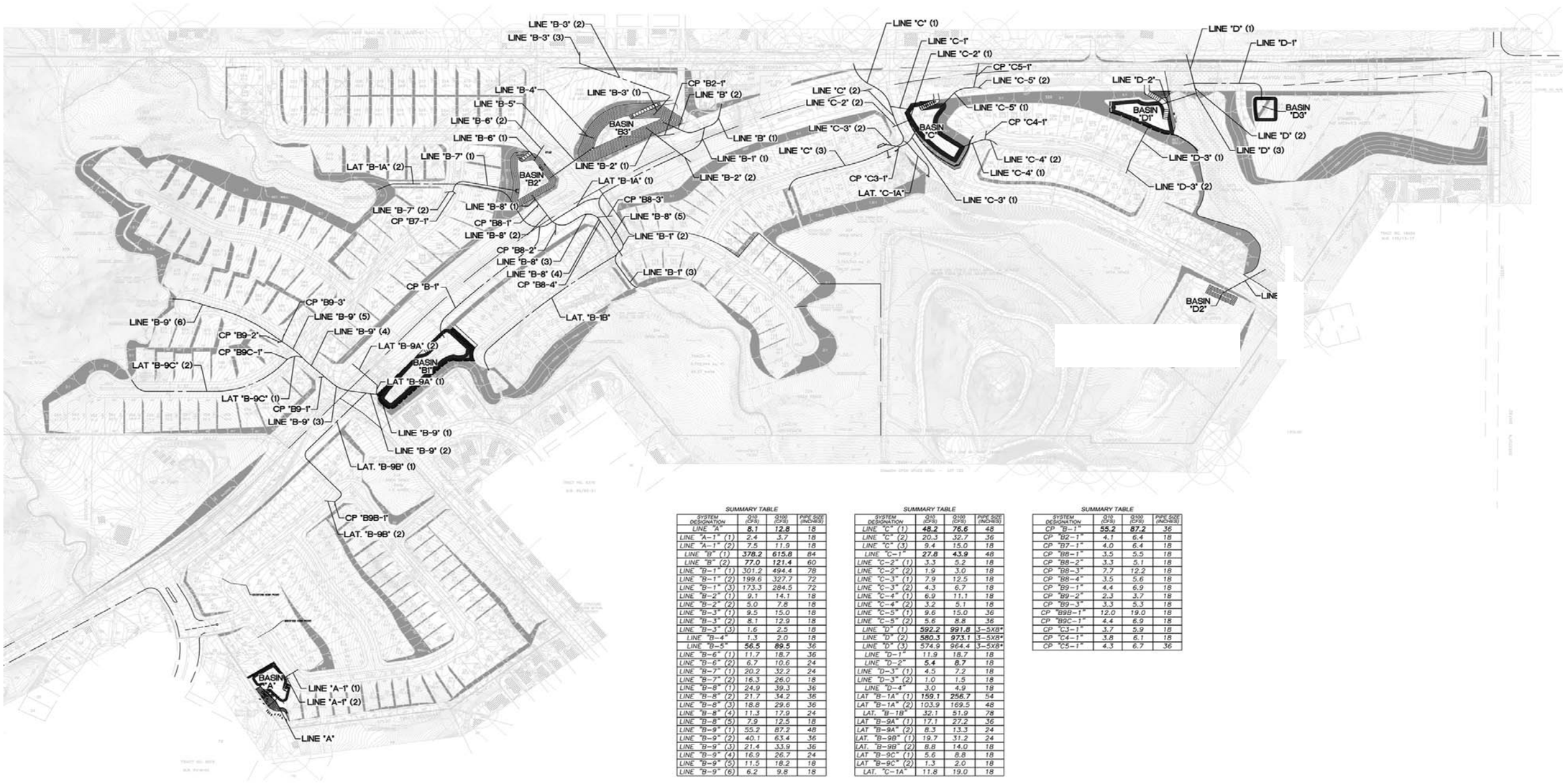
TENTATIVE TRACT MAP NO. 36388

IN THE CITY OF WILDOMAR, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

DRAINAGE FACILITIES MAP



SUMMARY TABLE

SYSTEM DESIGNATION	Q15 (CFS)	Q100 (CFS)	PIPE SIZE (INCHES)
LINE "A"	**8.1**	**12.8**	18
LINE "A-1" (1)	2.4	3.7	18
LINE "A-1" (2)	7.5	11.9	18
LINE "B" (1)	**378.2**	**615.8**	84
LINE "B" (2)	**77.0**	**121.4**	60
LINE "B-1" (1)	301.2	494.4	78
LINE "B-1" (2)	199.6	327.7	72
LINE "B-1" (3)	173.3	284.5	72
LINE "B-2" (1)	9.1	14.1	18
LINE "B-2" (2)	5.0	7.8	18
LINE "B-3" (1)	9.5	15.0	18
LINE "B-3" (2)	8.1	12.9	18
LINE "B-3" (3)	1.6	2.5	18
LINE "B-4"	1.3	2.0	18
LINE "B-5"	**56.5**	**89.5**	36
LINE "B-6" (1)	11.7	18.7	36
LINE "B-6" (2)	6.7	10.6	24
LINE "B-7" (1)	20.2	32.2	24
LINE "B-7" (2)	16.3	26.0	18
LINE "B-8" (1)	24.9	39.3	36
LINE "B-8" (2)	21.7	34.2	36
LINE "B-8" (3)	18.8	29.6	36
LINE "B-8" (4)	11.3	17.9	24
LINE "B-8" (5)	7.9	12.5	18
LINE "B-9" (1)	55.2	87.2	48
LINE "B-9" (2)	40.1	63.4	36
LINE "B-9" (3)	21.4	33.9	36
LINE "B-9" (4)	16.9	26.7	24
LINE "B-9" (5)	11.5	18.2	18
LINE "B-9" (6)	6.2	9.8	18

SUMMARY TABLE

SYSTEM DESIGNATION	Q15 (CFS)	Q100 (CFS)	PIPE SIZE (INCHES)
LINE "C" (1)	**48.2**	**76.6**	48
LINE "C" (2)	20.3	32.7	36
LINE "C" (3)	9.4	15.0	18
LINE "C-1"	**27.8**	**43.9**	48
LINE "C-2" (1)	3.3	5.2	18
LINE "C-2" (2)	1.9	3.0	18
LINE "C-3" (1)	7.9	12.5	18
LINE "C-3" (2)	4.3	6.7	18
LINE "C-4" (1)	6.9	11.1	18
LINE "C-4" (2)	3.2	5.1	18
LINE "C-5" (1)	9.6	15.0	36
LINE "C-5" (2)	5.6	8.8	36
LINE "D" (1)	**592.2**	**991.8**	3-5XB*
LINE "D" (2)	**580.3**	**973.1**	3-5XB*
LINE "D" (3)	574.9	964.4	3-5XB*
LINE "D-1"	11.9	18.7	18
LINE "D-2"	**5.4**	**8.7**	18
LINE "D-3" (1)	4.5	7.2	18
LINE "D-3" (2)	1.0	1.5	18
LINE "D-4"	3.0	4.9	18
LAT "B-1A" (1)	**159.1**	**256.7**	54
LAT "B-1A" (2)	103.9	169.5	48
LAT. "B-1B"	32.1	51.9	78
LAT "B-9A" (1)	17.1	27.2	36
LAT "B-9A" (2)	8.3	13.3	24
LAT. "B-9B" (1)	19.7	31.2	24
LAT. "B-9B" (2)	8.8	14.0	18
LAT "B-9C" (1)	5.6	8.8	18
LAT "B-9C" (2)	1.3	2.0	18
LAT. "C-1A"	11.8	19.0	18

SUMMARY TABLE

SYSTEM DESIGNATION	Q15 (CFS)	Q100 (CFS)	PIPE SIZE (INCHES)
CP "B-1"	**55.2**	**87.2**	36
CP "B2-1"	4.1	6.4	18
CP "B7-1"	4.0	6.4	18
CP "B8-1"	3.5	5.5	18
CP "B8-2"	3.3	5.1	18
CP "B8-3"	7.7	12.2	18
CP "B8-4"	3.5	5.6	18
CP "B9-1"	4.4	6.9	18
CP "B9-2"	2.3	3.7	18
CP "B9-3"	3.3	5.3	18
CP "B9B-1"	12.0	19.0	18
CP "B9C-1"	4.4	6.9	18
CP "C3-1"	3.7	5.9	18
CP "C4-1"	3.8	6.1	18
CP "C5-1"	4.3	6.7	36

Source: City of Wildomar

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Figure 3.7-3
Stormwater System

PMC

Site Design Concept 2 – Minimize Impervious Footprint

- 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.
- Construct streets, sidewalks, and parking lot aisles to the minimum widths necessary, provided that public safety and a walkable environment for pedestrians are not compromised.
- Reduce widths of street where off-street parking is available.
- Minimize the use of impervious surfaces, such as decorative concrete, in the landscape design.

Site Design Concept 3 – Conserve Natural Areas

- Conserve natural areas.
- Maximize canopy interception and water conservation by preserving existing native trees and shrubs, and planting additional native or drought-tolerant trees and large shrubs.
- Use natural drainage systems.

Site Design Concept 4 – Minimize Directly Connected Impervious Areas

- Residential and commercial sites must be designed to contain and infiltrate roof runoff or direct roof runoff to vegetative swales or buffer areas, where feasible.
- Where landscaping is proposed, drain impervious sidewalks, walkways, trails, and patios into adjacent landscaping.
- Increase the use of vegetated drainage swales in lieu of underground piping or imperviously lined swales.
- Rural swale system: street sheet flows to vegetated swale or gravel shoulder, curbs at street corners, culverts under driveways and street crossings.
- Urban curb/swale system: street slopes to curb; periodic swale inlets drain to vegetated swale/biofilter.
- Where landscaping is proposed in parking areas, incorporate landscape areas into the drainage design.
- Overflow parking (parking stalls provided in excess of the co-permittee's minimum parking requirements) may be constructed with permeable paving.

A variety of design features intended to ensure water quality may be included in the final WQMP adopted for the proposed project. The land uses proposed with the project are conventional urban land uses involving personal and delivery vehicles, homes, landscaping, and a small amount of commercial construction. There is nothing inherent in the land uses that would

suggest increased pollutants or different types of pollutants to those found in existing development in the City of Wildomar. The permitted commercial uses are listed in Chapter 17.80 of the Wildomar Municipal Code and are retail or service commercial in nature. The more intensive commercial uses that might generate additional runoff, including gas stations and automobile repair, are conditional uses and subject to design-specific water quality protection features as part of the conditional use permit process.

The preliminary WQMP notes that the proposed project will construct eight detention basins as shown on **Figure 3.7-3**. The WQMP designates the Basins A, B1, B2, B3, C, D1, D2, and D3. With the exception of Basin B3, all of the detention basins will treat the flows for the required water quality volume, as well as mitigate flows for increased runoff. Basin B3 will only treat for water quality purposes, then discharge into Basin B2 where it will be mitigated for increased runoff. The flows will ultimately discharge back into the natural stream (JLC 2011b, p. A-10). It is the long-term plan that as much stormwater as possible be conveyed downstream into Canyon Lake and Lake Elsinore, consistent with the Drainage Area Management Plan for the Santa Ana Watershed (JLC 2011b, p. A-20).

The proposed project includes the following design features intended to achieve water quality standards:

- Use of County of Riverside guidelines to determine the minimum pavement width for public streets, driveways, and minimum sidewalks, as well as evaluations of low impact development methods such as landscape buffers.

- The proposed project incorporates landscaped areas between the developments and street areas.

- The proposed project uses the natural drainage systems where feasible for the off-site areas. The project uses the minimal amount of subsurface storm drain required for the project site.

- Education materials will be provided to property owners, occupants, operators, and employees at the time of purchase, occupancy, or hire.

- Activity restrictions, including prohibitions on power washing, dumping of oil, discharges of fertilizer, pesticides, or animal wastes, etc., will be enforced.

Additional BMPs will be incorporated within the project where feasible during final engineering. The project would also be required to implement BMPs to increase permeable areas, direct runoff to permeable areas, and maximize stormwater storage for reuse consistent with requirements of the Riverside County Stormwater/Urban Runoff Management and Discharge Controls Ordinance.

Mitigation Measures

MM 3.7.1 Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that

potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device. The project will be responsible for maintenance of the basins.

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

Enforcement/Monitoring: *City of Wildomar Engineering Department*

The project's proposed storm drain system, as well as implementation of the project's WQMP and applicable requirements, including implementation of appropriate BMPs post-construction, would remove sediment and pollutants from site runoff and minimize impacts to downstream surface water and groundwater resources. This impact would therefore be considered **less than significant**.

Interference with Groundwater Recharge Impacts (Standard of Significance 2)

Impact 3.7.2 The proposed project would introduce impervious surfaces in the form of structures and parking lots to a previously undeveloped piece of land. This would result in an incremental reduction in recharge of the local groundwater aquifer. This impact is considered **less than significant**.

The proposed project has large areas of open space and storm drainage basins designed to collect and detain stormwater runoff from the project. As the proposed project is primarily residential in nature the site will not have large areas of continuous impervious surface. The 5.21-acre commercial site represents approximately 3 percent of the total site area, and even if fully covered with impervious surface, would not result in significant coverage of the project area. The open space areas will remain undeveloped, although some small percentage may be covered by trails. Because the coverage will be limited, there is a large amount of open space, the WQMP includes BMPs to minimize the imperious footprint, and the proposed project will be outside of the planning area for the Lake Elsinore Groundwater Management Plan this impact is considered **less than significant.**

Mitigation Measures

None required.

Alter Drainage Patterns/Increase Stormwater Runoff (Standards of Significance 3, 4, and 5)

Impact 3.7.3 Development of the proposed project will alter the existing drainage pattern of the site and may impact stormwater runoff rates and volumes compared to existing conditions. This impact is considered **less than significant**.

As previously explained, stormwater on undeveloped sites generally infiltrates into the soil to be stored either temporarily or permanently on the surface or underground. However, the natural drainage pattern of a site is altered when it is developed. Buildings, roads, and parking lots introduce impervious surfaces, such as asphalt, concrete, and roofing materials, to the landscape, resulting in a reduction in infiltration and an increase in the rate and volume of stormwater runoff. The increased flow rates and volumes of stormwater runoff may result in downstream erosion and/or flooding if not properly mitigated.

New development associated with the proposed project would alter drainage on the site and increase stormwater runoff rates and volumes by introducing 275 residential lots, a 5.21-acre commercial development, three parks, 12 local roadways, and other impervious surfaces and by providing improved storm drainage facilities for stormwater conveyance.

The project proposes to collect all on-site stormwater flows via four major subsurface storm drain systems that will convey the flows to one of eight detention basins (see **Figure 3.7-3**). The basins are intended to protect the project site from flood, treat on-site flows for water quality purposes by removing sediment and debris, and mitigate flows for increased runoff due to development of the project as described above. The proposed project's storm drain system will intercept runoff from an off-site area comprising approximately 578 acres. The accepted runoff flows from off-site will be conveyed via a subsurface storm drain system to the downstream discharge points within the watershed boundaries. As the project's stormwater can only enter the stormwater system after passing through the basins, the off-site flows will remain separate from the on-site flows until the on-site flows have been treated for water quality purposes.

In order to determine the required storm drain placements, alignments, and sizes required to adequately protect the project site from on- and off-site flows, as well as to determine the required storage volume within the extended detention basins to adequately treat the flows for the required water quality and volume and mitigate flows to pre-project levels, a preliminary hydrology and hydraulic study (JLC 2011a) was completed for the project (see **Appendix 3.7-1** and **Appendix 3.7-3**).

The required water quality volume was sized using the *Riverside County Stormwater Quality Best Management Practice Design Handbook* (Riverside County Flood Control and Water Conservation District 2006), Worksheet 1, for volume-based BMPs. In addition, the *Drainage Area Management Plan, Santa Ana Region* (Riverside County 2011) recommends that stormwater volume not be infiltrated and rather allowed to be conveyed downstream to Canyon Lake and Lake Elsinore because those lakes are impacted by insufficient volume. As the proposed project will convey stormwater to underground pipes that are not designed for infiltration, this criterion would be implemented in the proposed project.

According to the preliminary hydrology and hydraulic study (JLC 2011a), the proposed storm drain alignments will provide flood protection to the project site for 100-year storm events, the proposed extended detention basins have been designed to adequately treat the on-site flows for water quality purposes as well as mitigate flows for increased runoff, and the off-site flows will be conveyed through a storm drain in Bundy Canyon Road constructed as part of the proposed project without adversely impacting the project site.

In addition, the supplemental preliminary hydrology and hydraulic study (JLC 2012) (**Appendix 3.7-4**) prepared for the project included a basin routing analysis to demonstrate that after implementation of the proposed project, stormwater flow rates would be less than the pre-project (existing) condition. The difference between the basin-routed flow rates and the pre-project flow rates is shown in **Table 3.7-4**.

TABLE 3.7-4
BASIN ROUTED FLOW RATES VS. PRE-PROJECT FLOW RATES

Area	Pre-Project Flow Rate (ft^3/s)			Basin Routing (ft^3/s) (Post-Project)			Difference		
	2 Yr, 24 Hr	10 Yr, 24 Hr	100 Yr, 24 Hr	2 Yr, 24 Hr	10 Yr, 24 Hr	100 Yr, 24 Hr	2 Yr, 24 Hr	10 Yr, 24 Hr	100 Yr, 24 Hr
A	0.2	1.4	12.2	0.2	1.0	0.2	0.0	-0.4	-12.0
B1	1.1	14.6	104.8	1.0	11.8	32.8	0.1	-2.8	-72.0
B3	1.4	17.9	125.0	1.1	13.0	6.7	0.3	-4.9	-118.3
C	0.5	6.2	43.9	0.4	4.9	1.1	0.1	-1.3	-42.8
D1	0.1	1.2	8.4	0.1	0.1	0.1	0.0	-1.1	-8.3
D2	0.1	0.7	6.0	0.0	0.3	0.4	0.0	-0.4	-5.6
D3	1.2	2.6	17.9	1.0	1.8	16.4	0.2	0.8	-1.4

Basin B2 is implemented for water quality purposes, during peak rainfall events flow will be directed to Basin B3.
Source: JLC 2012

Moreover, comparison analyses were performed at three locations where the existing culverts identified by **Figure 3.7-3** cross Bundy Canyon Road and at a point where on-site stormwater flows leave the project site boundary (Nodes 225, 304, and 408). The City Engineer selected these areas in order to address and compare the pre-project and post-project stormwater volumes, duration, and flow rates leaving the project site. As stated above, the project does not have to address volume, as Lake Elsinore has a waiver for mitigating volume because the lake is impaired for runoff volume. However, velocity was evaluated in order to demonstrate that the project would not adversely impact downstream watercourses. The results of the analyses are shown in **Tables 3.7-5** through **3.7-7**.

TABLE 3.7-5
DRAINAGE AREA B AT NODE 225
100-YEAR CONDITION FOR OFF-SITE PEAK FLOWS & ON-SITE ROUTED PEAK FLOW RATE
(UNIT OF FLOW RATE IS FT^3/S)

Area	100 Year, 1 Hour
Total Pre-Project Area B Flow Rate	**667.26**
Post-Project Basin B1 Routed Flow	32.8
Post-Project Basins B2 & B3 Routed Flow	6.7
Post-Project Area B Off-site Flow	494.4
Total Post-Project Area B Flow Rate	**533.9**

Source: JLC 2012

TABLE 3.7-6
DRAINAGE AREA C AT NODE 304
100-YEAR CONDITION FOR OFF-SITE PEAK FLOWS & ON-SITE ROUTED PEAK FLOW RATE
(UNIT OF FLOW RATE IS FT^3/S)

Area	100 Year, 1 Hour
Total Pre-Project Area C Flow Rate	**71.27**
Post-Project Basin C Routed Flow	1.1
Post-Project Area C Off-site Flow	32.7
Total Post-Project Area C Flow Rate	**33.8**

Source: JLC 2012

TABLE 3.7-7
DRAINAGE AREA D AT NODE 408
100-YEAR CONDITION FOR OFF-SITE PEAK FLOWS & ON-SITE ROUTED PEAK FLOW RATE
(UNIT OF FLOW RATE IS FT^3/S)

Area	100 Year, 1 Hour
Total Pre-Project Area D Flow Rate	**973.1**
Post-Project Basin D1 Routed Flow	0.1
Post-Project Basin D2 Routed Flow	0.4
Post-Project Basin D3 Routed Flow	8.2
Post-Project Area D Off-site Flow	964.4
Total Post-Project Area D Flow Rate	**973.1**

Source: JLC 2012

In addition, the total flow rates for the on-site area leaving the project site during the 10-year and 2-year 24-hour storm events were computed for the pre-project and post-project conditions. These results are included in **Table 3.7-8**.

TABLE 3.7-8
DRAINAGE AREA B, NODE 225
10-YEAR & 2-YEAR, 24-HOUR CONDITION ON-SITE PEAK FLOW RATE & ON-SITE ROUTED PEAK FLOW RATE
(UNIT OF FLOW RATE IS FT^3/S)

Area	Pre-Project		Post Project	
	10 Year, 24 Hour	2 Year, 24 Hour	10 Year, 24 Hour	2 Year, 24 Hour
Basin B1	14.6	1.1	11.8	1
Basin B2	17.9	1.4	13.1	1.1
Total Basin B	**32.5**	**2.5**	**24.9**	**2.1**
Total Basin C	**6.2**	**0.5**	**4.9**	**0.4**
Basin D1	1.2	0.1	0.1	0.1
Basin D2	0.7	0.1	0.3	0
Basin D3	2.6	1.2	1.7	1

Area	Pre-Project		Post Project	
	10 Year, 24 Hour	2 Year, 24 Hour	10 Year, 24 Hour	2 Year, 24 Hour
Total Basin D	4.5	1.4	2.1	1.1

Source: JLC 2012

The results of the basin routing indicate that the project does not increase the flow rate for the post-project conditions and in fact reduces it in most cases.

As demonstrated by both the preliminary and supplemental hydrology studies completed for the project, the proposed storm drain system would mitigate flows for increased runoff and the off-site flows will be conveyed through the subsurface storm drain without adversely impacting the project site. Therefore, the project would not result in downstream erosion and/or flooding impacts as a result of increased flow rates and volumes leading to Lake Elsinore will not be reduced. This impact is considered to be **less than significant**.

Mitigation Measures

None required.

Flooding Hazards (Standards of Significance 7 and 8)

Impact 3.7.4 The project site is not within the 100-year floodplain or in an area designated by FEMA as a special flood hazard area. In addition, the project includes a storm drain system that will provide flood protection to the project site. This impact would therefore be **less than significant.**

As described in the Existing Setting subsection above, the project site is designated by FEMA as Zone X, indicating that the project site is in an area of minimal flood hazard. Furthermore, as described under Impact 3.7.3, the proposed project includes a storm drain system that will provide flood protection to the project site for 100-year storm events. Therefore, the project would not place development within the 100-year floodplain and would not expose people or structures to significant risk of flooding. Therefore, the proposed project would have a **less than significant** impact.

Mitigation Measures

None required.

3.7.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for hydrology and water quality includes the Santa Margarita and Santa Ana watersheds as described in detail in the Existing Setting subsection above.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Hydrology and Water Quality

Impact 3.7.5 The proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita and Santa Ana

watersheds, could alter drainage conditions, rates, volumes, and water quality, which could result in potential erosion, flooding, and water quality impacts within the overall watersheds. This is considered a **less than cumulatively considerable** impact.

The proposed project, when considered in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita and Santa Ana watersheds, would alter cumulative drainage conditions, rates, volumes, and water quality, which could result in potential flooding and stormwater quality impacts within the overall watersheds. However, as discussed in Impacts 3.7.1 through 3.7.4, the proposed project's storm drain system and implementation of a Water Quality Management Plan would reduce the project's contributions to cumulative runoff, water quality, and flooding impacts. As demonstrated by the preliminary and supplemental hydrology studies completed for the project, the proposed project does not increase the flow rate for the post-project conditions and in fact reduces it in most cases. As such, the project is rendered non-contributory to cumulative hydrology impacts. The proposed project includes a series of drainage basins that both reduce the velocity of runoff and serve to remove debris and contaminants from the stormwater runoff. Stormwater can only enter the storm drainage lines after passing through these basins. In many cases, the stormwater also travels along vegetated aboveground pathways leading to the basin and/or drop inlets. The vegetated paths help remove contaminants and debris from the stormwater before it enters the basins and ultimately the storm drain system. The proposed project's contribution to cumulative water quality, runoff, and flooding impacts is considered to be **less than cumulatively considerable.**

Mitigation Measures

None required.

REFERENCES

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3.8 Biological and Natural Resources

This section describes the biological natural resources present within and immediately surrounding the project site and includes a discussion of the special-status species and sensitive habitats potentially occurring in the area. This section analyzes impacts that could occur to biological resources due to project implementation and provides appropriate mitigation measures to reduce or avoid these impacts. The analysis of biological resources presented in this section is based on a review of the current project description, previous biological investigations, and reports prepared for the project site, as well as maps and available literature from federal, state, and local agencies. These materials are available in **Appendix 3.8-1**. Related discussions are found in Section 3.7, Hydrology and Water Quality, and Section 3.1, Land Use.

3.8.1 EXISTING SETTING

Information in this subsection is based on the report prepared by Principe and Associates (2010a) titled *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis, Previous Tract 28416*.

TOPOGRAPHY, HYDROGRAPHY, AND SOILS

Topography of the site is varied, ranging from relatively flat-lying areas with gentle slopes to moderately sloping foothills to steep sloping hillsides with stream-cut valleys. The relatively flat areas located on the south side of Bundy Canyon Road are the result of seasonal plowing and disking. The elevation through the majority of the central portion of the site is between the 1,720- and 1,740-foot contours. Elevations along the base of the foothills range between 1,740 and 1,760 feet and are also the result of past agricultural land uses. The highest elevation is present in the rugged northwest corner of the site at 1,940 feet. There is a 190-foot change in elevation along the west property line (1,940 to 1,750). The southern portion of the site slopes downward to the north and includes three areas with elevations above 1,800 feet.

Review of the Soil Survey of Western Riverside Area, California, revealed that the surficial soils at the site are included in the Cajalco-Temescal-Las Posas Association (Soils Map) (see **Appendix 3.8-1**). Within this association, 12 soil types have been mapped on the site:

- AyF – Auld cobbly clay, 8 to 50 percent slopes
- CaD2 – Cajalco fine sandy loam, 8 to 15 percent slopes, eroded
- CbF2 – Cajalco rocky fine sandy loam, 15 to 50 percent slopes, eroded
- LaC – Las Posas loam, 2 to 8 percent slopes
- LaC2 – Las Posas loam, 5 to 8 percent slopes, eroded
- LaD2 – Las Posas loam, 8 to 15 percent slopes, eroded
- LaE3 – Las Posas loam, 8 to 25 percent slopes, severely eroded
- PoC – Poterville clay, 0 to 8 percent slopes
- TeG – Terrace escarpments
- WyC2 – Wyman loam, 2 to 8 percent slopes, eroded
- YbC – Yokohl loam, 2 to 8 percent slopes
- YbE3 – Yokohl loam, 8 to 25 percent slopes, severely eroded

VEGETATION ASSOCIATIONS

Based on the Habitat Accounts in Volume 2 of the *Western Riverside County Multiple Species Habitat Conservation Plan* (MSHCP; Riverside County 2003b), the vegetation associations present on the project site consist of chaparral (87.15 acres), grasslands (71.55 acres), and riparian forest/woodland/scrub (4.55 acres). The area of each vegetation association and the percentage of the project site they occupy are shown in **Table 3.8-1** below. In addition, **Figure 3.8-1** depicts the extent of each association within the project area.

TABLE 3.8-1
VEGETATION ASSOCIATIONS IDENTIFIED ON THE PROJECT SITE

Vegetation Associations	Area (Acres)	Percentage of Project Site
Chaparral	87.15	53.4%
Grasslands	71.55	43.8%
Riparian Forest/Woodland/Scrub	4.55	2.8%
Total	**163.25**	**100%**

The following discussion describes the vegetative associations listed in **Table 3.8-1**. Included in the discussion is a description of the species composition, community structure, and coverage of each association identified on site.

Chaparral

Chaparral vegetation is the most abundant and widespread vegetation type in western Riverside County, covering approximately 35 percent (435,000 acres) of the MSHCP Plan Area (Plan Area). Large contiguous stands of chaparral occur along the Santa Ana Mountains in the western portion of the Plan Area and along the San Bernardino, San Jacinto, and Agua Tibia mountains in the eastern and southern portions.

Four types of chaparral have been mapped for the Plan Area based on variation in species composition: chamise chaparral, red shank chaparral, semi-desert chaparral, and chaparral (undifferentiated). Most of the chaparral vegetation in the Plan Area is mapped as undifferentiated chaparral. This vegetation covers approximately 363,000 acres and encompasses 29 percent of the Plan Area.

Chaparral (Undifferentiated)

Chaparral (undifferentiated) is the mapped sub-association present on the project site. It is dominated by a more diverse mixture of species rather than being dominated solely by chamise (*Adenostoma fasciculatum* var. *fasciculatum*). It was previously divided into large and small patches by agricultural land uses. In the more undisturbed mesic areas, there are still typical large dense stands of 3- to 4-meter-high evergreen, sclerophyllous chaparral species. However, many of the smaller patches have been reduced to remnants. Where separated and isolated by agricultural land uses, the dominant chaparral species are stressed and dying (Principe and Associates 2010a). The growth form is open, and the understory comprises a high percentage of non-native grasses and weeds that have succeeded from the surrounding grasslands.

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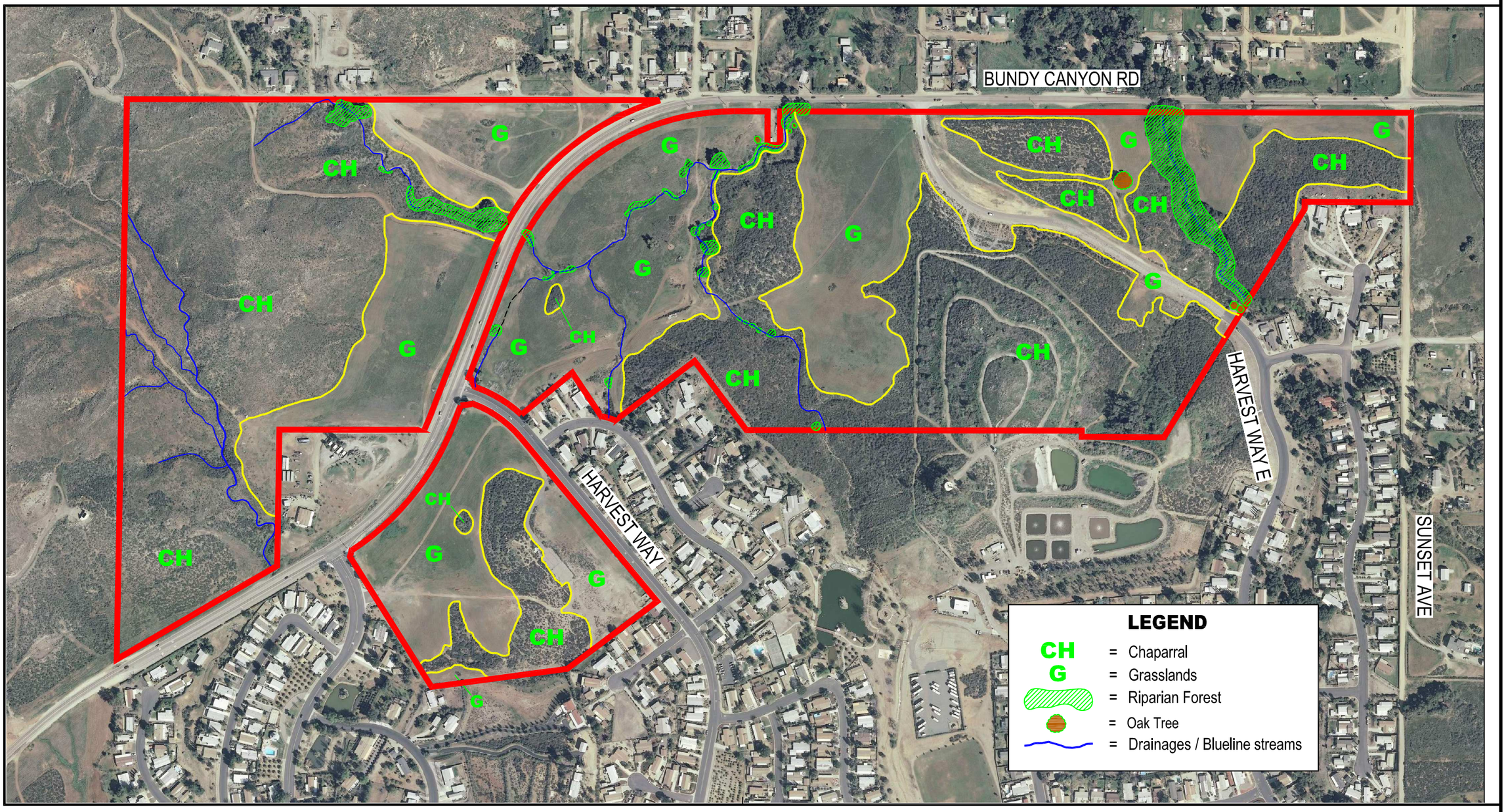

Source: Principe and Associates, 2010

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Figure 3.8-1
Biological Resources Map

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The mixture of chaparral species growing on the site includes coastal sagebrush (*Artemisia californica*), thick-leaved lilac (*Ceanothus crassifolius* var. *crassifolius*), hairy lilac (*Ceanothus oliganthus* var. *oliganthus*), sand pygmy-stonecrop (*Crassula connata*), valley cholla (*Cylindropuntia californica*), California witch's hair (*Cuscuta californica* var. *californica*), interior California buckwheat (*Eriogonum fasciculatum* subsp. *foliolosum*), yellow bush-penstemon (*Keckiella antirrhinoides* subsp. *antirrhinoides*), tree tobacco (*Nicotiana glauca*), prickly pear (*Opuntia xvaseyi*), spiny redberry (*Rhamnus crocea*), black sage (*Salvia mellifera*), Mexican elderberry (*Sambucus mexicana*), purple needlegrass (*Stipa pulchra*), and chaparral yucca (*Yucca whipplei*).

Understory species include cultivated oats, shortpod mustard, brome grasses, tocalote, bull thistle (*Cirsium vulgare*), jimsonweed (*Datura wrightii*), fascicled tarplant, long-stemmed golden yarrow (*Eriophyllum confertiflorum* var. *confertiflorum*), California everlasting (*Gnaphalium californicum*), California matchweed (*Gutierrezia californica*), slender sunflower (*Helianthus gracilentus*), weedy cudweed, Coastal deerweed *(Lotus scoparius* subsp. *scoparius),* caterpillar phacelia *(Phacelia cicutaria),* and granny's hairnet (*Pterostegia drymarioides*).

Grasslands

Grasslands occur throughout most of western Riverside County and cover approximately 11.8 percent (154,421 acres) of the Plan Area. The grassland vegetation sub-association growing on the project site is non-native grassland. Non-native grassland occurs throughout the majority of the Plan Area (11.6 percent), usually in close proximity to urbanized or agricultural land uses.

Non-native grasslands primarily are composed of annual grass species introduced from the Mediterranean basin and other Mediterranean climate regions, with variable presence of non-native and native herbaceous species. Species composition of non-native grasslands may vary over time and place based on grazing or fire regimes, soil disturbance, and annual precipitation patterns. Non-native grasslands typically produce deep layers of organic matter, which is inversely related to the abundance of non-native and native forbs. Non-native grasslands also typically support an array of annual forbs from the Mediterranean climate regions. Low abundances of native species are sometimes present within non-native grasslands. These species usually include disturbance specialists with several different growth forms (i.e., subshrubs, succulents, and herbaceous annuals).

Non-native grassland is now present in seven separate patches scattered throughout the project site. Native chaparral, coastal sage scrub, and valley and foothill grassland were likely cleared in the past for agricultural land uses. It appears that dry crops were grown at the site (oat hay). In recent years, agricultural production has ceased. Because agricultural areas are quickly succeeded by non-native grasses and weeds, they are mowed or disked periodically for fire prevention purposes. Areas located adjacent to Bundy Canyon Road and the existing homes are cleared more often and are basically maintained as bare ground. Less critical areas are left fallow and now support a mixture of cultivated oats *(Avena sativa)* and non-native grasses and weeds.

Species include cultivated oats, shortpod mustard (*Brassica geniculata*), brome grasses (*Bromus diandrus and B. madritensis* subsp. *rubens*), tocalote (*Centaurea melitensis*), common horseweed (*Conyza canadensis*), dove weed (*Croton setigerus*), fascicled tarplant (*Deinandra fasciculata*), grassland goldenbush (*Ericameria palmeri*), leafy daisy (*Erigeron foliosus* var. *foliosus*), eucalyptus (*Eucalyptus* sp.), weedy cudweed (*Gnaphalium luteo-album*), alkali heliotrope (*Heliotropium curassavicum* subsp. *oculatum*), telegraph weed (*Heterotheca grandiflora*), California juniper (*Juniperus californica*), prickly lettuce (*Lactuca serriola*), common

horehound (*Marrubium vulgare*), oleander (*Nerium oleander*), Russian thistle (*Salsola tragus*), Peruvian pepper tree (*Schinus molle*), Mediterranean schismus (*Schismus barbatus*), common groundsel (*Senecio vulgaris*), virgate wreathplant (*Stephanomeria virgata* subsp. *virgata*), vinegar weed (*Trichostema lanceolatum*), and rattail fescue (*Vulpia myuros* var. *myuros*).

Riparian Forest/Woodland/Scrub

Riparian forest/woodland/scrub subtypes are spatially distributed in drainages throughout much of western Riverside County and cover approximately 1.1 percent (14,545 acres) of the MSHCP Plan Area. Southern cottonwood/willow riparian forest makes up the largest proportion of the riparian vegetation in the Plan Area, comprising nearly one-half of the acreage (6,610 acres). Large complexes containing several of the riparian forest, woodland, and scrub types are located in several portions in the Plan Area. The stream channels within the San Mateo Canyon watershed and the Cleveland National Forest generally support riparian forest, southern sycamore/alder riparian woodland, and riparian scrub in connected stands. The Temecula area supports a diversity of riparian vegetation types among urban and agricultural land uses along Temecula Creek, Sandia Canyon, and portions of Wolf Valley.

Based on species composition, the mapped sub-association occurring on the project site is the riparian forest. Riparian forest can include any combination of riparian tree and shrub species along perennial stream channel banks, including alder, willows, cottonwood, sycamore, oaks, bay laurel, and black walnut. Where the stream channel receives perennial flows in some years but intermittent flows in others, white alder drops out of the vegetation. Where the stream channel receives only intermittent flow, willow species and western cottonwood become less common and western sycamore, coast live oak, and California bay laurel tend to move down into the channel. Along ephemeral stream channels, coast live oak and Southern California black walnut can grow within the channel as a continuum or ecotone from uplands on north-facing slopes.

On the project site, coast live oak trees (*Quercus agrifolia* var. *agrifolia*) dominate the riparian forest vegetation. Other associated riparian species include Western ragweed (*Ambrosia psilostachya* var. *californica*), mule fat (*Baccharis salicifolia*), giant wildrye (*Elymus condensatus*), California flowering ash (*Fraxinus dipetala*), western sunflower (*Helianthus annuus*), toyon (*Heteromeles arbutifolia*), sourclover (*Melilotus indicus*), tree tobacco, western cottonwood (*Populus fremontii* subsp. *fremontii),* California scrub oak (*Quercus berberidifolia*), narrow-leaved willow (*Salix exigua*), red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis* var. *lasiolepis*), Mexican elderberry (*Sambucus mexicana*), Mediterranean tamarisk (*Tamarix ramosissima*), poison oak (*Toxicodendron diversilobum*), hoary nettle (*Urtica dioica* subsp. *holosericea*), and cocklebur (*Xanthium strumarium* var. *canadense)*.

JURISDICTIONAL FEATURES

Information in this subsection is based on the report prepared by Principe and Associates (2010b) titled *Jurisdictional Delineation of Waters and Wetlands, Previous Tract 28416.*

Three reaches of intermittent blueline streams designated on the United States Geological Survey (USGS) Romoland Quadrangle are present on the site. These streams are ephemeral in nature. Two of them originate in the relatively undeveloped Sedco Hills located west and northwest of the site. The other, Cottonwood Canyon Creek, originates in the Menifee Hills located south of the site and passes through a small portion of The Farm. Water was flowing in an approximately 240-foot-long reach of the creek during surveys conducted by Principe and Associates in November 2010, with urban runoff as its source. Eight more ephemeral

watercourses are present on the site. Five originate in the Sedco Hills and have confluences with the two blueline streams. Two originate in the Menifee Hills and have confluences with one of the blueline streams. The upstream reaches of these watercourses have been significantly altered by existing development at The Farm. The last one appears to have developed from stormwater runoff along Bundy Canyon Road. The channel is not incised through the middle reach of this watercourse, but it does have a confluence with one of the blueline streams.

Wetlands were not delineated on the site. Two of the three blueline streams and the eight watercourses showed no evidences of hydrophytic vegetation, typical hydric soils, and wetland hydrology. The presence of flowing water at the soil surface in an approximately 240-foot-long reach of Cottonwood Canyon Creek is an indication of wetland hydrology, but there was an absence of more than 50 percent hydrophytic vegetation and typical hydric soils.

US Army Corps of Engineer (USACE) jurisdiction within the site totals 0.719 acres of waters of the United States. California Department of Fish and Game (CDFG) jurisdiction totals 3.831 acres of waters of the State and associated riparian habitat located contiguous to the watercourses. A summary of the jurisdictional waters occurring within the project site is included in **Table 3.8-2**, and the location of those same jurisdictional waters is shown on **Figure 3.8-2.**

TABLE 3.8-2
SUMMARY OF POTENTIAL JURISDICTIONAL WATERS

Drainage	Length (ft)	Average USACE Width (ft)	Average CDFG Width (ft)	USACE Acreage	CDFG Acreage
Blueline Stream 1	900	9.9	97.7	0.205	2.019
Blueline Stream 2a	1,026	2.7	36.1	0.040	0.850
Blueline Stream 2b	1,601	2.2	11.7	0.082	0.430
Blueline Stream 3	1,825	4.0	4.0	0.167	0.167
Watercourse A	1,431	3.0	6.4	0.097	0.211
Watercourse B	731	2.0	1.2	0.033	0.020
Watercourse C	623	1.2	3.5	0.011	0.050
Watercourse D	436	2.0	2.0	0.020	0.020
Watercourse E	304	1.5	1.5	0.010	0.010
Watercourse F	689	1.7	1.7	0.027	0.027
Watercourse G	211	1.5	1.5	0.007	0.007
Watercourse H	582	1.5	1.5	0.020	0.020
TOTALS	**10,359**			**0.719**	**3.831**

SENSITIVE HABITATS

Sensitive habitats include areas of special concern to resource agencies, areas protected under the California Environmental Quality Act (CEQA), areas designated as sensitive natural communities by the CDFG, areas outlined in Section 1600 of the California Fish and Game Code, areas regulated under Section 404 of the Clean Water Act (CWA), areas protected under Section 401 of the CWA, and areas protected under local regulations and policies.

The US Fish and Wildlife Service (USFWS) defines critical habitat as a specific area that is essential for the conservation of a federally listed species and which may require special management considerations or protection. There are no designated critical habitat areas within or immediately adjacent to the project site (see **Appendix 3.8-1**).

While the site does not support any specific sensitive habitat types, it is within the local management and fee areas of a small number of species and concerns.

- The site is located within the Stephens' Kangaroo Rat Mitigation Fee Area (Riverside County Ordinance 663).
- The site provides suitable foraging and nesting habitat for various bird species afforded protection under the Migratory Bird Treaty Act of 1918 (MBTA).
- The site is located within the MSHCP Mitigation Fee Area (Riverside County Ordinance 810.2).
- The site is located within the Burrowing Owl Survey Area (Figure 6-4 of the MSHCP). A nesting season survey following the Burrowing Owl Survey Instructions for Western Riverside Multiple Species Habitat Conservation Plan Area was prepared by Principe and Associates and is available in **Appendix 3.8-3**.
- A total of 0.26 acres of the 163.25-acre site is located within Cell #5046 of Cell Group J of the Sedco Hills Subunit (SU4) of the Elsinore Area Plan.

WILDLIFE CORRIDORS

Wildlife corridors are established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Corridors are present in a variety of habitats and link otherwise fragmented acres of undisturbed area. Maintaining the continuity of established wildlife corridors is important to sustain species with specific foraging requirements, preserve a species' distribution potential, and retain diversity among many wildlife populations. Therefore, resource agencies consider wildlife corridors to be a sensitive resource. Irrigation channels and agricultural land may provide enough cover to function as a migratory corridor for some species. The riparian corridors along the waterways within the project site serve as an aquatic and terrestrial wildlife migration corridor for areas within and surrounding the project site. Within the project site, Cottonwood Canyon Creek provides a wildlife movement corridor for migrations, foraging, and finding a mate between the Menifee Hills and Sedco Hills.

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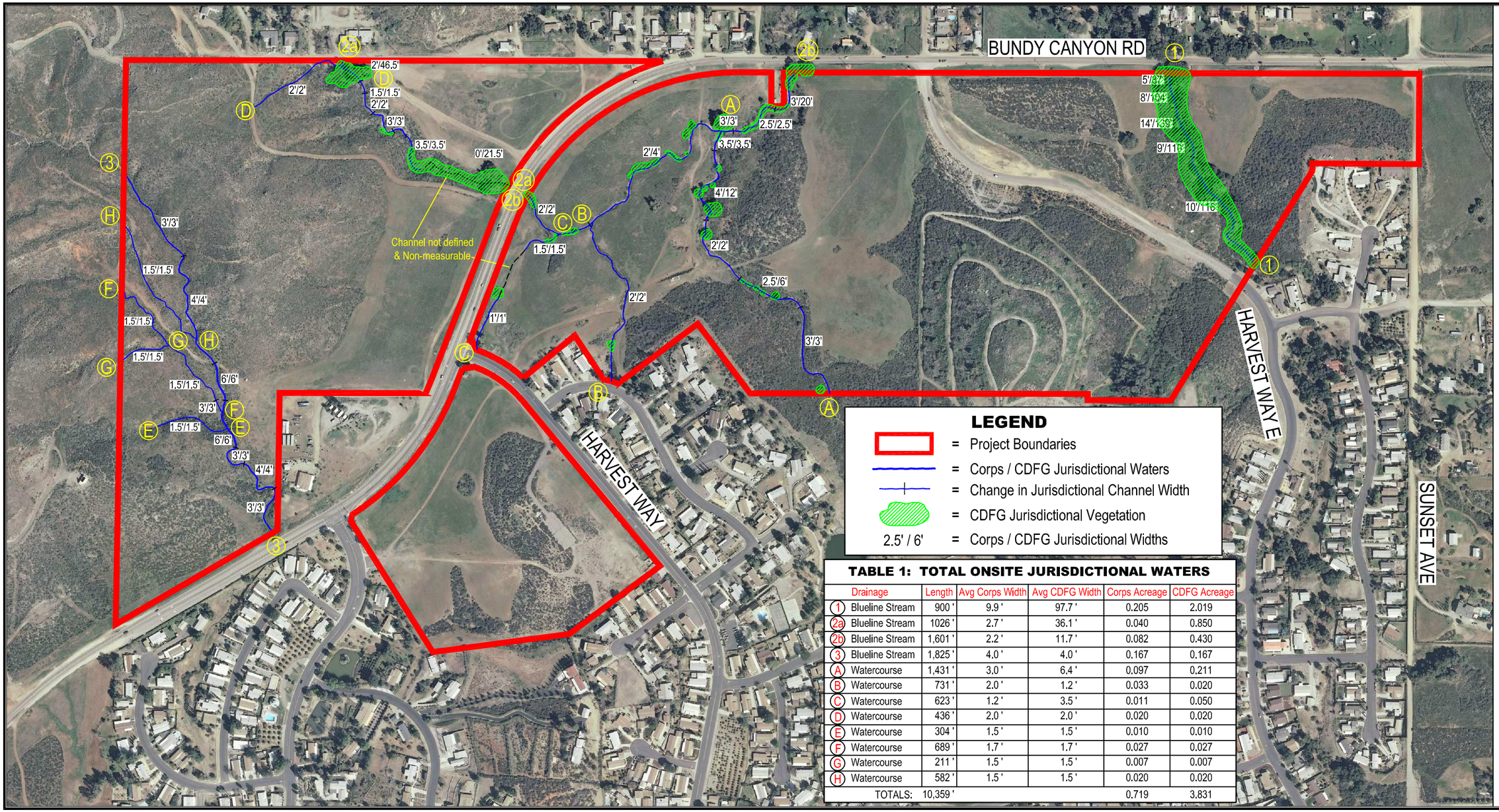

LEGEND

	=	Project Boundaries
	=	Corps / CDFG Jurisdictional Waters
	=	Change in Jurisdictional Channel Width
	=	CDFG Jurisdictional Vegetation
2.5' / 6'	=	Corps / CDFG Jurisdictional Widths

TABLE 1: TOTAL ONSITE JURISDICTIONAL WATERS

Drainage	Length	Avg Corps Width	Avg CDFG Width	Corps Acreage	CDFG Acreage
(1) Blueline Stream	900 '	9.9 '	97.7 '	0.205	2.019
(2a) Blueline Stream	1026 '	2.7 '	36.1 '	0.040	0.850
(2b) Blueline Stream	1,601 '	2.2 '	11.7 '	0.082	0.430
(3) Blueline Stream	1,825 '	4.0 '	4.0 '	0.167	0.167
(A) Watercourse	1,431 '	3.0 '	6.4 '	0.097	0.211
(B) Watercourse	731 '	2.0 '	1.2 '	0.033	0.020
(C) Watercourse	623 '	1.2 '	3.5 '	0.011	0.050
(D) Watercourse	436 '	2.0 '	2.0 '	0.020	0.020
(E) Watercourse	304 '	1.5 '	1.5 '	0.010	0.010
(F) Watercourse	689 '	1.7 '	1.7 '	0.027	0.027
(G) Watercourse	211 '	1.5 '	1.5 '	0.007	0.007
(H) Watercourse	582 '	1.5 '	1.5 '	0.020	0.020
TOTALS:	10,359 '			0.719	3.831

Source: Principe and Associates, 2010

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Figure 3.8-2
Jurisdictional Assessment

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LISTED AND SPECIAL-STATUS PLANT AND ANIMAL SPECIES

Special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area or across their native habitat (locally, regionally, or nationally) and are identified by a state and/or federal resource agency as such. These agencies include governmental agencies such as the California Department of Fish and Game (CDFG) and US Fish and Wildlife Service (USFWS) or private organizations such as the California Native Plant Society (CNPS). The degree to which a species is at risk of extinction is the limiting factor on a species' status designation. Risk factors to a species' persistence or population's persistence include habitat loss, increased mortality factors (take, electrocution, etc.), invasive species, and environmental toxins. In context of environmental review, special-status species are defined by the following codes:

- Species that are listed, proposed, or candidates for listing under the federal Endangered Species Act (ESA) (50 CFR 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996 candidates);
- Species that are listed or proposed for listing under the California Endangered Species Act (CESA) (Fish and Game Code [FGC] 1992 Section 2050 et seq.; 14 California Code of Regulations [CCR] Section 670.1 et seq.);
- Species that are designated as Species of Special Concern by the CDFG;
- Species that are designated as Fully Protected by the CDFG (FGC Sections 3511, 4700, 5050, 5515);
- Species that meet the definition of rare or endangered under the California Environmental Quality Act (14 CCR Section 15380); and
- Protected under other regulations (e.g., local policies); or
- Otherwise receive consideration during environmental review.

A review of the Riverside County Integrated Project (RCIP) Conservation Summary Report Generator; California Natural Diversity Database; USFWS Information, Planning, and Conservation System; and CNPS Inventory of Rare and Endangered Plants databases was completed to identify special-status species with the potential to occur in the project vicinity. The potential for each species to occur within the project area was evaluated based on known occurrences within a 1-mile and 5-mile radius. **Figure 3.8-3** shows the previously recorded occurrences of special-status species within 1 mile of the project, and **Table 3.8-3** provides a summary of all special-status species identified within 5 miles of the project.

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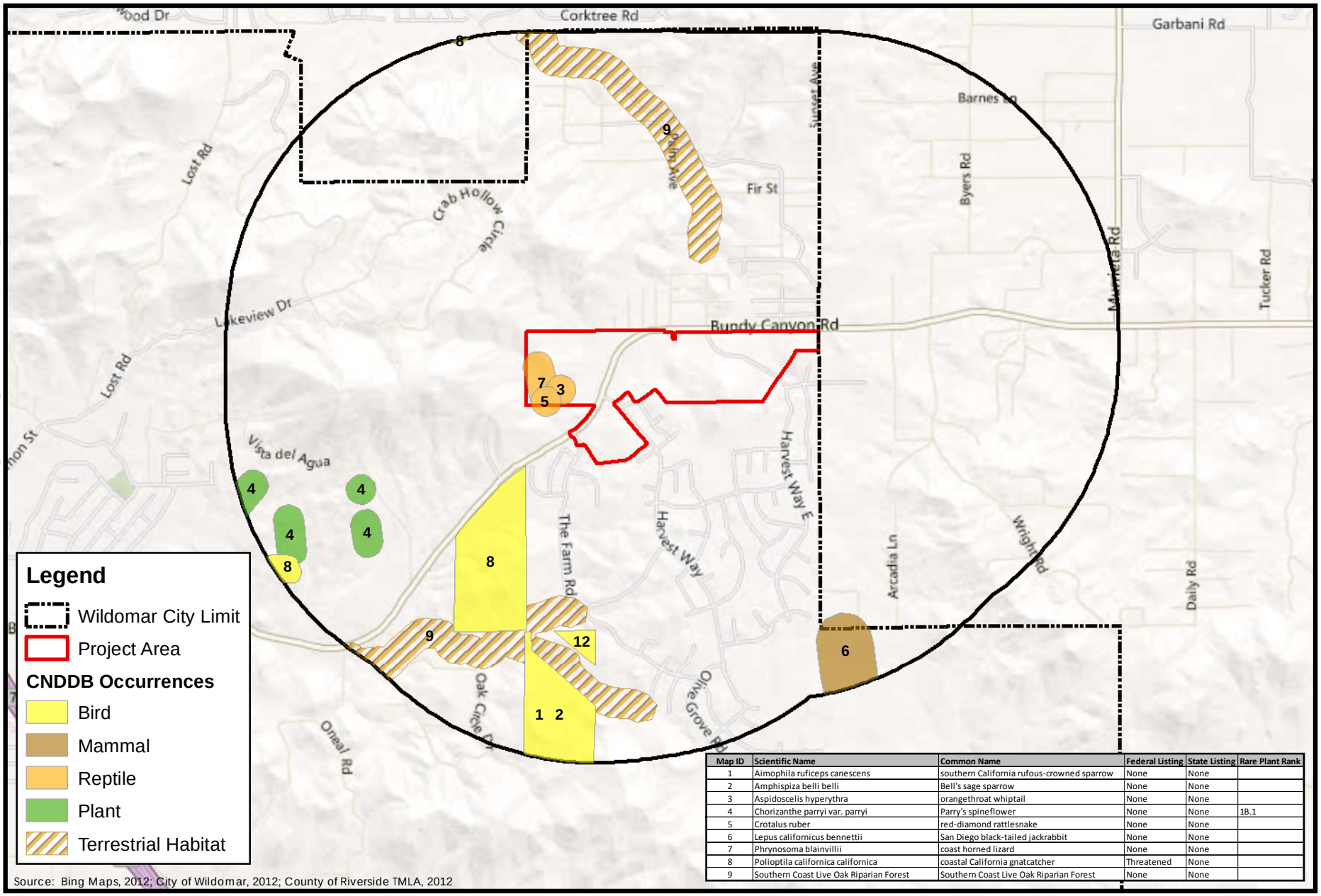

Map ID	Scientific Name	Common Name	Federal Listing	State Listing	Rare Plant Rank
1	Aimophila ruficeps canescens	southern California rufous-crowned sparrow	None	None	
2	Amphispiza belli belli	Bell's sage sparrow	None	None	
3	Aspidoscelis hyperythra	orangethroat whiptail	None	None	
4	Chorizanthe parryi var. parryi	Parry's spineflower	None	None	1B.1
5	Crotalus ruber	red-diamond rattlesnake	None	None	
6	Lepus californicus bennettii	San Diego black-tailed jackrabbit	None	None	
7	Phrynosoma blainvillii	coast horned lizard	None	None	
8	Polioptila californica californica	coastal California gnatcatcher	Threatened	None	
9	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	None	None	

Figure 3.8-3

Previously Recorded Occurrences of Special-status Species within One-mile of the Project Area

TABLE 3.8-3
SPECIAL-STATUS SPECIES CONSIDERED IN THE IMPACT ANALYSIS

Scientific Name	Common Name	Federal/State Listing Rare Plant Rank	MSHCP Covered Species Adequately Conserved
Plants			
Allium munzii	Munz's onion	FE/ST/1B.1	Yes
Atriplex coronata var. *notatior*	San Jacinto Valley crownscale	FE/–/1B.1	Yes
Atriplex serenana var. *davidsonii*	Davidson's saltscale	–/–/1B.2	Yes
Brodiaea filifolia	thread-leaved brodiaea	FT/SE/1B.1	Yes
California macrophylla	round-leaved filaree	–/–/1B.1	Yes
Calochortus weedii var. *intermedius*	intermediate mariposa-lily	–/–/1B.2	Yes
Centromadia pungens ssp. *laevis*	smooth tarplant	–/–/1B.1	Yes
Chorizanthe parryi var. *parryi*	Parry's spineflower	–/–/1B.1	Yes
Chorizanthe polygonoides var. *longispina*	long-spined spineflower	–/–/1B.2	Yes
Dodecahema leptoceras	slender-horned spineflower	FE/SE/1B.1	Yes
Harpagonella palmeri	Palmer's grapplinghook	–/–/4.2	Yes
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	–/–/1B.1	Yes
Navarretia fossalis	spreading navarretia	FT/–/1B.1	Yes
Orcuttia californica	California Orcutt grass	FE/SE1.B.1	Yes
Invertebrates			
Branchinecta lynchi	vernal pool fairy shrimp	FT/–	Yes
Euphydryas editha quino	Quino checkerspot butterfly	FE/–	Yes
Streptocephalus woottoni	Riverside fairy shrimp	FE/–	Yes
Amphibians			
Spea hammondii	western spadefoot	–/SSC	Yes
Taricha torosa	Coast Range newt	–/SSC	Yes
Reptiles			
Aspidoscelis hyperythra	orangethroat whiptail	–/SSC	Yes
Crotalus ruber	red-diamond rattlesnake	–/SSC	Yes
Emys marmorata	western pond turtle	–/SSC	Yes
Phrynosoma blainvillii	coast horned lizard	–/SSC	Yes
Birds			
Aimophila ruficeps canescens	southern California rufous-crowned sparrow	–/SSC	Yes
Amphispiza belli belli	Bell's sage sparrow	–/SSC	Yes

Scientific Name	Common Name	Federal/State Listing Rare Plant Rank	MSHCP Covered Species Adequately Conserved
Aquila chrysaetos	golden eagle	–/SSC	Yes
Athene cunicularia	burrowing owl	–/SSC	Yes
Buteo regalis	ferruginous hawk	–/SSC	Yes
Empidonax traillii extimus	southwestern willow flycatcher	FE/SE	Yes
Eremophila alpestris actia	California horned lark	–/SSC	Yes
Lanius ludovicianus	loggerhead shrike	–/SSC	Yes
Polioptila californica californica	coastal California gnatcatcher	FT/SSC	Yes
Vireo belli pusillus	least Bell's vireo	FE/SE	Yes
Mammals			
Chaetodipus fallax fallax	northwestern San Diego pocket mouse	–/SSC	Yes
Dipodomys merriami parvus	San Bernardino Merriam's kangaroo rat	FE/SSC	Yes
Dipodomys stephensi	Stephens' kangaroo rat	FE/ST	Yes
Lepus californicus bennettii	San Diego black-tailed jackrabbit	–/SSC	Yes

Source: USFWS 2011; CDFG 2011a, 2011b; CNPS 2011

Code Designations

Federal	State	CNPS Rank
FT = Federally Threatened **FE** = Federally Endangered	**ST** = State Threatened **SE** = State Endangered **SSC** = Species of Special Concern	**1B** = Plant species that are rare, threatened, or endangered in California and elsewhere **0.1** = Seriously threatened in California (over 80% of occurrences threatened/high degree of immediacy of threat **0.2** = Fairly threatened in California (moderate degree/immediacy of threat)

Special-Status Plant Species

Federal and/or state-listed endangered and threatened plant and animal species known to occur in similar habitats present in the Wildomar area were not identified at the project site. Also, the site is not located within critical habitats for endangered and threatened species as identified by the USFWS. Typical clay and/or saline-alkali soils were not mapped at the site. Therefore, growing habitats for clay and/or saline-alkali endemic plant species are not present.

Federal and/or state-listed endangered, threatened, rare or candidate for federal and/or state-listed endangered, threatened, or rare plant and animal species known to occur in similar habitats present in the Wildomar area were not identified at the site (see **Appendix 3.8-1**).

3.8.2 REGULATORY FRAMEWORK

This section lists specific environmental review and consultation requirements and identifies permits and approvals that must be obtained from local, state, and federal agencies before implementation of the proposed project.

FEDERAL

Endangered Species Act

The federal Endangered Species Act (ESA) protects threatened and endangered plants and animals and their critical habitat. Candidate species are those proposed for listing; these species are usually treated by resource agencies as if they were actually listed during the environmental review process. Procedures for addressing impacts to federally listed species follow two principal pathways, both of which require consultation with the USFWS, which administers the ESA for all terrestrial species. The first pathway, Section 10(a) incidental take permit, applies to situations where a non-federal government entity must resolve potential adverse impacts to species protected under the ESA. The second pathway, Section 7 consultation, applies to projects directly undertaken by a federal agency or private projects requiring a federal permit or approval.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) implements international treaties between the United States and other nations devised to protect migratory birds, their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. The State of California has incorporated the protection of birds of prey in Sections 3800, 3513, and 3503.5 of the Fish and Game Code (FGC).

All raptors and their nests are protected from take or disturbance under the MBTA (16 United States Code [USC], Section 703 et seq.) and California statute (FGC Section 3503.5). The golden eagle and bald eagle are also afforded additional protection under the Eagle Protection Act, amended in 1973 (16 USC, Section 669 et seq.).

Clean Water Act

Section 401 of the federal Clean Water Act (CWA) requires any applicant for a federal license or permit that is conducting any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards. The appropriate Regional Water Quality Control Board (RWQCB) regulates Section 401 requirements.

Section 404 of the CWA prohibits the discharge of dredged or fill material into "waters of the United States" without a permit from the US Army Corps of Engineers (USACE). The USACE and the US Environmental Protection Agency (EPA) administer the Clean Water Act. In addition to streams with a defined bed and bank, the definition of waters of the United States includes wetland areas "that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 Code of Federal Regulations [CFR] 328.3 7b). The lateral extent of non-tidal waters is determined by delineating the ordinary high water mark (OHWM) [33 CFR Section 328.4(c)(1)].

If adjacent wetlands occur, the limits of jurisdiction extend beyond the ordinary high water mark to the outer edge of the wetlands. The presence and extent of wetland areas are normally determined by examination of the vegetation, soils, and hydrology of a site. The majority of jurisdictional wetlands exhibit three wetland criteria, including hydrophytic vegetation, wetland hydrology, and hydric soils.

Substantial impacts to jurisdictional wetlands may require an individual permit. Small-scale projects may require a nationwide permit, which typically has an expedited process compared to the individual permit process. Mitigation of wetland impacts is required as a condition of the 404 permit and may include on-site preservation, restoration, or enhancement and/or off-site restoration or enhancement. The characteristics of the restored or enhanced wetlands must be equal to or better than those of the affected wetlands to achieve no net loss of wetlands.

Executive Order 13112 – Invasive Species

Executive Order 13112 – Invasive Species directs all federal agencies to refrain from authorizing, funding, or carrying out actions or projects that may spread invasive species. The order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species. As part of the proposed action, the USFWS and USACE issue permits and are responsible for ensuring that the proposed action complies with Executive Order 13112 and does not contribute to the spread of invasive species.

STATE

California Endangered Species Act

Under the California Endangered Species Act (CESA), the California Department of Fish and Game has the responsibility for maintaining a list of endangered and threatened species (Fish and Game Code – FGC 2070). Sections 2050 through 2098 of the FGC outline the protection provided to California's rare, endangered, and threatened species. Section 2080 of the FGC prohibits the taking of plants and animals listed under the CESA. Section 2081 established an incidental take permit program for state-listed species. The CDFG maintains a list of "candidate species," which are species that the CDFG formally notices as being under review for addition to the list of endangered or threatened species.

Pursuant to the requirements of CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered or threatened species may be present in the area and determine whether the proposed project will have a potentially significant impact on such species. In addition, the CDFG encourages informal consultation on any proposed project that may impact a candidate species.

Project-related impacts to species on the CESA endangered or threatened list would be considered significant. State-listed species are fully protected under the mandates of the CESA. "Take" of protected species incidental to otherwise lawful management activities may be authorized under FGC Section 206.591. Authorization from the CDFG would be in the form of an Incidental Take Permit.

Native Plant Protection Act

The Native Plant Protection Act of 1977 (FGC Section 1900 et seq.) prohibits the taking, possessing, or sale within the state of any plants with a state designation of rare, threatened, or endangered (as defined by the CDFG). An exception to this prohibition in the act allows landowners, under specified circumstances, to take listed plant species, provided that the owners first notify the CDFG and give that state agency at least 10 days to come and retrieve (and presumably replant) the plants before they are plowed under or otherwise destroyed (FGC Section 1913 exempts from take prohibition "the removal of endangered or rare native plants from a canal, lateral ditch, building site, or road, or other right of way"). Project impacts to these species are not considered significant unless the species are known to have a high potential to occur within the area of disturbance associated with construction of the proposed project.

California Department of Fish and Game

The CDFG also maintains lists of "species of special concern," which serve as species "watch lists." The CDFG has also identified many species of special concern. Species with this status have limited distribution or the extent of their habitats has been reduced substantially, such that their populations may be threatened. Thus, their populations are monitored, and they may receive special attention during environmental review. While they do not have statutory protection, they may be considered rare under CEQA and thereby warrant specific protection measures.

Sensitive species that would qualify for listing but are not currently listed are afforded protection under CEQA. CEQA Guidelines Section 15065 (Mandatory Findings of Significance) requires that a substantial reduction in numbers of a rare or endangered species be considered a significant effect. CEQA Guidelines Section 15380 (Rare or Endangered Species) provides for assessment of unlisted species as rare or endangered under CEQA if the species can be shown to meet the criteria for listing. Unlisted plant species on the California Native Plant Society's (CNPS) Lists 1A, 1B, and 2 would typically be considered under CEQA.

Sections 3500 to 5500 of the FGC outline protection for fully protected species of mammals, birds, reptiles, amphibians, and fish. Species that are fully protected by these sections may not be taken or possessed at any time. The CDFG cannot issue permits or licenses that authorize the take of any fully protected species, except under certain circumstances such as scientific research and live capture and relocation of such species pursuant to a permit for the protection of livestock.

Under Section 3503.5 of the FGC it is unlawful to take, possess, or destroy any birds in the orders of Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

State and local public agencies are subject to Section 1602 of the FGC, which governs construction activities that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the CDFG. Under Section 1602, a discretionary Streambed Alteration Agreement permit from the CDFG must be issued by the CDFG to the project developer prior to the initiation of construction activities within lands under CDFG jurisdiction. As a general rule, this requirement applies to any work undertaken within the 100-year floodplain of a stream or river containing fish or wildlife resources.

LOCAL

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County MSHCP is a comprehensive, multijurisdictional habitat conservation plan (HCP) focusing on conservation of species and their associated habitats in western Riverside County. This plan is one of several large, multijurisdictional habitat-planning efforts in Southern California with the overall goal of maintaining biological and ecological diversity within a rapidly urbanizing region. The MSHCP will allow Riverside County and its cities to better control local land-use decisions and maintain a strong economic climate in the region while addressing the requirements of the state and federal endangered species acts. The MSHCP serves as a habitat conservation plan pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973 (16 USC 1531 et seq.), as well as a natural community conservation plan (NCCP) under the NCCP Act of 2001 (Fish and Game Code, Section 2800 et seq.). The MSHCP allows the participating jurisdictions to authorize "take" of plant and wildlife species identified within the plan area. The USFWS and the CDFG have authority to regulate the take of threatened, endangered, and rare species. Under the MSHCP, the wildlife agencies have granted "take authorization" for otherwise lawful actions, such as public and private development that may incidentally take or harm individual species or their habitat outside of the MSHCP conservation area, in exchange for the assembly and management of a coordinated MSHCP conservation area. The MSHCP is a criteria-based plan and does not rely on a hardline preserve map. Instead, within the MSHCP Plan Area, the MSHCP reserve will be assembled over time from a smaller subset of the Plan Area referred to as the Criteria Area. The Criteria Area consists of Criteria Cells (Cells) or Cell Groupings, and flexible guidelines (criteria) for the assembly of conservation within the Cells or Cell Groupings. Cells and Cell Groupings also may be included within larger units known as Cores, Linkages, or Non-Contiguous Habitat Blocks.

City of Wildomar General Plan

The General Plan includes the following policies to address effects of prospective development on biological resources. The following proposed General Plan policies will directly or indirectly address the direct mortality of individuals of listed, proposed, or candidate species or loss of habitat occupied by such species. The effectiveness of the policies at reducing such impacts is analyzed below and mitigation measures are provided to reduce the effects of future development on biological resources.

Open Space Policy 5.1: Substantially alter floodways or implement other channelization only as a "last resort," and limit the alteration to: (a) that necessary for the protection of public health and safety only after all other options are exhausted; (b) essential public service projects where or other feasible construction method or alternative project location exists; or (c) projects where primary function is improvement of fish and wildlife habitat.

Open Space Policy 5.2: If substantial modification to a floodway is proposed, design it to reduce adverse environmental effects to the maximum extent feasible, considering the following factors: (a) stream scour; (b) erosion protection and sedimentation; (c) wildlife habitat and linkages; (d) groundwater recharge capability; (e) adjacent property; (f) design (a natural effect, examples could include soft riparian bottoms and gentle bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with native plants to the maximum extent possible). A site-specific hydrologic study may be required.

Open Space Policy 5.3: Based upon site-specific study, all development shall be set back from the floodway boundary a distance adequate to address the following issues:

a) Public safety;

b) Erosion;

c) Riparian or wetland buffer;

d) Wildlife movement corridor or linkage; and

e) Slopes.

Open Space Policy 5.5: Development shall preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Incentives shall be utilized to the maximum extent possible.

Open Space Policy 5.6: Identify and, to the maximum extent feasible, conserve remaining upland habitat adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with those wetland and riparian areas.

Open Space Policy 5.7: Where land is prohibited from development due to its retention as natural floodways, floodplains and water courses, incentives should be available to the owner of such the land including density transfer and other mechanisms as may be adopted. These incentives will be provided for the purpose of encouraging the preservation of natural watercourses without creating undue hardship on the owner of properties following these policies.

Open Space Policy 6.1: During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.

Open Space Policy 6.2: Preserve buffer zones around wetlands where feasible and biologically appropriate.

Open Space Policy 8.1: Cooperate with Federal and State agencies to achieve the sustainable conservation of forest land as a means of providing open space and protecting natural resources and habitat lands included in the MSHCPs.

Open Space Policy 9.3: Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.

Open Space Policy 17.1: Enforce the provisions of applicable MSHCPs, if adopted, when conducting review of development applications.

Open Space Policy 17.2: Enforce the provisions of applicable MSHCPs, if adopted, when developing transportation or infrastructure projects that have been designated as covered activities in the applicable MSHCPs.

Open Space Policy 17.3: Enforce the provisions of applicable MSHCPs, if adopted, when conducting review of possible general plan amendments and/or zoning changes.

Open Space Policy 18.1: Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCPs, if adopted.

Open Space Policy 18.2: Provide incentives to landowners that will encourage the protection of significant resources in the County beyond the preservation and/or conservation required to mitigate project impacts.

Ordinance No. 559 Regulating the Removal of Trees

No person shall remove any living native tree on any parcel or property greater than one-half acre in size, located in an area above 5,000 feet in elevation and within the unincorporated area of the County of Riverside, without first obtaining a permit to do so. The elevation of the proposed project site ranges between 1,700 and 1,940 feet above sea level.

3.8.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The CEQA mandatory finding of significance applies if the project has the potential to:

- Substantially reduce the habitat of a fish or wildlife species;
- Cause a fish or wildlife population to drop below self-sustaining levels;
- Threaten to eliminate a plant or animal community; and/or
- Substantially reduce the number or restrict the range of an endangered species.

Effects that would be inconsistent with the terms and conditions of the MSHCP or Stephen's Kangaroo Rate Habitat Conservation Plan (SKR HCP) also are considered potentially significant because such effects would interfere with or preclude the implementation of the conservation plans that cover potentially affected habitats and species in the project area. Implementation of the MSHCP and SKR HCP is the primary means for avoiding, reducing, and mitigating potentially significant effects of the proposed project on biological resources because the MSHCP and SKR HCP are approved conservation plans anticipated in the revised language of Section 15065 of State CEQA Guidelines; that is, the plans:

- Are being implemented by the City and other agencies in the project area;
- Have been approved by the USFWS and the CDFG;
- Have been analyzed in environmental impact reports; and
- Preserve, restore, or enhance sufficient habitat to mitigate a reduction in habitat and number of the affected species to below a level of significance.

The MSHCP and SKR HCP have been analyzed under CEQA. Project compliance with these plans fully mitigates for impacts on covered species. For purposes of this DEIR, the above considerations are combined into the following significance criteria.

The impact is potentially significant if the project would:

1) Have a substantial adverse effect on a listed species, a candidate for state listing, or a federal or state fully protected species.

   a. If the project is consistent with the MSHCP (see 4 below), and sensitive species impacts associated with the project are covered species of the MSHCP or SKR HCP, then these impacts are less than significant. Non-covered species will be evaluated under this significance criterion.

2) Have a substantial adverse effect on a riparian, wetland, other special-status community, or proposed or designated critical habitat for a listed species.

3) Interfere substantially with the movement of any native resident or migratory introduce a land use that would result in substantial adverse modification or degradation of an existing conservation area, substantial edge effects on an existing conservation area, or would preclude the assembly of a proposed conservation area.

4) Conflict with the provisions of the MSHCP, SKR HCP, or other approved conservation plan.

5) Conflict with any local policies or ordinances protecting biological resources.

METHODOLOGY

Habitat Assessment

For areas within the project site, map layers depicting biological resources and soils were created using the GIS Arc mapping program based on aerial photograph interpretation and knowledge from reconnaissance-level surveys by Principe and Associates biologists. **Appendix 3.8-1** contains the full biological assessment.

Wetland Delineation

Prior to conducting delineation fieldwork, all available relevant literature and materials were reviewed by Principe and Associates, including 2010 Eagle Aerial Photographs, 2006 Rancho California Water District 2-foot interval topographic maps, the USGS Romoland Quadrangle, and the Soil Survey of Western Riverside County, California. A base map was produced prior to the site visit showing the site boundaries and topographic contours overlaid on an aerial photograph. In this case, the locations of the on-site watercourses were previously mapped during the preparation of the *Nesting Season Survey Burrowing Owl* (**Appendix 3.8-3**). Data was then collected on the vegetation association occurring within the watercourses and its overall species composition. The watercourses were determined to be jurisdictional at that time.

New field surveys of the on-site watercourses were conducted on November 10 and 19, and December 10, 2010, by Paul Principe and Jack Munroe to detail the jurisdictional characteristics of the watercourses. Surveys consisted of walking through the watercourses and measuring the widths of the channels based on identifiable jurisdictional features. Photographs were taken along the watercourses to show the variability in the on-site jurisdictional features. Point location and attribute data were collected using a 2002 Garmin GPS map 76S receiver to determine the lengths of the watercourses on the site.

Special-Status Species Assessment

Based on the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (March 29, 2006), an independent assessment was made of the presence of suitable burrowing owl habitat on the site, including a 150-meter (approximately 500 feet) buffer zone around the project boundary. This assessment is included in **Appendix 3.8-3**.

The methodology used to prepare the nesting season survey involved conducting complete visual and walk-over field surveys to determine if the site contained occupied habitat. Surveys were conducted by walking through suitable habitat on the site. Survey transects were spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines was no more than 30 meters (±100 feet).

Impact Analysis

The analysis of impacts to biological resources presented in this section is based on biological investigations and reports, as well as available literature and maps from federal, state, and local agencies, the project description (Section 2.0 of this Draft EIR), and the standards of significance described above. Although it is likely that some level of natural resources would be retained within future projects implemented under the proposed project, the location and extent of these resources cannot be determined. Therefore, a more conservative impact approach that assumed complete buildout was taken to ensure impacts are not underestimated. The impact analysis for the trails assumes that the bike trail will be located inside the right-of-way, so impacts were estimated from the right-of-way boundary to the existing edge of pavement. Impacts to vegetative communities and jurisdictional features may be less once the design of the trails is finalized.

PROJECT IMPACTS AND MITIGATION MEASURES

Impacts to Endangered, Threatened, and Other Listed Species (Standard of Significance 1)

Impact 3.8.1 Implementation of the proposed project will not result in impacts to endangered, threatened, and other listed species. This is a **less than significant** impact.

Specific special-status species associated with the project site are identified in **Table 3.8-3**. All of the special-status species associated with the project site are covered by the Western Riverside County MSHCP. The MSHCP and SKR HCP have been analyzed under CEQA. Upon city incorporation, the City of Wildomar agreed to implement the MSHCP. Implementation of the MSHCP as part of the project development review process fully mitigates for impacts for these covered species.

Mitigation Measures

None required.

Impacts to Non-Listed Sensitive Species (Standard of Significance 1)

Raptors and Migratory Birds

Impact 3.8.2 Implementation of the proposed project could result in the direct mortality or loss of habitat for raptors and migratory birds. This considered a **potentially significant** impact.

Habitats on and adjacent to the project site may provide suitable nesting habitat for birds protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Fish and Game Code. Therefore, removal of trees and vegetation during construction activities could result in noise, dust, human disturbance, and other direct/indirect impacts to nesting raptors and migratory bird species in the project vicinity. Potential nest abandonment and mortality to eggs and chicks would be considered **potentially significant** impacts.

Mitigation Measures

MM 3.8.2 The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, then preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds.

If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment) at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest. Alternative exclusion zones may be established through consultation with the CDFG and the USFWS. The exclusion zones shall remain in force until all young have fledged.

Reference to this requirement and to the Migratory Bird Treaty Act shall be included in the construction specifications.

If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.

Timing/Implementation: *The project applicant shall incorporate requirements into all rough and/or precise grading plan documents. The project applicant's construction inspector shall monitor to ensure that measures are implemented during construction.*

Enforcement/Monitoring: *City of Wildomar Planning and Public Works Departments*

Implementation of mitigation measure **MM 3.8.2** would ensure that impacts to raptors and migratory birds would be avoided or mitigated to a **less than significant** level.

Burrowing Owl

Impact 3.8.3 Project implementation may also result in the loss of western burrowing owls through destruction of active nesting sites, as well as incidental burial of adults, young, and eggs, which would be considered a **potentially significant** impact.

Mitigation Measures

MM 3.8.3a Per MSHCP Species-Specific Objective 6, pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present will be conducted for all covered activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. Take of active nests will be avoided. Passive relocation (use of one-way doors and collapse of burrows) will occur when owls are present outside the nesting season.

The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be conducted between December 1 and January 31. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) out from the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.

Timing/Implementation: *30-days prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department*

MM 3.8.3b Based on the burrowing owl survey results, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance if owls are found to be present:

- If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) shall be avoided from February 1 through August 31 by a minimum of a 75-meter (250 feet) buffer or until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.

- If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through noninvasive methods that the burrow is no longer occupied.

Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by the CDFG (2012).

- If relocation of the owls is approved for the site by the CDFG, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:
  - The location of the nest and owls proposed for relocation.
  - The location of the proposed relocation site.
  - The number of owls involved and the time of year when the relocation is proposed to take place.
  - The name and credentials of the biologist who will be retained to supervise the relocation.
  - The proposed method of capture and transport for the owls to the new site.
  - A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).
  - A description of efforts and funding support proposed to monitor the relocation.
- If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (i.e., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort (e.g., killing of young).

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department*

Implementation of mitigation measures **MM 3.8.3a** and **MM 3.8.3b** would ensure that impacts to burrowing owls could be avoided or mitigated to a **less than significant** level.

Impacts to Sensitive Biological Communities, Including Riparian Habitat (Standard of Significance 2)

Impact 3.8.4 Implementation of the proposed project could result in disturbance and degradation of riparian habitat identified in local or regional plans, policies, or regulations, or by the CDFG or the USFWS. This impact is considered **potentially significant**.

Sensitive habitats include those that are of special concern to resource agencies and those that are protected under the MSHCP, CEQA, Section 1600 of the FGC, and Section 404 of the CWA. Project grading to support development may result in the loss of riparian habitat from proposed

vegetation disturbance or removal. A 1602 Streambed Alteration Agreement for removal of or disturbance to riparian habitat and waters of the State (e.g., stream, lake, or river) from the CDFG may be required for the proposed project. This agreement would include measures to minimize and restore riparian habitat.

Mitigation Measures

MM 3.8.4 The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a US Army Corps of Engineers (USACE) approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFG, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure.

Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.

Timing/Implementation: *Prior to project vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

Implementation of mitigation measure **MM 3.8.4** will ensure that impacts to riparian communities would be **less than significant**.

Impacts to Jurisdictional Wetlands (Standard of Significance 3)

Impact 3.8.5 Implementation of the proposed project would result in the loss of jurisdictional waters of the United States and waters of the State. This impact is considered **potentially significant**.

Although the jurisdictional delineation for the project has not been verified by any state or federal agency, potentially jurisdictional water features have been described on the project site. All water features mapped on the project site are assumed to be considered jurisdictional by the USACE, the Regional Water Quality Control Board (RWQCB), and the CDFG.

While the proposed project is designed to avoid jurisdictional features, the relocation of Bundy Canyon Road may impact on-site jurisdictional features. If a CWA Section 404 permit were to be required from the USACE, a CWA Section 401 permit would be also required from the RWQCB. If it is determined by a qualified wetland biologist through consultation with the RWQCB that on-site jurisdictional features qualify as waters of the State and would be affected by the proposed project, the applicant would be required to obtain an authorization from the RWQCB to fill/disturb these features prior to project implementation. Additionally, if on-site jurisdictional features qualify as waters of the State, authorization from the CDFG for impacts to these features would be required through the 1602 Streambed Alteration Agreement process. Furthermore, construction-related impacts to water quality would be mitigated through a National Pollutant Discharge Elimination System (NPDES) permit.

Mitigation Measures

MM 3.8.5a The jurisdictional delineation shall be verified by the USACE and submitted to the City for review.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

MM 3.8.5b The project applicant shall ensure that the project will result in no net loss of waters of the United States and waters of the State by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation.

Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities; these programs are generally administered by government agencies or nonprofit organizations that have established an agreement with the regulatory agencies to use in-lieu fee payments collected from permit applicants; and/or (c) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity.

Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

Implementation of mitigation measures **MM 3.8.5a** and **MM 3.8.5b** would reduce impacts to waters of the State and waters of the United States to a **less than significant** level.

Impacts to the Movement of Native Resident or Migratory Fish or Wildlife Species or within Established Migratory Corridor (Standard of Significance 4)

Impact 3.8.6 Implementation of the proposed project could interfere substantially with the movement of native resident or migratory fish or wildlife species. This is considered a **less than significant** impact.

Within the project site, Cottonwood Canyon Creek provides a wildlife movement corridor for migrations, foraging, and movement between the Menifee Hills and Sedco Hills. Cottonwood Canyon Creek is shown in **Figure 2.0-3** adjacent to the western edge of the proposed commercial site. As proposed, the project would avoid both Cottonwood Canyon Creek and its associated riparian area. The creek is currently crossed by Bundy Canyon Road, and the proposed project will widen Bundy Canyon Road consistent with Riverside County Transportation Commission plans for the thoroughfare. Widening the existing road crossing will affect the creek

as well as the riparian area. Mitigation measures **MM 3.8.5a** and **MM 3.8.5b** address the potential impacts to the creek and riparian area.

Mitigation Measures

None required.

Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance (Standard of Significance 5)

Impact 3.8.7 Implementation of the proposed project may result in a conflict with a local policy or ordinance protecting biological resources. This impact is considered **less than significant**.

There are native trees growing on the site. Upon city incorporation, the City of Wildomar adopted County Ordinance 559, as amended, regulating the removal of trees. The ordinance regulates tree removal above the 5,000-foot elevation. The project site is site below 2,000-foot elevation; therefore, a permit will not be required. Most of the trees on the project site are associated with riparian areas (Principe and Associates 2010a). Implementation of mitigation measure **MM 3.8.4** will ensure the project results in no net loss of riparian vegetation, thus providing mitigation for trees on the project site.

Mitigation Measures

None required.

Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan (Standard of Significance 5)

Impact 3.8.8 Implementation of the proposed project would result in disturbance and degradation of riparian/riverine habitat, as defined in Section 6.1.2 of the MSHCP. The project may result in impacts to riparian/riverine habitats, which could be considered **potentially significant**.

The MSHCP protects and preserves certain habitats and species in the region. The MSHCP delineates particular areas of concern through the identification of specific areas known as criteria cells. Areas identified as criteria cells typically contain certain restrictions on development and land alterations. A small portion of the proposed project (0.26 acre) is located within a portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan (**Figure 3.8-2**). Development in the portion of the project that occurs within a criteria cell would result in **potentially significant** impacts.

The proposed project is located within the Burrowing Owl Survey Area (Figure 6-4 of the MSHCP). A nesting season survey was conducted and a report was prepared, following the guidelines provided in the MSHCP (**Appendix 3.8-3**). As a result, project implementation may result in potentially significant impacts to the species. Incorporation of mitigation measures **MM 3.8.3a** and **MM 3.8.3b** will reduce the impacts to **less than significant**.

A final component of the MSHCP is Mitigation Fee Areas, which are land areas that occur within the MSHCP and require a fee for development activities to occur. These fees are utilized to fund the minimization to certain endemic species. The proposed project is located within the MSHCP

Mitigation Fee Area (Riverside County Ordinance 810.2) and the Stephens' Kangaroo Rat Mitigation Fee Area (Riverside County Ordinance 663). Mitigation measure **MM 3.8.8a** includes payment of these fees to comply with the overlying habitat conservation plan (the MSHCP).

Given the proposed project's impacts to the overlying habitat conservation plan area, implementation of the following mitigation measures is required.

Mitigation Measures

MM 3.8.8a If riparian/riverine habitats covered under the MSHCP cannot be avoided, the project applicant shall submit a Determination of Biological Equivalent or Superior Preservation (DBESP), as outlined in Section 4.2 of the MSHCP Permittee Implementation Guidance Manual, to the City for approval.

The project applicant shall ensure that the project will result in no net loss of riparian/riverine habitats by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the DBESP. Mitigation accomplished under mitigation measure **MM 3.8.5b** may apply to meet the standards where appropriate.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

MM 3.8.8b The project applicant shall submit plans that illustrate how disturbance to the portion of the project site located within the portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan will be avoided for City for approval.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

MM 3.8.8c The project applicant shall submit fees to the City in accordance to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the MSHCP Mitigation Fee Area and the Stephens' Kangaroo Rat Mitigation Fee Area.

Timing/Implementation: *Prior to any vegetation removal or ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department*

With implementation of mitigation measures **MM 3.8.8a** through **MM 3.8.8c**, impacts will be **less than significant**.

3.8.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting includes the project site as well as the still undeveloped areas surrounding the proposed project site where the impacts of urbanization and threats to biological diversity and sensitive biological resources are considered most serious. The impacts on biological resources are primarily the result of urbanization of the area, habitat fragmentation, water pollution, and conversion of natural land to residential, commercial, and recreational use.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Biological Resources

Impact 3.8.9 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the immediate area of the proposed project, will result in the conversion of habitat and impact biological resources. This impact is considered **less than cumulatively considerable**.

The City, along with other jurisdictions in western Riverside County, participates in Multi-Species Habitat Conservation Plan (MSHCP). The MSHCP is designed to protect over 150 species and conserve over 500,000 acres in western Riverside County. Project compliance with the MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan fully mitigates for impacts on covered species and ensures large segments of natural communities in western Riverside County will be preserved.

Implementation of mitigation measures **MM 3.8.8.a** through **MM 3.8.8c** ensures the project will be compliant with the MSHCP. As identified previously, implementation of mitigation measures **MM 3.8.4**, **MM 3.8.5a**, and **MM 3.8.5b** ensures no net loss of wetlands or waters of the State or waters of the United States. Implementation of mitigation measures **MM 3.8.2, MM 3.8.3a,** and **MM 3.8.3b** ensures that effects to nesting birds are minimized. Though the development of the proposed project will continue the urbanization of the area that began long before incorporation of the city, mitigation measures associated with the proposed project will reduce the project's contribution to cumulative impacts to a **less than cumulatively considerable** level.

Mitigation Measures

None required.

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USFWS (US Fish and Wildlife Service). 2011.

3.9 CULTURAL AND PALEONTOLOGICAL RESOURCES

This section considers and evaluates the potential impacts of the proposed Oak Creek Canyon Development project on historical, cultural, and paleontological resources. Cultural resources are defined as prehistoric and historic sites, structures, and districts or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, or religious reasons. Paleontological resources include fossil remains, as well as fossil localities and formations which have produced fossil material. Much of the information in this section is taken from or based on the *Phase I Cultural Resources Assessment for Tentative Tract Map 36388* (Keller 2012a) and *A Phase II Cultural Resources Test Investigation of Archaeological Site CA-RIV-8282 Located Within the Boundaries of Tentative Tract Map 36388* (Keller 2012b). (Note to reader: Per California Government Code Section 6254.10. cultural resources reports are considered confidential information and are not part of the publicly circulated EIR in order to protect sensitive sites.) As a result **Appendix 3.9-1** and **Appendix 3.9-2** are not included on the CD.

CONCEPTS AND TERMINOLOGY FOR EVALUATION OF CULTURAL RESOURCES

For analysis purposes, cultural resources may be categorized into four groups: archaeological resources (prehistoric and historical); historic properties, buildings, and districts; areas of importance to Native Americans; and paleontological resources (fossilized remains of plants and animals). Cultural resource impacts include those to existing historic resources (i.e., historic districts, landmarks, etc.) and to archaeological and paleontological resources.

The following definitions are common terms used to discuss the regulatory requirements and treatment of cultural resources:

Cultural resources is the term used to describe several different types of properties: prehistoric and historic archaeological sites; architectural properties such as buildings, bridges, and infrastructure; and resources of importance to Native Americans.

Historic properties is a term defined by the National Historic Preservation Act (NHPA) as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on, the National Register of Historic Places (NRHP), including artifacts, records, and material remains related to such a property.

Historical resource as described in the California Environmental Quality Act (CEQA) includes buildings, sites, structures, objects, or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance and is eligible for listing or is listed in the California Register of Historical Resources (CRHR) or a local register of historical resources. The CRHR includes resources listed in, or formally determined eligible for listing in, the NRHP, as well as some California State Landmarks and Points of Historical Interest.

Paleontological resource is defined as including fossilized remains of vertebrate and invertebrate organisms, fossil tracks and trackways, and plant fossils. A unique paleontological site would include a known area of fossil-bearing rock strata.

3.9.1 EXISTING SETTING

Note to the reader: All text in this subsection has as its source the *Phase I Cultural Resources Assessment of Tentative Tract Map 36388* (Keller 2012a). Text citations to this source document are not included in individual paragraphs.

This section considers and evaluates the potential impacts of the proposed Oak Creek Canyon Development project on historical, cultural, and paleontological resources. Cultural resources are defined as prehistoric and historic sites, structures, and districts or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, or religious reasons. Paleontological resources include fossil remains, as well as fossil localities and formations which have produced fossil material. Much of the information in this section is taken from or based on the *Phase I Cultural Resources Assessment for Tentative Tract Map 36388* (Keller 2012a) and *A Phase II Cultural Resources Test Investigation of Archaeological Site CA-RIV-8282 Located Within the Boundaries of Tentative Tract Map 36388* (Keller 2012b). (Note to reader: Per California Government Code Section 6254.10. cultural resources reports are considered confidential information and are not part of the publicly circulated EIR in order to protect sensitive sites.) As a result **Appendix 3.9-1** and **Appendix 3.9-2** are no included on the CD.

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PREHISTORY

On the basis of currently available archeological research, occupation of Southern California by human populations is believed to have begun at least 10,000 years ago. Theories proposing much earlier occupation, specifically during the Pleistocene Age, exist but at this time the archeological evidence has not been fully substantiating. Therefore, for the purposes of this report, only human occupation within the past 10,000 years will be addressed.

A time frame of occupation may be determined on the basis of characteristic cultural resources. These comprise what are known as cultural traditions or complexes. It is through the presence or absence of time-sensitive artifacts at a particular site that the apparent time of occupation may be suggested.

In general, the earliest established tradition in Southern California is accepted to be the San Dieguito Tradition, first described by Malcolm Rogers in the 1920s. The San Dieguito people were nomadic large-game hunters whose tool assemblage included large domed scrapers, leaf sharpened knives and projectile points, stemmed projectile points, chipped stone crescentics, and hammerstones. The San Dieguito Tradition was further divided into three phases: San Dieguito I is found only in the desert regions, while San Dieguito II and III occur on both sides of the Peninsular Ranges. Rogers felt that these phases formed a sequence in which increasing specialization and refinement of tool types were the key elements. Although absolute dates for the various phase changes have not been hypothesized or fully substantiated by a stratigraphic sequence, the San Dieguito Tradition as a whole is believed to have existed from approximately 7,000 to 10,000 years ago (8000 to 5000 BC).

Throughout southwestern California, the La Jolla Complex followed the San Dieguito Tradition. The La Jolla Complex is recognized primarily by the presence of millingstone assemblages within shell middens. Characteristic cultural resources of the La Jolla Complex include basined millingstones, unshaped manos, flaked stone tools, shell middens, and a few Pinto-like projectile points. Flexed inhumations under stone cairns, with heads pointing north, are also present.

The La Jolla Complex existed from 5500 to 1000 BC. Although there are several hypotheses to account for the origins of this complex, it would appear that it was a cultural adaptation to climatic warming after c. 6000 BC. This warming may have stimulated movements to the coast of desert peoples who then shared their millingstone technology with the older coastal groups. The La Jollan economy and tool assemblage seems to indicate such an infusion of coastal and desert traits instead of a total cultural displacement.

The Pauma Tradition may be an inland variant of the La Jolla Complex, exhibiting a shift to a hunting and gathering economy, rather than one based on shellfish gathering. Implications of this shift are an increase in number and variety of stone tools and a decrease in the amount of shell. At this time it is not known whether the Pauma Complex represents the seasonal occupation of inland sites by La Jollan groups or whether it represents a shift from a coastal to a non-coastal adaptation by the same people.

The late period is represented by the San Luis Rey Complex, divided into two periods: San Luis Rey I (AD 1400–1750) and the San Luis Rey II (AD 1750–1850). The San Luis Rey I type component includes cremations, bedrock mortars, millingstones, small triangular projectile points with concave bases, bone awls, stone pendants, *Olivella* shell beads, and quartz crystals. The San Luis Rey II assemblage is the same as San Luis Rey I, but with the addition of pottery vessels, cremation urns, tubular pipes, stone knives, steatite arrow straighteners, red and black

pictographs, and such non-aboriginal items as metal knives and glass beads. Inferred San Luis Rey subsistence activities include hunting and gathering with an emphasis on acorn harvesting.

ETHNOGRAPHY

According to available ethnographic research, the proposed project area was included in the known territory of the Shoshonean-speaking Luiseño Indians during both prehistoric and historic times. The name Luiseño is Spanish in origin and was used in reference to those aboriginal inhabitants of Southern California associated with the Mission San Luis Rey. As far as can be determined, the Luiseño, whose language is of the Takic family (part of Uto-Aztecan linguistic stock), had no equivalent word for their nationality.

The territory of the Luiseño was extensive, encompassing over 1,500 square miles of coastal and inland Southern California. Known territorial boundaries extended on the coast from Aliso Creek on the north to Agua Hedionda Creek on the south, then inland to Santiago Peak, across to the eastern side of the Elsinore Fault Valley, southward to the east of Palomar Mountain, and finally, around the southern slope of the Valley of San Jose. Their habitat included every ecological zone from sea level to 6,000 mean feet above sea level.

Territorial boundaries of the Luiseño were shared with the Gabrieliño and Serrano to the north, the Cahuilla to the east, and the Cupeño and Ipai to the south. With the exception of the Ipai, these tribes shared similar cultural and language traditions. Although the social structure and philosophy of the Luiseño were similar to that of the neighboring tribes, they had a greater population density and correspondingly, a more rigid social structure.

HISTORIC CONTEXT

Four principle periods of historical occupation existed in Southern California: the Explorer Period (AD 1540–1768), the Colonial Spanish-Mission Period (AD 1769–1830), the Mexican Ranch-Pastoral/Landless Indian Period (AD 1830–1860), and the American Developmental/Indian Reservation Period (AD 1860–present).

In the general project area, the Colonial Spanish-Mission Period (AD 1769–1830) first represents historical occupation. Although earlier European explorers had traveled throughout Southern California, it was not until the 1769 "Sacred Expedition" of Captain Gaspar dé Portola and Franciscan Father Junipero Serra that there was actual contact with aboriginal inhabitants of the region. The intent of the expedition, which began in San Blas, Baja California, was to establish missions and presidios along the California coast, thereby serving the dual purpose of converting Indians to Christianity and expanding Spain's military presence in the "New World." Although the Portola and Serra expedition apparently bypassed the project area, there is a possibility that Pedro Fages, a lieutenant in Portola's Catalan Volunteers, may have stopped in the area while looking for deserters from San Diego in 1772. In addition, historian Phillip Rush credits Captain Juan Pablo Grijalva and his party with the first European discovery of the region in 1795. The first Europeans of record to enter the region were Father Juan Norberto de Santiago and Captain Pedro Lisalde. In 1797 their expedition party, comprising seven soldiers and five Indians (probably Juaneños from the Mission San Juan Capistrano) stopped briefly near Temecula on their journey to find another mission site. Upon leaving the valley, Fr. Santiago remarked in his journal that the expedition had encountered an Indian village called "Temecula."

In 1798 on the site Santiago had selected, the Mission San Luis Rey de Francia was founded and all aboriginals living within the mission's realm of influence became known as the "Luiseño."

Within a 20-year period, under the guidance of Fr. Antonio Peyro, the mission prospered to a degree that it was often referred to as the "King of the Missions." During this period, the Mission San Luis Rey de Francia claimed the entire region that is now western Riverside County and northern San Diego County as a cattle ranch, although records of the Mission San Juan Capistrano show this region as part of their holdings.

By 1818, the greater Temecula Valley had become the Mission San Luis Rey's principle producer of grain and was considered one of the mission's most important holdings. It was at approximately this time that a granary, chapel, and majordomo's home were built in Temecula. These were the first structures built by Europeans within the boundaries of Riverside County. The buildings were constructed at the original Indian village of Temecula on a high bluff at the southern side of Temecula Creek where it joins Murrieta Creek to form the Santa Margarita River. This entire area continued to be an abundant producer of grain, as well as horses and cattle, for the thriving Mission San Luis Rey until the region became part of Mexico on April 11, 1822. Following this event, the Spanish missions and mission ranches began a slow decline.

During the Mexican Ranch-Pastoral/Landless Indian period (AD 1830–1860), the first of the Mexican ranchos were established following the enactment of the Secularization Act of 1833 by the Mexican government. Mexican governors were empowered to grant vacant land to "contractors (*empresarios*), families, or private citizens, whether Mexicans or foreigners, who may ask for them for the purpose of cultivating or inhabiting them." Mexican governors granted approximately 500 ranchos during this period. Although legally a land grant could not exceed 11 square leagues (about 50,000 acres or 76 square miles) and absentee ownership was officially forbidden, neither edict was rigorously enforced. The proposed project area was not within any of the Spanish or Mexican land grants but it was located approximately 1.5 miles east of La Laguna Rancho.

The La Laguna Rancho, encompassing 3 square leagues (13,338.84 acres) at the northern end of the Temecula Valley, was granted to Julian Manriquez in June of 1844 by Governor Manuel Micheltorena. Manriquez apparently made no use of the land and when he died, his widow, Trinidad, and their two sons inherited the property. They subsequently sold it in 1852 to Abel Stearns, a land speculator and merchant from Los Angeles, for $4,215. On July 21, 1858, Stearns sold the land to Augustin Machado for $6,000, who built the first house near the shore of Lake Elsinore (Laguna Grande). Machado successfully operated the La Laguna Rancho as a cattle and sheep ranch until he died in 1865. His widow and their twelve children inherited the rancho and in June 1873 sold 12,832 acres to an Englishman named Charles Almon Sumner. Only one of Augustin Machado's children, Juan Machado, chose to retain his inherited portion of the La Laguna Rancho (513 acres) and continued to live with his family in the old Machado adobe. Sumner operated the ranch, albeit not as successfully as had Machado, and Sumner's mortgage on the property was soon foreclosed on and the land sold at a sheriff's sale.

Throughout the 1840s and 1850s, thousands of settlers and prospectors traveled through the project area on the Emigrant Trail en route to various destinations in the West. The southern portion of the trail ran from the Colorado River to Warner's Ranch and then westward to Aguanga, where it split into two roads. The main road continued westward past Aguanga and into the valley north of the Santa Ana Mountains. This road was alternately called the Colorado Road, Old Temescal Road, or Fort Yuma Road and what is now State Route 79 generally follows its alignment. The second road, known as the San Bernardino Road, split off northward from Aguanga and ran along the base of the San Jacinto Mountains.

On September 16, 1858, the Butterfield Company, following the southern Emigrant Trail, began carrying the Overland Mail from Tipton, Missouri, to San Francisco, California. The first

stagecoach passed through Temecula on October 7, 1858, and exchanged horses at John Magee's store, which was located south of Temecula Creek on the Little Temecula Rancho. It was around this store that the second location of Temecula had been established. In addition to being a Butterfield Overland Mail stop, it was at John Magee's store that the first post office in what is now Riverside County opened on April 22, 1859, with Louis Rouen being appointed the first United States postmaster in inland Southern California.

In the final period of historic occupation, the American Developmental/Indian Reservation Era (AD 1860–current), the first major changes in the study area took place as a result of the land issues addressed in the previous decade. Following completion of the U.S. Government Land Office land survey, large tracts of federal land became available for sale and for preemption purposes, particularly after Congress passed the Homestead Act of 1862. The state was eventually granted 500,000 acres of land by the federal government for distribution, as well as two sections of land in each township for school purposes. Much of this land was in the southern part of the state. Under the Homestead Act of 1862, 160-acre homesteads were available to citizens of the United States (or those who had filed an intention to become one) who were either head-of-household or a single person over the age of 21 (including women). Once the homestead claim was filed, the applicant had six months to move onto the land and was required to maintain residency for five years as well as to build a dwelling and raise crops. Upon completion of these requirements, the homesteader was required to publish intent to close on the property in order to allow others to dispute the claim; if no one did so, the homesteader was issued a patent to the property, thus conveying ownership. Individuals were attracted to the federal lands by their low prices, and as a result, the population began to increase in regions where the lands available for homestead were located.

Settlement of the region in which the project site is located began in earnest as a direct result of the Homestead Act of 1862, although many of the settlers actually obtained their land through other avenues. This region was considered especially desirable by settlers due to the abundance of flat land with good soil, relatively dependable sources of water, and the proximity to major transportation corridors. However, despite the attractiveness of the region, non-Native settlement did not begin until the last two decades of the nineteenth century, with the majority occurring in the 1890s. The first individuals to receive patents for land within the region (for the purpose of this report, Township 6 south, Range 3 west) were Jacob Rance and Francisco Alvarado, who on January 30, 1880, received a land patent for 160 acres in portions of Sections 10 and 11; authorization for the land patent was a Surveyor General Certificate under the Scrip of Nature or Scrip Act of March 17, 1842 (5 Stat. 607) (GLO Document #86268). Not until almost ten years later did the influx of settlers into the region commence. Interestingly, many of the patents in this area were not for homesteaded land but instead were cash-sale patents issued by authority of the Public Land Sales Act of 1820 (3 Stat. 566), which permitted purchase of as few as 80 acres of land for as little as $1.25 per acre. These purchases did not require residence, domicile construction, or agriculture as did the Homestead Act of 1862. Considering that many of the cash-sale patents occurred after gold had been discovered in the region, the intended use for much of this land may have been for pursuits other than farming.

On March 17, 1882, the California Southern Railroad (San Bernardino and Temecula Line) was opened, extending from National City near the Mexican border in San Diego County, northerly through Temecula and Murrieta, across the Perris valley, down Box Springs Grade, and on to the City of San Bernardino. As a result, the entire region anticipated a boom in industry and population. The Elsinore Station, whose name had been changed from the Laguna Station on January 1, 1884, served as the Elsinore railway even though the new town it served was several miles to the northwest. The original depot was simply a boxcar, but in 1886 a new building was constructed and it was at that time that the station was renamed Elsinore Junction.

Unfortunately, flooding and washouts in the Temecula Canyon plagued the California Southern Railroad from the beginning. Railway service was disrupted for months at a time, and a fortune was spent on rebuilding the washed-out tracks. Finally, in 1891 the Santa Fe Railway constructed a new line from Los Angeles to San Diego down the coast, and when later that year the California Southern Railroad's route through Temecula Canyon once again washed out, that portion of the line was discontinued. The line from Elsinore Junction to Elsinore continued operation and in 1896 was extended 8 miles north to serve Alberhill; at this time the Elsinore line was classified only as a freight-loading spur. Elsinore Junction continued until a 1927 washout resulted in the abandonment of the main line between Elsinore and Perris and there was no further need of the rail station.

Around the same time the California Southern Railroad opened, L. Menifee Wilson, a 20-year-old man from Kentucky, came to this area and located what appears to be the first gold quartz mine in this part of Southern California. The mine was located approximately 2 miles northeast of the subject property in Section 5 and was named the Menifee Quartz Lode (California Division of Mines and Mineral Resources). As news of his find spread, miners flocked to the region to try their luck. Hundreds of gold mining claims were subsequently filed in the region around Menifee's mine, and this area became known as Menifee and the Menifee Valley. In addition to the Menifee mine, two gold mines were located within 2 miles of the project site: Lucky Boy Mine (Sec. 9) and the Mammoth Mine (Sec. 8). One feldspar-silica mine, the Perris Mining Co. Mine (Sec. 16), was also developed within this 2-mile radius. Gold quartz discoveries in the Wildomar, Winchester, Perris, Lakeview, and Murrieta areas further fueled the belief that the entire region was one of unsurpassed mineral wealth. Wilson was one of the major proponents of this belief and in addition to his original mine, he claimed several others in the general area. From the time of Wilson's first gold discovery in the early 1880s, gold production through hard rock mining in western Riverside County increased considerably, reaching its peak in 1895. At that time the value of gold produced was reported in the *Mining and Scientific Press* (Vol. 85) as being $285,106. Although the gold value was still relatively high in 1896 ($262,800), from that point on production decreased substantially every year until in 1917, the value of gold produced was reported as being zero.

On September 24, 1883, approximately 18 months after the opening of the California Southern Railroad, Franklin H. Herald, Donald M. Graham, and William Collier purchased the 12,832-acre La Laguna Rancho for $12,000. It was renamed Elsinore and subdivided into town lots and small acreages for sale. However, in 1885 the partnership was dissolved and the unsold land within the rancho was divided. Collier and Graham took as their share the land that lay southeasterly of Corydon Street and platted a town site with the name "Wildon" on the land. In November of 1886, a second plat for the new town was recorded with the name "Wildomar." This final name comprised letters of each partner's first name, plus letters from the first name of Margaret Collier, who was Graham's sister and Collier's wife.

On April 16, 1886, Wildomar's first post office was established, and when Riverside County incorporated in 1893, Wildomar was designated as one of the original 40 election precincts and the Wildomar school district as one of the original 52 accepted school districts. Many Quakers from West Branch, Iowa, settled in Wildomar and the town became known as a Quaker colony. According to the *Riverside Daily Press* (1898:43), the proprietors of Wildomar (presumably Graham and Collier) were temperance men and they decided that their new town should have a "no saloon" clause incorporated into every deed of acre property as well as the town lots.

As the aforementioned gold boom began to subside in the late 1890s, the local economy's emphasis on mining began to give way to a far greater emphasis on the agricultural potential of

the region. This shift in industry led to a less dramatic population growth for the region and allowed for the rural setting of western Riverside County to persist until the late twentieth century.

KNOWN CULTURAL RESOURCES IN THE PROJECT AREA

A records search was conducted at the California Archeological Inventory/California Historical Resources Information System, Eastern Information Center, located at the University of California, Riverside. The research included a review of all site maps, site records, survey reports, and mitigation reports relevant to the proposed project area. The following documents were also reviewed: the National Register of Historic Places, the California Office of Historic Preservation Archaeological Determinations of Eligibility, and the California Office of Historic Preservation Historic Property Directory. A request for a Sacred Lands File search was submitted to the Native American Heritage Commission, and project scoping letters were sent to 14 tribal representatives as being interested in project development in the Temecula area. A complete list of the tribal representatives contacted, copies of the letters sent, and the request letter sent to the Native American Heritage Commission can be found in **Appendix 3.9-1**. The response received from the Native American Heritage Commission may be found in **Appendix 1.0-2**, and the responses to the project scoping letter received from the Pechanga Band of Mission Indians and the Cahuilla Band of Indians can be found in **Appendix 3.9-1**. No other responses were received.

Following the records and Sacred Lands File searches, a literature search of available published references to the project area was undertaken. Reference material included all available photographs, maps, books, journals, historical newspapers, registers, and directories at the Riverside Public Library Local History Collection and the University of California, Riverside, libraries. Cartographic research was conducted at the Science Library Map Collection of the University of California, Riverside. Archival research relating to the original ownership of the subject property was conducted using the General Land Office records currently maintained by the California Office of the Bureau of Land Management. A complete list of maps consulted is available in **Appendix 3.9-1**.

Results of the records search conducted by staff at the Eastern Information Center indicated that the entirety of the project site had been included in a previous cultural resources study and portions of the property had been included in two additional studies of limited scope. The initial cultural resources investigation, which included all of the subject property, was conducted in 1973 by Joan R. Smith and Robert L. Bettinger of the Archaeological Research Unit, University of California, Riverside. Their report, entitled "Bundy Canyon Development: Potential Impact on Archaeological Resources (RI 0108)," covered a study area that encompassed approximately 2.25 square miles, "immediately south of Cottonwood Canyon and southwest of Paloma Valley." Smith and Bettinger crossed the study area on foot in an east–west direction at approximately 70-meter intervals. These transect intervals are significantly larger than the 15-meter intervals currently accepted as a standard field method. However, they did pay particular attention to areas around creeks and boulders with the expectation of finding temporary camps and milling sites at those locations. During the course of their field survey, three archaeological sites were discovered, one of which is located within the boundaries of the proposed project site. Smith and Bettinger recorded this site (CA-RIV-1256) as a highly eroded metate slick on top of a large granitic boulder, located at the foot of a hill near a cultivated field with a dry creek immediately west of the site. Impact on this site from development proposed in 1973 was considered negligible, so no further research or mitigation was recommended.

Two linear studies have been conducted that included limited portions of the subject property: "Built Environment Historic Resources Technical Memorandum for Bundy Canyon-Scott Road

Improvement Project (RI 7852)" by Francesca G. Smith and Caprice D. Harper of Parsons in May 2007, and "Cultural Resources Report for the Verizon Wireless Project 'The Farm' (RI 7822)" by URS Corporation in December 2007. During the course of the first survey, CA-RIV-8282 (33-15958) was discovered within the boundaries of the project site. This archaeological site was described as a sparse lithic scatter containing a total of 26 pieces of debitage, including 22 quartz flakes, two metavolcanic flakes, and one edge-modified andesite flake. The lithic scatter was wholly surficial, with the potential for subsurface cultural deposits that could reach a depth of 2 meters. No ground stone or midden-altered sediments were observed.

The proposed project site is located within a very well studied region, with 37 cultural resource studies having been conducted within a 1-mile radius. During the course of field surveys for these studies, 27 cultural resources properties have been recorded, the majority of which are between 0.5 and 1 mile distant; two single artifact occurrences (CA-RIV-15669, 15670) are on property adjacent to the project site. A large village site (CA-RIV-1024) and numerous associated sites are located approximately 0.5 mile northeast of the subject property. A listing of all previously recorded cultural resources located near the project site is included in **Table 3.9-1**.

TABLE 3.9-1
PREVIOUSLY RECORDED CULTURAL RESOURCES IN THE SCOPE OF THE RECORDS SEARCH

Trinomial	Description
CA-RIV-1024	Village site: pictographs, petroglyphs, fire cracked rock, bedrock milling features, pottery, midden, choppers, scrapers
CA-RIV-1632	1 bedrock mortar
CA-RIV-1633	3 cores, 4 manos, 4 metate fragments, 1 biface, flakes, shoe buckle
CA-RIV-1641	5 slicks, 1 hammerstone, debitage
CA-RIV-1642	1 shallow bedrock mortar
CA-RIV-1643	1 slick
CA-RIV-1644	1 slick
CA-RIV-1645	1 mortar, 1 core, debitage
CA-RIV-1771	2 bedrock mortars, 1 slick
CA-RIV-1988	4 slicks, 2 metates, metate fragments, 1 mano, 1 fire-affected rock, 2 quartzite cores, 24 flakes, 2 quartz hammerstones, 1 agate point, 3 pieces calcined bone
CA-RIV-1999	rock shelter, fire-affected rock, slick, mano fragment, flake
CA-RIV-2001	1 slick, 1 mini-mortar, fire-affected mano
CA-RIV-2042	2 small slicks
CA-RIV-3348	1 slick
CA-RIV-3349	1 slick
CA-RIV-2249	7 bedrock mortars, 3 slicks
CA-RIV-4075	1 bedrock mortar and 1 dished grinding slick on 2 outcrops 2.5 meters apart
CA-RIV-4154	1 mortar
CA-RIV-6201	lithic scatter
CA-RIV-7869	structural footings, asphalt drive, tile floor, rock chimney
CA-RIV-7870	stacked rock wall, reservoir, trash
CA-RIV-8779	2 slicks

Trinomial	Description
CA-RIV-8780	2 slicks, 1 flake
CA-RIV-10124	1 mortar
CA-RIV-14993	historic farm features & equipment
CA-RIV-15669	1 meta-quartzite mano (bifacial, ground & shaped)
CA-RIV-15670	1 metavolcanic secondary flake

In addition to the resources listed in **Table 3.9-1**, two previously identified archeological sites occurring within the project site were determined to have been previously recoded in the wrong location. Both sites were re-recoded with the correct location during the current field survey. Site CA-RIV-1256, a highly eroded metate slick on top of a large granitic boulder recorded in 1973, was recorded as generally disturbed, near a cultivated field at the foot of a hill, immediately east of a dry creek within the proposed project site. Site CA-RIV-8282, a sparse, lithic scatter containing a total of 26 pieces of debitage, including 22 quartz flakes, three metavolcanic flakes, and one edge-modified andesite flake over an area measuring 33 by 33 meters, was originally recorded in 2007. It was located adjacent to a prominent riparian area along an unnamed blueline creek.

A historical records search offered no information specific to the subject property. According to General Land Office records maintained by the Bureau of Land Management, the first application for non-Native ownership of the subject property was filed by an agent of the Southern Pacific Railroad on July 13, 1885. However, the project site remained vacant, as cartographic research show no structures within the property boundaries between 1854 (date of first General Land Office survey) and 1976 (date of aerial photographs taken for the 1979 photorevised US Geological Survey Romoland Quadrangle). Between 1951 and 1976, a network of unpaved roads meanders through the property, possibly providing alternative access routes from Bundy Canyon Road to residences built to the south of the subject property.

KNOWN PALEONTOLOGICAL RESOURCES IN THE PROJECT AREA

Paleontology is defined as a science dealing with the life of past geological periods as known from fossil remains. Paleontological resources include fossil remains, as well as fossil localities and formations that have produced fossil material. Such locations and specimens are important nonrenewable resources. The California Environmental Quality Act (CEQA) offers protection for these sensitive resources and requires that they be addressed during the environmental impact report process.

NATIVE AMERICAN COORDINATION

As of March 1, 2005, Senate Bill (SB) 18 (Government Code Sections 65352.3, 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction. As a component of the Phase I Cultural Resources Assessment performed for the proposed project, a request for a Sacred Lands File search was submitted to the Native American Heritage Commission and project scoping letters were sent to 14 tribal representatives listed as being interested in project development in the proposed project area. A complete listing of these tribal representatives is available in **Appendix 3.9-1**. As of the time of completion of the Phase I Cultural Resources Assessment, two of the tribal representatives contacted responded to the project scoping letter: the Cahuilla Band of Indians

and the Pechanga Band of Mission Indians. Both representatives stated that while the project site is outside of their present reservation's boundaries, the area of the proposed project is within their ancestral territory. In consideration of this, both Tribes requested to be in direct consultation with the City of Wildomar during the development of the proposed project.

3.9.2 REGULATORY FRAMEWORK

FEDERAL

National Historic Preservation Act

The National Historic Preservation Act (NHPA) requires that the federal government list significant historic resources on the National Register of Historic Places (NRHP), which is the nation's master inventory of known historic resources. The NRHP is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the NRHP as significant historic resources. However, properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP. The criteria for listing in the NRHP include resources that:

a) Are associated with events that have made a significant contribution to the broad patterns of history;

b) Are associated with the lives of persons significant in our past;

c) Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

d) Have yielded or may likely yield information important in prehistory or history.

STATE

California Register of Historical Resources

The State Historical Resources Commission has designed the California Register of Historic Resources (CRHR) for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The CRHR is the authoritative guide to the state's significant historical and archeological resources. This program encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding, and affords certain protections under CEQA.

California Environmental Quality Act

Under CEQA, public agencies must consider the effects of their actions on both "historical resources" and "unique archaeological resources." Pursuant to Public Resources Code (PRC)

Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources.

Historical resource is a term with a defined statutory meaning (PRC Section 21084.1; determining significant impacts to historical and archaeological resources is described in the CEQA Guidelines, Section 15064.5[a], [b]). Under CEQA Guidelines Section 15064.5(a), historical resources include the following:

1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code, Section 5024.1).

2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources (Public Resources Code Section 5024.1), including the following:

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

    b) Is associated with the lives of persons important in our past;

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

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

4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Section 5020.1(j) or 5024.1.

Historic resources are usually 45 years old or older and must meet at least one of the criteria for listing in the California Register, described above (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity.

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC, Section 5024.1 and California Code of Regulations (CCR), Title 14, Section 4850). Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the CRHR.

For historic structures, CEQA Guidelines Section 15064.5(b)(3) indicates that a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995) shall be considered as mitigating impacts to a less than significant level.

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. Public Resources Code Section 21083.2(g) states:

> *"Unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:*
>
> - *Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.*
> - *Has a special and particular quality such as being the oldest of its type or the best available example of its type.*
> - *Is directly associated with a scientifically recognized important prehistoric or historic event or person.*

Treatment options under Section 21083.2 include activities that preserve such resources in place in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource).

Section 7050.5(b) of the California Health and Safety Code (CHSC) specifies protocol when human remains are discovered, as follows:

> *In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for*

the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

CEQA Guidelines Section 15064.5(e) requires that excavation activities be stopped whenever human remains are uncovered and that the County Coroner be called in to assess the remains. If the County Coroner determines that the remains are those of Native Americans, the Native American Heritage Commission must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as timely identified by the Native American Heritage Commission. Section 15064.5 directs the lead agency (or applicant), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

In addition to the mitigation provisions pertaining to accidental discovery of human remains, the CEQA Guidelines also require that a lead agency make provisions for the accidental discovery of historical or archaeological resources, generally. Pursuant to Section 15064.5(f) these provisions should include "an immediate evaluation of the find by a qualified archaeologist. If the find is determined to be an historical or unique archaeological resource, contingency funding and a time allotment sufficient to allow for implementation of avoidance measures or appropriate mitigation should be available. Work could continue on other parts of the building site while historical or unique archaeological resource mitigation takes place."

Paleontological resources are classified as non-renewable scientific resources. California Public Resources Code Section 5097.5 et seq. makes it a misdemeanor for anyone to knowingly disturb any archaeological, paleontological, or historical features situated on public lands. No state or local agencies have specific jurisdiction over paleontological resources. No state or local agency requires a paleontological collecting permit to allow for the recovery of fossil remains discovered as a result of construction-related earth-moving on state or private land in a project site.

LOCAL

The Open Space Element of the City of Wildomar General Plan includes the following policies that are applicable to the proposed project regarding the protection of cultural and paleontological resources:

- OS 19.2: Review all proposed development for the possibility of archaeological sensitivity.
- OS 19.3: Employ procedures to protect the confidentiality and prevent inappropriate public exposure of sensitive archaeological resources when soliciting the assistance of public and volunteer organizations.
- OS 19.4: Require a Native American Statement as part of the environmental review process on development projects with identified cultural 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.

The Open Space Element also includes additional policies regarding the protection and identification of historical (OS 19.5, 19.6, and 19.7) and paleontological (OS 19.10) resources, which do not specifically apply to the proposed project because it is not classified as a major project by the City.

3.9.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Following Public Resources Code Sections 21083.2 and 21084.1, and Section 15064.5 and Appendix G of the CEQA Guidelines, cultural resource impacts are considered to be significant if implementation of the project considered would result in any of the following:

1) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5.

2) Cause a substantial adverse change in the significance of an archaeological resource as defined in Public Resources Code Sections 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5.

3) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.

4) Disturb any human remains, including those interred outside of formal cemeteries.

State CEQA Guidelines Section 15064.5 defines "substantial adverse change" as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource is materially impaired.

CEQA Guidelines Section 15064.5(b)(2) defines "materially impaired" for purposes of the definition of substantial adverse change as follows:

> *The significance of an historical resource is materially impaired when a project:*
>
> *(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or*
>
> *(B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or*

> *(C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.*

CEQA requires that if a project would result in an effect that may cause a substantial adverse change in the significance of a historical resource or would cause significant effects on a unique archaeological resource, then alternative plans or mitigation measures must be considered. Therefore, prior to assessing effects or developing mitigation measures, the significance of cultural resources must first be determined. The steps that are normally taken in a cultural resources investigation for CEQA compliance are as follows:

- Identify potential historical resources and unique archaeological resources;
- Evaluate the eligibility of historical resources; and
- Evaluate the effects of the project on eligible historical resources.

METHODOLOGY

Prior to commencement of the Phase I Cultural Resources Assessment field survey, a records search was conducted by staff at the California Archaeological Inventory/California Historical Resources Information System, Eastern Information Center, located at the University of California, Riverside. The research included a review of all site maps, site records, survey reports, and mitigation reports relevant to the study area. A request for a Sacred Lands File search was submitted to the Native American Heritage Commission, and project scoping letters were sent to 14 tribal representatives listed as being interested in project development in the Temecula area.

Following the records and Sacred Lands File searches, a literature search of available published references to the study area was undertaken. Reference material included all available photographs, maps, books, journals, historical newspapers, registers, and directories at the Riverside Public Library Local History Collection and at the libraries of the University of California, Riverside. Cartographic research was conducted at the Science Library Map Collection of the University of California, Riverside. Archival research relating to the original ownership of the subject property was conducted using the General Land Office records currently maintained by the California Office of the Bureau of Land Management. The following maps were consulted:

- 1854–1880, General Land Office Plats of Township No. 6 South, Range No. 3 West, San Bernardino Meridian
- 1901 Elsinore, California, 30' USGS Topographic Map
- 1959 Santa Ana, California, 1:250,000 USGS Topographic Map
- 1953 Romoland, California, 7.5' USGS Topographic Map
- 1979 (photorevised) Romoland, California, 7.5' USGS Topographic Map

Subsequent to the literature, archival, and cartographic research, Jean Keller conducted a comprehensive on-foot field survey of the subject property on December 3–5, 11, 17–19, and 24, 2011, and on January 7, 2012. Due to the size and topographic complexity of the subject property, the property was divided into sections of approximately 25 acres in size, using existing

features such as roads to delineate boundaries. Each section was surveyed, beginning at its northwestern corner, in parallel transects at 15-meter intervals when possible. Each survey proceeded in a generally west–east, east–west direction following the existing land contours. All of the property was accessible for survey with the exception of those areas covered by paving, structures, material storage, and trash. In addition, a fenced open space area on a hilltop in the southeastern quadrant of Tentative Tract Map 36388 that is actively used as a spray area for sewage water was inaccessible for survey. Special attention was given to bedrock outcrops, especially those located in the vicinity of watercourses, for evidence of milling features, rock art, and shelter opportunities. Ground surface visibility ranged from less than 10 percent in sections of the watercourses obscured by a dense understory to 100 percent on land that had recently been disked, with an average ground surface visibility of approximately 65 percent.

The two previously recorded archaeological sites were visited, evaluated as to their current condition, and photographed, with site records updated for submittal to the Eastern Information Center.

Following the initial review of the site, and consultation with the Pechanga Tribe, Jean Keller conducted a specific study of Archaeological Site CA-RIV-8282 to determine the project impacts (Keller 2012b). The intent of the Phase II investigation was to determine whether the lithic scatter comprising the site qualified as a significant cultural resource according to CEQA criteria and to determine the appropriate level of mitigation since preservation of the deposit is not considered a viable alternative under the proposed development plan.

The impact analysis provided below utilizes these proposed policies and actions to determine whether implementation of the proposed project would result in significant impacts. The analyses identify and describe how specific policies and actions as well as other City regulations and standards provide enforceable requirements and/or performance standards that address cultural and paleontological resources and avoid or minimize significant impacts.

PROJECT IMPACTS AND MITIGATION MEASURES

Impacts to Historical Resources (Standard of Significance 1)

Impact 3.9.1 Implementation of the proposed project would not cause a substantial adverse change in the significance of a known historical resource. Therefore, **no impact** would occur.

The Phase I Cultural Resources Assessment (Keller 2012a) performed for the proposed project (included in **Appendix 3.9-1**) identified a number of structures located within the boundaries of the proposed project area, including three lift/pump stations, and an asphalt parking lot and foundation for the old visitor center for The Farm. As previously described, there are adopted standards for consideration of historical resources (see subsection 3.9.2, Regulatory Framework). The identified structures fail to meet the criteria for being considered historical resources. Therefore, the proposed project will have **no impact** on any historical resource.

The archaeological site CA-RIV-8282 was originally recorded in 2007 by C. Bouscaren and C. Cisneros of Applied EarthWorks Inc. in conjunction with a field survey entitled "Built Environment Historic Resources Technical Memorandum for Bundy Canyon-Scott Road Improvement Project" by Francesca G. Smith and Caprice D. Harper of Parsons (2007). The unpublished report (RI-7852) is on file with the Eastern Information Center at the University of California, Riverside. At the time of discovery, CA-RIV-8282 was mapped as covering an area of approximately 33 meters (north–south) by 33 meters (east–west). It was described as a small, sparse lithic scatter consisting of 26

pieces of debitage (22 quartz flakes, 3 metavolcanic flakes, and one edge-modified andesite flake). The site location had been recently disked and no ground stone artifacts were observed. The site was regarded as having some potential for a subsurface deposit. Bouscaren and Cineros stated that in the event avoidance was not a feasible option, a limited testing program should be implemented to determine the presence/absence of subsurface cultural deposits.

The site was relocated in 2012 during the Phase I Cultural Resources Assessment of the +150-acre Tentative Tract Map 36388 (Keller 2012a). During the field study, the ground containing the site was found to have been recently disked and visibility approached 100 percent. However, despite a thorough examination of the mapped location, only two quartz and three metavolcanic flakes were found scattered over an area measuring 59 meters (north–south) x 19 meters (east–west).

After due consideration, it was concluded that CA-RIV-8282 had been impacted by periodic disking which had resulted in the inadvertent dispersion and burial of cultural material. Moreover, examination of a recent percolation test pit (Test Pit-16) located near the site indicated that the possible depth of cultural material could be somewhat limited. To positively determine the presence/absence of a potentially significant subsurface deposit at CA-RIV-8282, a Phase II test program was initiated. The Cahuilla Band of Indians and Pechanga Band of Luiseño Indians concurred with this recommendation.

The Phase II Cultural Resources Test Investigation, conducted in June of 2012, consisted of two phases of investigation: surface collection and an STP/Auger sampling program. Despite a thorough examination of the site location, only 15 items were originally collected from the surface of CA-RIV-8282; one of the finds was subsequently rejected as non-cultural. Based upon the locations of the 14 surface finds, the artifact scatter at CA-RIV-8282 covered a maximum area of approximately 58 meters (north–south) by 46 meters (east–west). Half of the surface items were found concentrated at the north end of the site adjacent to the property boundary and Bundy Canyon Road between the 1,712- and 1,714-foot elevation, while the remainder were more widely dispersed.

Artifacts collected from the surface of CA-RIV-8282 included both chipped stone finds and ground stone implements. The chipped stone finds included four waste flakes, one shatter, one core, one projectile point fragment, one biface fragment, and three hammerstones. These artifacts are manufactured from quartzite, andesite, felsite, chalcedony, and quartz. Ground stone implements comprised two manos and one metate fragment.

A total of 39 STP/Auger holes were excavated at CA-RIV-8282, with 12 auger holes yielding lithic debris. Specific material recovered included five waste flakes, one retouched flake, and 19 pieces of shatter. The waste flakes and retouched flake were excavated from the various STP/Auger holes and depths: A-5 (16–20 cm), A-10 (retouched flake; 15–35 cm), A-12 (0–19 cm), B-5 (18–30 cm), B-10 (0–16 cm), and C-11 (0–35 cm). Angular pieces of shatter were recorded from STP/Auger holes A-6 (19–25 cm), A-9 (24–35 cm), A-10 (15–35 cm), A-12 (0–19 cm), A-13 (0–11 cm), B-10 (17–35 cm), B-11 (15–35 cm), C-8 (0–8 cm), and C-13 (0–35 cm). The results of the excavations were subsequently plotted over the surface collection map, with the overlapping area representing the approximate site boundaries of CA-RIV-8282. This area measures 48 meters (north–south) x 32 meters (east–west). Depths of finds appear to extend to approximately 35 centimeters.

The site was originally characterized as a sparse lithic scatter. However, the test did yield several ground stone implements comprising two manos and one possible metate fragment. In addition, three hammerstones were recovered, which were likely used to dress or sharpen milling

equipment. In light of these finds, activities at the site may have included the processing CA-RIV-8282 of seeds such as chia. In addition, one point fragment and a biface fragment were recovered, which would indicate hunting. Although no bedrock milling stations are physically associated with the artifact scatter, there are numerous sites in the area. The closest of these is CA-RIV-1256, described as a highly eroded metate slick on top of a large granitic boulder (Keller 2012a). It lies nearby within the subject property.

As the results of the STP/Auger hole program have demonstrated, there is no detectable, high-density deposit of prehistoric finds associated with CA-RIV-8282. Furthermore, no fire-altered rock, carbon, charcoal, or animal bone (burned or otherwise) was encountered. Consequently, the paucity of finds would tend to support the supposition that the site was casually used, probably by a single family during daylight hours. In all likelihood, the site was frequented by prehistoric peoples who ventured to the area to collect and mill seeds for short periods of time and then returned to their base camp. Clearly, the statistical data generated by the Phase II investigation lends little or no support in favor of CA-RIV-8282 representing a habitation site. No doubt, the users of the site resided at one of the habitation sites in the region, possibly at a permanent or semi-permanent village like the Walker Ranch or the Audie Murphy Ranch. Oxendine stated that the material culture of a village site should include items that can be identified and related to various activities. Among these are food preparation, tool manufacture, cooking, manufacture of pottery vessels, clothing, basketry, pipes, effigies, ceremonial enclosures, and religious rituals. Additionally, Oxendine suggests that such village sites were positioned within the territory so that the majority of subsistence needs could be attained without prolong absence from the village complex.

A very important and difficult question is, "when was CA-RIV-8282 in use?" None of the artifacts in the collection are time-sensitive. No C-14 datable organic materials were recovered during the investigation, and obsidian for hydration dating is lacking. Nonetheless, an educated guess may be made on the basis of what is lacking, combined with what is known about the archaeology of the region.

The complete absence of a Late Prehistoric date such as a potsherd, suggests that CA-RIV-8282 may have been used more than 1,000 years ago. However, it is equally true that at this small site, a ceramic vessel simply had not been broke, thus the lack of even one potsherd. Moreover, an upper limit for the age of the site may be suggested on the basis of what is known about the local archaeology. Unlike some regions of California, western Riverside County does not appear to have had a significant population prior to about 2,500 years ago.

Based on the results of the Phase II Cultural Resources Test Investigation, CA-RIV-8282 was not deemed to be representative of a significant archaeological period or representative of a unique archeological resource. Therefore, as neither further research nor mitigation for CA-RIV-8282 is recommended, there is **no impact.**

Mitigation Measures

None required.

Impacts to Archeological Resources (Standard of Significance 2)

Impact 3.9.2 Implementation of the proposed project could result in a substantial adverse change in the significance of an archaeological resource, as well as the potential disturbance of currently undiscovered cultural resources (i.e., prehistoric archaeological sites, historical archaeological sites, and isolated

artifacts and features) and human remains. This impact is considered **potentially significant**.

The Phase I Cultural Resources Assessment performed for the proposed project (included in **Appendix 3.9-1**) identified two previously identified archeological sites within the project area: CA-RIV-1256 and CA-RIV-8282.

Based on the eligibility criteria cited in subsection 3.9.2, Regulatory Framework, archaeological site CA-RIV-1256 would not be deemed a significant archaeological resource eligible for listing on the California Register, as it does not meet any of the stipulated eligibility criteria. It comprises a single eroding slick on an exfoliating granitic outcrop with no associated surficial or subsurface cultural resources evident. There are literally tens of thousands of such features recorded throughout Riverside County, and little information can be gleaned from them beyond recordation of their existence. However, this site is located within an area known to be a highly sensitive cultural landscape and it may be associated with a large village site approximately 0.5 mile to the northeast. Thus, while the site itself is not considered significant on its own merits, there is a possibility that it may be considered significant by association, as part of a larger cultural area. According to Pechanga Cultural Resources, there may be other important cultural components on the subject property of which CA-RIV-1256 is a part, but since the Pechanga Tribe has chosen not to share that information due to their desire for the information not to be entered into the public record, it cannot be addressed in determining whether this specific site is significant according to California Register criteria. The archaeological site CA-RIV-8282 has been investigated and determined not to be significant under California Register criteria (Keller 2012b).

Although only two small archaeological sites were observed within proposed project boundaries, one of which has been determined to not be considered a significant archaeological resource according to CEQA/California Register criteria, the property is situated in an area considered to be a highly sensitive cultural landscape with a possibility of significant subsurface cultural elements. Based on available information, all ground-disturbing activities associated with project development should be actively monitored by a qualified archaeologist and tribal representative. Both the Cahuilla Band of Indians and the Pechanga Band of Luiseño Indians have stated an interest in providing such monitoring.

Mitigation Measures

MM 3.9.2a Prior to the issuance of the first grading permit, the project applicant shall enter into a Tribal Monitoring Agreement with the Pechanga Band of Luiseno Indians and/or the Cahuilla Band of Indians. The agreement shall include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources and establishing on-site monitoring provisions and/or requirements during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

Timing/Implementation: *Prior to ground-disturbing activities*

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

MM 3.9.2b Should any culturally significant resources be uncovered during the grading and construction phases of the proposed project, work shall be halted or

relocated to an area outside of the area in which the resource was found while a qualified archeologist and tribal representative identify the resource and reassess the area. If the resource found is determined to be an historical or unique archeological resource, a time allotment sufficient to allow for the implementation of avoidance measures or appropriate mitigation shall be made available. Work on the proposed project may continue in other areas of the project site while any historical or unique archeological resource mitigation takes place.

Timing/Implementation: *During all grading and construction activities*

Enforcement/Monitoring: *City of Wildomar Planning Department* and *Public Works Department*

Following implementation of mitigation measures **MM 3.9.2a** and **MM 3.9.2b**, impacts will be **less than significant**.

Impacts to Paleontological Resources (Standard of Significance 3)

Impact 3.9.3 Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. This impact is considered **potentially significant**.

Due to the likelihood that any potential paleontological resources at the project site would currently be buried, the project site has not been investigated by a professional paleontologist. However, excavations could occur in association with development of the proposed project that could affect paleontological resources buried within the project site. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown paleontological resources within project boundaries. Unanticipated and accidental paleontological discoveries during project implementation have the potential to affect significant paleontological resources.

Mitigation Measures

MM 3.9.3 Prior to issuance of a grading permit, the project applicant shall present a letter to the Chief Building Official indicating that a qualified paleontologist has been retained to carry out a paleontological monitoring and salvage program. The contracting paleontologist shall be present to monitor all initial ground-disturbing activities in native soils or sediments, including all vegetation removal. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work in the immediate vicinity shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the project applicant shall consider the recommendations of the qualified paleontologist. The City, the qualified paleontologist, and the project applicant shall consult and agree upon implementation of a measure or measures that the City, the qualified paleontologist, and the project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within the area of the discovery until an

agreement has been reached by the project applicant, qualified paleontologist, and the City, as well as the Native American tribal representative if relevant, as to the appropriate preservation or mitigation measures.

Timing/Implementation: *As a condition of project approval, and implemented prior to issuance of a grading permit and during ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

Implementation of mitigation measure **MM 3.9.3** would ensure that any paleontological resources inadvertently discovered during project construction activities would be protected consistent with the recommendations of a qualified paleontologist. Impacts would be reduced to a **less than significant** level.

Impacts to Human Remains (Standard of Significance 4)

Impact 3.9.4 No human remains have been identified within the project site; however, implementation of the proposed project could result in the inadvertent disturbance of currently undiscovered human remains. Any discovery of human remains would trigger state law governing the treatment of human remains. Therefore, this impact is considered to be **potentially significant**.

Although no human remains have been identified within the project site, implementation of the proposed project would include ground-disturbing construction activities that could result in the inadvertent disturbance of currently undiscovered human remains. Procedures of conduct following the discovery of human remains on non-federal lands are mandated by Health and Safety Code Section 7050.5, by Public Resources Code Section 5097.98, and by CEQA in the California Code of Regulations Section 15064.5(e). According to these provisions, should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The remains are required to be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. The Riverside County Coroner would be immediately notified, and the coroner would then determine whether the remains are Native American. If the coroner determines the remains are Native American, the coroner has 24 hours to notify the Native American Heritage Commission, who will, in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions would be determined, in part, by the desires of the MLD, who has 24 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 24 hours, the owner is required, with appropriate dignity, to reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC. Any discovery of human remains within the project site would be subject to these procedural requirements, which would reduce impacts associated with the discovery/disturbance of human remains to a **less than significant** level.

Mitigation Measures

MM 3.9.4 In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

(1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

a. The Riverside County Coroner shall be contacted to determine whether an investigation into the cause of death is required; and

b. If the Riverside County Coroner determines the remains are Native American:

i. The Coroner shall contact the Native American Heritage Commission within 24 hours.

ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

iii. The most likely descendent 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 Section 5097.98; or

(2) 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 subsurface disturbance.

a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission;

b. The descendant identified fails to make a recommendation; or

c. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Timing/Implementation: *As a condition of project approval, and implemented prior to issuance of a grading permit and during ground-disturbing activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

With implementation of mitigation measure **MM 3.9.4,** the provisions of state law regarding the accidental discovery of human remains will be followed, ensuring that impacts are reduced to a **less than significant** level.

3.9.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting associated with the proposed project includes approved, proposed, planned, and other reasonably foreseeable projects and development in the City of Wildomar. Developments and planned land uses, including the proposed project, would cumulatively contribute to impacts to known and unknown cultural resources and paleontological resources in the area. The Existing Setting subsection provides an overview of cultural resources and the history of the region.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Cultural and Paleontological Resources

Impact 3.9.5 Implementation of the proposed project, along with any foreseeable development in the project vicinity, could result in cumulative impacts to cultural resources, i.e., prehistoric sites, historic sites, and isolated artifacts and features). This contribution would be considered **less than cumulatively considerable.**

As mitigated, the direct impacts associated with the proposed project will be reduced to a less than significant level. While it is possible that grading and development will result in the accidental discovery of paleontological and cultural resources, mitigation measures and state and federal laws already in place will set in motion actions designed to mitigate these potential impacts. The proposed project is adjacent to existing development that has disturbed the soil and likely already affected any cultural or paleontological resources. As a result of surrounding development, mitigation proposed in this section, and existing federal and state laws, this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

REFERENCES

City of Wildomar. 2008. *City of Wildomar General Plan – Open Space Element.*

Keller, Jean A. 2012a. *A Phase I Cultural Resources Assessment of Tentative Tract Map 36388.*

———. 2012b. *A Phase II Cultural Resources Test Investigation of Archaeological Site CA-RIV-8282 Located Within the Boundaries of Tentative Tract Map 36388.*

3.10 PUBLIC SERVICES AND UTILITIES

This section describes the public services and utilities that would serve the Oak Creek Canyon Development project upon completion. Specifically, this section includes an examination of fire protection and emergency medical services, law enforcement services, public schools, water supply and service, wastewater services, solid waste services, parks and recreation. Each subsection includes a description of existing facilities and infrastructure, applicable service goals, potential environmental impacts resulting from implementation of the proposed project, and cumulative impacts.

Impacts associated with the following public service and utility issues are addressed in other sections of this Draft EIR, as listed below.

- Storm drainage system, including potential overflow and downstream flooding impacts – Section 3.7, Hydrology and Water Quality
- Groundwater impacts, including water quality – Section 3.7, Hydrology and Water Quality
- Energy use, including energy demands associated with the proposed project – Section 3.12, Energy Use and Greenhouses Gases

3.10.1 FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

3.10.1.1 EXISTING SETTING

RIVERSIDE COUNTY FIRE DEPARTMENT

The Riverside County Fire Department (RCFD) provides fire protection and emergency medical services to an approximate 7,000-square-mile service area that includes the City of Wildomar.

RCFD services include providing fire suppression, emergency medical, rescue, and fire prevention services while serving as the operational area coordinator for the California Fire and Rescue Mutual Aid System for all fire service jurisdictions in Riverside County.

The Riverside County Fire Department also has several automatic aid agreements with other city jurisdictions as well as with the adjacent National Forests. The County of Riverside contracts with the State of California for fire protection. Public Resources Code 4142 affords legal authority for the California Department of Forestry and Fire Protection (CAL FIRE) to enter into agreements with local government entities to provide fire protection services with the approval of the California Department of General Services. By virtue of this authority, CAL FIRE administers the Riverside County Fire Department.

The RCFD currently operates 95 fire stations in 17 battalions. These 95 fire stations are divided into two operational divisions: East Operations and West Operations. Across both divisions there are six subdivisions: Bautista, Indio, Moreno, Northwest, Oak Glen, and Southwest. The City of Wildomar is located within the Southwest Division.

The Southwest Division comprises four battalions and encompasses the southwestern portion of Riverside County from the San Diego county line to the south, to the southern edge of the City of Moreno Valley to the north, and east to the western portion of the Hemet Valley. Wildomar is located within Battalion 2, which includes eight fire stations. The locations of the eight stations are listed below (RCFD 2012).

- Elsinore Fire Station #10 is located at 410 West Graham Avenue, Lake Elsinore, and is the battalion headquarters.
- Lakeland Village Fire #11 is located at 33020 Maiden Lane, Lake Elsinore.
- El Cariso Fire Station #51 is located at 32353 Ortega Highway, Lake Elsinore.
- Wildomar Fire Station #61 is located at 32637 Gruwell Street, Wildomar.
- Rancho Carrillo Fire Station #62 is located at Lot #51, Verdugo Road, San Juan Capistrano, and is a volunteer station.
- Rancho Capistrano Fire Station #74 is located at 35420 Calle Grande, Lake Elsinore, and is a volunteer station.
- McVicker Park Fire Station #85 is located at 29405 Grand Avenue, Lake Elsinore.
- Canyon Hills Fire Station #94 is located at 22770 Railroad Canyon Road, Lake Elsinore.

The department consists of 1,200 career firefighters, 200 administrative support personnel, and 300 volunteer reserve firefighters who responded to 121,059 incidents in 2011, averaging 325 emergency responses per day (RCFD 2012).

Response Times and Service Standards

The Riverside County Fire Department developed a methodology to determine the location of future fire stations. This methodology was established utilizing principles recommended in the *National Fire Protection Association (NFPA) Handbook*, Volume II, 20th edition. The principles utilized by the RCFD are listed below (RCFD 2009).

- Consideration of criteria established by the Insurance Services Offices, Inc. (ISO) regarding the distribution of fire companies within the community.
- Consideration of NFPA Standard 1710 as a guideline, which calls for an engine company within 4 minutes, 0 seconds of travel time to fire incidents and emergency medical service (EMS) calls, and a full first-alarm group.
- Ability to respond within 8 minutes, 0 seconds to a minimum of 90 percent of all annual incidents.
- Consideration of the proximity of travel time to other station protection zones for timely inclusion in the full first-alarm response group.
- Consideration of rapid and safe access to multi-directional major response routes.
- Consideration of appropriate locations given the land use issues in the surrounding environment.
- Consideration of utility availability, plot size, and surrounding traffic control issues.
- Consideration of historical and projected call volume (response workload) in the area of concern using risk versus cost analysis.

Currently, the fire protection fees are $307.00 per building less than 15,000 square feet (RCFD 1998). These fees are used to fund site acquisition, construction, improvement and equipping of fire protection buildings and facilities, and acquisition and improvement of fire protection equipment.

3.10.1.2 REGULATORY FRAMEWORK

STATE

California Fire Code

The 2007 California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout the State of California (CBSC 2008). The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas.

California Health and Safety Code

Additional state fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which include regulations for building standards, fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise building and child-care facility standards, and fire suppression training.

California Occupational Safety and Health Administration

In accordance with the California Code of Regulations, Title 8, Sections 1270, Fire Prevention, and 6773, Fire Protection and Fire Fighting Equipment, the California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

LOCAL

Riverside County Fire Department Strategic Plan

The Riverside County Fire Department's (2009) *Strategic Plan 2009–2029* covers fiscal years 2009–10 through 2029–30. The plan describes the array of fire and rescue services provided to citizens, and it provides an evaluation of the current status of various commonly used service performance measures. The plan also makes recommendations for staffing, facilities, and station sites and remodels.

Mutual Aid Agreements

Fire protection mutual aid is defined as an agreement between two fire agencies in which they commit to respond to calls for services in the other agency's jurisdiction when they are called, at no cost to the requesting agency. Automatic aid is not only predetermined, but one or more additional departments are automatically dispatched to certain locations or types of alarms at the same time as the home department. Typically, both mutual and automatic aid agreements are written between the agencies.

The Riverside County Fire Department has four mutual aid and seven automatic aid agreements with other agencies. The specific agencies with which the County has current contracts for these services are listed in **Table 3.10.1-1**.

TABLE 3.10.1-1
RCFD CONTRACTUAL AGREEMENTS

Mutual Aid Agreements	Automatic Aid Agreements
City of Corona (Hazmat)	City of Palm Springs
Chuckawalla Valley State Prison Fire Department	Idyllwild Fire Protection District
March Air Force Base	City of Hemet
Niland Fire District	Morongo Band of Mission Indians
	City of Murrieta
	Orange County Fire Authority
	Pechanga Band of Luiseno Mission Indians

Source: RCFD 2009

Based on a recent administrative review of the Riverside County Fire Department's mutual aid and automatic aid agreements, the agreements are virtually identical. However, the agreements do not include provisions for annual reviews by either party. Data regarding these agreements is tracked in terms of how many responses to calls were provided under each agreement during the year. Several of the agreements are over ten years old (e.g., Orange County Fire Authority agreement dated 1999 and Idyllwild Fire Protection District agreement dated 2000) (RCFD 2009).

3.10.1.3 IMPACTS AND MITIGATION MEASURES

STANDARD OF SIGNIFICANCE

The impact analysis provided below is based on the following California Environmental Quality Act (CEQA) Guidelines Appendix G thresholds of significance. A fire protection and emergency services impact is considered significant if implementation of the proposed project would:

1) Create substantial adverse physical impacts associated with the provision of new or physically altered fire related facilities or services, the construction and/or provision of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency services.

2) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

METHODOLOGY

Evaluation of potential fire protection and emergency medical service impacts was based on information provided by the Riverside County Fire Department, as well as a review of the applicable fire codes and regulations, the Wildomar General Plan and Municipal Code, and other relevant literature.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for Fire Protection and Emergency Medical Services (Standard of Significance 1)

Impact 3.10.1a Implementation of the proposed project will not result in the need for additional fire protection and emergency services in order to maintain acceptable service levels. However, the proposed project may result in a slight increase in demand for fire protection and emergency medical services. The impact is considered **less than significant**.

Completion of the proposed project will result in the addition of 275 housing units and approximately 895 persons.[1] Fire protection and emergency medical services for the proposed project will be provided by the RCFD. Upon completion, the proposed project will represent an approximate 2.7 percent increase in the population of Wildomar and an approximate 2.5 percent increase in the number of homes within the city (DOF 2012).

Wildomar General Plan Policy S-5.1 directs the City to develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through specified minimum standards and the inclusion of certain safety features.

In consideration of the incremental changes in population and housing that the proposed project represents and the proposed project's compliance with the safety requirements of General Plan Policy S-5.1, the proposed project would result in a **less than significant** impact to fire protection and emergency medical services.

Mitigation Measures

None required.

Significant Risk of Loss Due to Wildland Fire (Standard of Significance 2)

Impact 3.10.1b While the proposed project is located within an area that is identified as being exposed to a very high risk of wildfire, it is more specifically located in an area that is developed and well served by fire prevention services. The close proximity to a fire station and the limited undeveloped land near the proposed project will result in a **less than significant** impact.

In November 2007, the California Department of Forestry and Fire Protection (CAL FIRE) adopted Fire Hazard Severity Zone (FHSZ) maps for State Responsibility Areas. The current adopted map identifies the area of the proposed project as a very high fire hazard severity zone (VHFHS).

[1] Approximate population growth assumes the California Department of Finance 2012 persons per household estimate of 3.255 for the City of Wildomar.

VHFHS zones are determined by the Director of CAL FIRE and are those real properties that are not deemed to be a state responsibility pursuant to Public Resources Code Sections 4125 et seq. Identification of a VHFHS is based on consistent statewide criteria and on the severity of the fire hazard that is expected to prevail in those areas. VHFHS zones are based on fuel loading, slope, fire weather, and other relevant factors.

CAL FIRE classifies real property in accordance with whether a very high fire hazard is expected to prevail in those areas so that public officials can identify measures that will retard the rate of spread and reduce the potential intensity of uncontrolled fires that threaten to destroy resources, life, or property, and to require that those measures be implemented.

According to Government Code Section 51179, a local agency (defined as a city, county, city and county, or district responsible for fire protection within a VHFHS zone) may make changes to recommendations made by the Director of CAL FIRE pursuant to Government Code Section 51178. This provision allows a local agency, at its discretion, to make changes to the boundaries of VHFHS zones that may not be reflected on maps released by CAL FIRE.

Upon city incorporation in 2008, the City of Wildomar adopted the FHSZ map used by Riverside County to identify which areas of the county (the Local Regional Authority) would be categorized as being a VHFHS. This map identifies the project site as a VHFHS zone under the authority of the City of Wildomar.

However, in consideration of the proposed project site's proximity to a fire station and the considerable development that currently surrounds the proposed project site, the categorization of the area as a VHFHS zone will not result in any significant exposure of individuals or structures to the threat of wildfire. Therefore, the impact would be **less than significant.**

Mitigation Measures

None required.

Adequate Fire Flow (Standard of Significance 1)

Impact 3.10.1c While the implementation of the proposed project will result in additional need for water supply, this additional need will not be sufficient to require the creation of additional water supply infrastructure. Implementation of the proposed project may result in additional need for water supply and infrastructure to provide adequate fire flows for fire protection. The provision of these facilities could cause environmental impacts. This is a **less than significant** impact.

The Riverside County Fire Department has established the following minimum requirements for fire protection facilities required by the proposed project:

- Type of fire hydrant and connection as approved by the agency providing fire protection.
- Approved fire hydrants shall be located one at each street intersection and spaced not more than 330 feet apart in any direction.
- The water system shall be capable of providing a fire flow of 1,000 gallons per minute (gpm) for 2 hours duration at a minimum of 20 pounds per square inch (PSI) operating

pressure from each fire hydrant. This amount shall be in addition to the average day demand as defined in the California Administrative Code, Title 22, Chapter 16 (California Waterworks Standards).

- The fire protection system shall be installed and operational prior to any combustible building material being placed on the job site.

The RCFD will further review and approve the proposed project site plan for fire hydrant sizing and placement during the building permit and site review processes. Fire flow will be provided at the project site via future water lines and public hydrants along Bundy Canyon Road. The five new hydrants will be capable of providing the required fire flows to serve the project.

Upon review and the necessary permit processing by the Riverside County Fire Department and the Elsinore Valley Municipal Water District, this impact will be **less than significant**.

Mitigation Measures

None required.

3.10.1.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for fire protection and emergency medical services includes the proposed project area and the immediate surrounding areas. The cumulative setting includes all existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area of the proposed project that could potentially place demand on fire protection and emergency medical services or could be expected to place demand on services in the future.

Cumulative Demand for Fire Protection and Emergency Medical Services

Impact 3.10.1d Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for fire protection and emergency medical services. However, given the requirement for CEQA review of future development, any necessary infrastructure or facilities expansion will be reviewed for potential impacts. Impacts related to the proposal project are **less than cumulatively considerable.**

The Riverside County Fire Department was contacted and determined that with standard development conditions in place, the department can provide service to the project area. Growth in the project area was previously addressed, and the proposed project is consistent with the development potential for the area. This impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.2 LAW ENFORCEMENT SERVICES

3.10.2.1 EXISTING SETTING

Riverside County Sheriff's Department

The Riverside County Sheriff's Department (RCSD) provides law enforcement services to the City of Wildomar. Composed of 2,049 sworn officers and 1,808 civilian personnel, the RCSD is responsible for law enforcement services over a 7,300-square-mile area that includes the unincorporated areas of the county as well as 17 incorporated cities (DOJ 2012; RCSD 2012). The RCSD provides service through ten sheriff's stations; the City of Wildomar is in the service area of the Lake Elsinore Station, which is located at 333 Limited Avenue in Lake Elsinore. Responses to calls for service are dispatched to the Lake Elsinore Station through the RCSD's central dispatch communication center located in the City of Riverside.

3.10.2.2 REGULATORY FRAMEWORK

STATE

Emergency Response/Evacuation Plans

Government Code Section 8607(a) directs the Governor's Office of Emergency Services (OES) to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. The program is intended to provide effective management of multi-agency and multijurisdictional emergencies in California. SEMS consists of five organizational levels, which are activated as necessary: (1) Field Response, (2) Local Government, (3) Operational Area, (4) Regional, and (5) State.

Local governments must use SEMS to be eligible for funding of their response-related personnel costs under state disaster assistance programs. The City of Wildomar is generally responsible for emergencies that occur within city boundaries and has adopted an Emergency Operations Plan that is consistent with the SEMS.

LOCAL

City of Wildomar Disaster Operation and Relief Plan

The objectives of the City of Wildomar Emergency Plan (Ordinance No. 44) are to prepare for and facilitate coordinated and effective responses to emergencies in Wildomar and to provide adequate assistance to other jurisdictions as needed. The plan specifies actions for the coordination of operations, management, and resources during emergencies; governmental responsibilities during emergency events; and a plan for the organization of nongovernmental organizations providing support assistance.

3.10.2.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. A law enforcement services impact is considered significant if implementation of the proposed project would:

1) Create substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for law enforcement services.

METHODOLOGY

Evaluation of potential law enforcement impacts was based on information provided by the Riverside County Sheriff's Department, as well as review of the RCSD's staffing report and facilities needs assessment. The impact analysis focuses on whether those impacts would have a significant effect on the physical environment.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for Law Enforcement Services (Standard of Significance 1)

Impact 3.10.2a Implementation of the proposed project will not result in a significant increased demand for law enforcement services and will not result in the need for new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts. Therefore, this is a **less than significant** impact.

Completion of the proposed project will result in the addition of 275 housing units and approximately 895 persons.[2] Because the project site is in an area of the county served by the Riverside County Sheriff's Department, law enforcement services for the proposed project will be provided by the RCSD. Upon completion, the proposed project will represent an approximate 2.7 percent increase in the population of Wildomar and an approximate 2.5 percent increase in the number of homes in the city (DOF 2012). This incremental increase in the city's population and in the number of homes within the city will not warrant the construction of any new facilities for the RCSD.

The proposed project will be located on a currently undeveloped site that is located in an area that is currently developed and receiving law enforcement services from the RCSD station located at 333 Limited Avenue in Lake Elsinore. Because development associated with the proposed project is in an already developed area, the RCSD will not be required to expand its service area to accommodate the proposed project upon completion. In consideration of the incremental population increases the proposed project represents and the location of the proposed project in an area that is currently receiving service from the RCSD, the potential impacts of the proposed project will be **less than significant**.

Mitigation Measures

None required.

[2] Approximate population growth assumes the California Department of Finance 2012 persons per household estimate of 3.255 for the City of Wildomar.

3.10.2.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for law enforcement services includes the service area boundaries of the Riverside County Sheriff's Department. The RCSD provides services within the current Wildomar city limits, as well as to the surrounding unincorporated areas of Riverside County and 16 other incorporated cities. The cumulative analysis includes all existing, planned, proposed, approved, and reasonably foreseeable development in the project area.

Cumulative Demand for Law Enforcement Services

Impact 3.10.2b Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the RCSD service area, would increase the demand for law enforcement services. The project's contribution to the need for expanded law enforcement services is considered **less than cumulatively considerable**.

The Riverside County Sheriff's Department was contacted and determined that law enforcement service can be provided to the project area. Growth in the project area and the related need for law enforcement services was addressed previously, and the proposed project is consistent with the development potential for the area. This impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.3 PUBLIC SCHOOLS

3.10.3.1 EXISTING SETTING

LAKE ELSINORE UNIFIED SCHOOL DISTRICT

The Lake Elsinore Unified School District (LEUSD) was formed in 1989 and now serves a 131.78-square-mile area that includes the City of Wildomar, the cities of Lake Elsinore and Canyon Lake, and several unincorporated communities, including Lakeland Village and Horsethief Canyon. The LEUSD operates 13 elementary schools, two K–8 schools, four middle schools, three comprehensive high schools, four alternative schools, and a virtual K–12 school. LEUSD schools are shown in **Table 3.10.3-1**.

TABLE 3.10.3-1
LEUSD SCHOOLS

Elementary Schools	
Cottonwood Canyon	Donald Graham
Earl Warren	Elsinore
Jean Hayman	Machado
Railroad Canyon	Rice Canyon

Elementary Schools	
Ronald Reagan	Tuscany Hills
Wildomar	William Collier
Withrow	
K–8 Schools	
Luiseno	Lakeland Village
Middle Schools	
Canyon Lake	David A. Brown
Elsinore	Terra Cotta
High Schools	
Elsinore	Lakeside
Temescal Canyon	
Alternative Schools	
Gordon Kiefer Independent Study	Keith McCarthy Academy
Ortega High	Tri-Valley Community Day
Virtual K–12	
Southern California Online Academy	

Source: LEUSD 2012

Charter Schools

Charter schools are public schools that are created or organized by a group of teachers, parents, community leaders, or a community-based organization. Charter schools may provide instruction in any grades K–12 and are generally sponsored by a local public school board or county board of education. Specific goals and operating procedures for the charter school are detailed in an agreement (or "charter") between the sponsoring board and charter organizers. Public charter schools may not charge tuition and may not discriminate against any pupil on the basis of ethnicity, national origin, gender, or disability (CCSA 2012). The State of California charters one school in the Wildomar area: Sycamore Academy. Sycamore Academy was established in 2009 and is located in Wildomar. Sycamore Academy offers grades K–6 and serves the Wildomar community and the surrounding area.

Transportation

The LEUSD has approved the establishment of a fee-based transportation program in order to continue transportation services to eligible students. Kindergarten students are eligible for the transportation program (school buses) if they reside more than 0.75 mile from the school, elementary students beyond 1.5 miles, middle school students beyond 2.5 miles, and high school students beyond 3.5 miles from the school. Parents desiring transportation services to transport children from their homes to the school must apply for the service annually, receive district approval, and pay a $170.00 semi-annual fee.

Enrollment

Existing and Historical Enrollment

For the 2011/12 academic year, the Lake Elsinore Unified School District had an enrollment of 22,171 students. During the past ten years, the LEUSD's enrollments have risen from 17,769 students for the 2001/02 school year to 22,171 students for the academic year of 2011/12, representing an overall increase of 24.78 percent. As shown in **Table 3.10.3-2**, while the district was rapidly growing earlier in the decade, growth in recent years has significantly slowed, and in two recent academic years (2008/09 and 2010/11), enrollment declined.

TABLE 3.10.3-2
LAKE ELSINORE UNIFIED SCHOOL DISTRICT ENROLLMENT 2001/02–2011/12

Academic Year	District Enrollment	Change from Previous Year	Percentage Change
2001–02	17,769	–	–
2002–03	18,933	+1,164	6.55%
2003–04	19,711	+778	4.11%
2004–05	20,203	+492	2.50%
2005–06	20,652	+449	2.22%
2006–07	21,525	+873	4.23%
2007–08	22,109	+584	2.71%
2008–09	21,756	-353	-1.60%
2009–10	22,216	+460	2.11%
2010–11	22,065	-151	-0.68%
2011–12	22,171	+106	0.48%

Source: California Department of Education 2012

Forecasting Enrollment

According to the LEUSD's School Facilities Needs Analysis, the generation rates for single-family homes include 0.2877 per unit for elementary school (K–5), 0.1376 per unit for middle school (grades 6–8), and 0.1702 per unit for high school (grades 9–12). The project will generate 79 (79.12) elementary school students, 38 (37.84) middle school students, and 47 (46.81) high school students, for a total of 164 (163.77) students (LEUSD 2012).

3.10.3.2 REGULATORY FRAMEWORK

STATE

Development Impact Fees/SB 50

Proposition 1A, the Kindergarten–University Public Education Facilities Bond Act of 1998, or SB 50, was approved by the voters in November 1998. This proposition provided $6.7 billion in general

obligation bonds for K–12 public school facilities and provided the first funding for the new School Facility Program, which provides state funding assistance for new construction and modernization. A primary result of SB 50 was the creation of different levels of developer fees. Lake Elsinore Unified School District currently levies development impact fees on development within the district's boundaries consistent with SB 50. The current fees are $3.20 per square foot for new residential development and $0.51 per square foot for new commercial development (LEUSD 2012).

3.10.3.3 IMPACTS AND MITIGATION MEASURES

STANDARD OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. A public schools impact is considered significant if implementation of the proposed project would:

1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services.

METHODOLOGY

To determine the level of impact the proposed project will have on the local public school system, the schoolchildren generation rates published by the Lake Elsinore Unified School District were used to predict how many children will be housed within the proposed project. The predicted numbers were then reviewed against both the current and historic enrollment numbers of the LEUSD to determine the significance of enrollment increases.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for School Facilities (Standard of Significance 1)

Impact 3.10.3a The proposed project will not result in significant increased enrollment in the local school district ultimately resulting in the need for construction of additional school facilities. This is a **less than significant** impact.

According to enrollment prediction methods published by the Lake Elsinore Unified School District, the proposed project will result in an increase of 164 students in the LEUSD service area. As of the 2011/12 academic year, the LEUSD enrolled 22,171 students. The proposed project will represent an increase in LEUSD enrollment of less than 1 percent, which would not be sufficient growth to warrant the construction of new facilities.

As noted in subsection 3.10.3.2 above, current state law requires that impacts to current school facilities be mitigated though mandatory development impact fees. The fees enacted within the LEUSD of $3.10 per square foot of residential development and $0.47 per square foot of commercial development will be collected for the proposed project and will act to fully mitigate any impact the proposed project will have on the LEUSD's facilities. Therefore, this impact will be **less than significant**.

Mitigation Measures

None required.

3.10.3.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for public school impacts includes the district boundaries for the LEUSD for grade school services. The Lake Elsinore Unified School District serves a 131.78-square-mile area that includes the City of Wildomar, including the proposed project site. Any existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting could result in cumulative impacts.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Schools Impacts

Impact 3.10.3b Population growth associated with implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting, will not result in a significant cumulative increase in student enrollment. This is a **less than cumulatively considerable** impact.

Implementation of the proposed project is expected to result in population growth that would increase student enrollment in the Lake Elsinore Unified School District. Current state law requires that the environmental impact of new development on grade school facilities is considered fully mitigated through the payment of required development impact fees. All new development associated with the proposed project will be required to pay the applicable development impact fees. Furthermore, any significant expansion of school facilities or development of new school facilities would be subject to the appropriate CEQA environmental review, which would identify any site-specific impacts and provide mitigation to reduce those impacts. Therefore, cumulative impacts on school facilities are considered **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.4 WATER SUPPLY AND SERVICE

3.10.4.1 EXISTING SETTING

FARM MUTUAL WATER COMPANY

Water service to the proposed project will be directly provided by the Farm Mutual Water Company (FMWC). The FMWC, which was formed in 1976 to provide water service to an approximate 327-acre area immediately outside the Elsinore Valley Municipal Water District service area in the Cottonwood Canyon area along Bundy Canyon Road, receives water from the Elsinore Valley Municipal Water District (EVWMD). Documentation of the formation of the FMWC is located in **Appendix 3.10-2**, while a copy of a letter from the FMWC stating that the agency will be providing water service to the proposed project is included in **Appendix 3.10-3**.

ELSINORE VALLEY MUNICIPAL WATER DISTRICT

The Elsinore Valley Municipal Water District (EVMWD) is a nonprofit public utility supplying water service to 35,000 water, wastewater, and agricultural service connections in the region as well as to two water agencies: the Farm Mutual Water Company and the Elsinore Water District (EVMWD 2012). The EVMWD is a subagency of the Western Municipal Water District (WMWD), a member agency of the Metropolitan Water District of Southern California. The EVMWD serves the cities of Lake Elsinore, Canyon Lake, Murrieta, and Wildomar and the surrounding areas in unincorporated Riverside County. The EVWMD's water supply is a blend of local groundwater, surface water from Railroad Canyon Reservoir, and imported water. In an average year, approximately half of the EVWMD's water supply is imported and the district's total water production equals approximately 27,000 acre-feet (EVMWD 2012).

3.10.4.2 REGULATORY FRAMEWORK

LOCAL

In order to comply with the Urban Water Management Planning Act of the California Water Code, the Elsinore Valley Municipal Water District prepared the Elsinore Valley Municipal Water Management Plan. The most recent Urban Water Management Plan (UWMP) prepared by EVMWD was adopted on June 9, 2011. The purpose of a UWMP is to determine the current levels of water use and to predict and plan for future water demand. The information contained within the EVWMD Urban Water Management Plan includes the water usage and predicted water demand of the service area of the Farm Mutual Water Company.

3.10.4.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following CEQA Guidelines Appendix G thresholds of significance. A water service impact is considered significant if implementation of the proposed project would:

1) Result in the need for new entitlements or a substantial expansion or alteration to local or regional water supplies that would result in a physical impact to the environment.

2) Result in the need for new systems or a substantial expansion or alteration to the local or regional water treatment or distribution facilities that would result in a physical impact to the environment.

3) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

As previously mentioned, water quality impacts are discussed in Section 3.7, Hydrology and Water Quality.

METHODOLOGY

To determine the potential impact the proposed project may have on local water supplies and potable water distribution facilities, the information regarding current water use and predicted water demands contained within the 2011 EVWMD Urban Water Management Plan was referenced. In addition, the development standards of the Western Municipal Water District were reviewed and used to determine the potential water demand of the proposed project. Documents and planning criteria of the local water agency, the Elsinore Valley Municipal Water District, were also reviewed and used to determine impacts. The proposed project has also been reviewed by the EVMWD, which found that an adequate water supply for the proposed project currently exists and that no significant upgrade of EVMWD facilities would be necessary to provide water to the project.

PROJECT IMPACTS AND MITIGATION MEASURES

Water Supply Demand and Environmental Effects (Standards of Significance 1 and 3)

Impact 3.10.4a Implementation of the proposed project will slightly increase demand for water supply, which could result in effects on the physical environment. However, adequate water supply sources exist, and the proposed project's and the Elsinore Valley Municipal Water District's water conservation provisions, would ensure adequate water service. This is considered a **less than significant** impact.

The EVMWD obtains its potable water supplies from imported water from the Metropolitan Water District and local surface water from Canyon Lake. In addition, the EVMWD has access to groundwater from Elsinore Basin, Coldwater Basin, San Bernardino Bunker Hill Basin, Rialto-Colton Basin, and Riverside-North Basin. Almost all of the groundwater production for potable use occurs in the Elsinore Basin. Through recharge programs run by the EVMWD, the amount of annual groundwater pumping is nearly equal to the natural recharge (EVWMD 2011b, p. 4-1). The California Department of Water Resources, Bulletin 118, does not identify the Elsinore Basin to be in a state of overdraft (EVWMD 2011b, p. 4-12). Imported water supply is purchased from the Metropolitan Water District via the Eastern Municipal Water District and the Western Municipal Water District.

The EVMWD's existing recycled water demands are supplied by tertiary-treated wastewater from the Regional Water Reclamation Facility (WRF), Railroad Canyon WRF, and Horsethief Canyon WRF. In the effort to minimize the need for imported water, the EVMWD plans to expand its recycled water system to provide recycled water for irrigation users and to maintain water levels in Lake Elsinore during normal and dry years.

The EVMWD's 2011 Urban Water Management Plan reports that the average daily per capita water use within their service area from 1999 to 2008 was 248 gallons per capita per day (base daily rate) (EVWMD 2011b, p. 3). The 275 proposed housing units would result in a residential water demand of 221,991 gallons per day, or approximately 248.7 acre-feet per year.

The 2011 Comprehensive Annual Financial Report produced by the EVMWD states that the district produced 23,748 acre-feet of water in fiscal year 2011 (July 1, 2010 through June 30, 2011). The report further states that of the 23,748 acre-feet of water produced, a total of 22,996 acre-feet of water was consumed. For the past ten years, the EVMWD has produced between 23,748 acre-feet (fiscal year 2011) and 34,016 acre-feet (fiscal year 2007) of water annually, with average water production of approximately 27,442 acre-feet from fiscal year 2002 to fiscal year

2011. During that same period, the lowest amount of water consumed by EVMWD customers was 22,966 acre-feet (2011) and the highest amount of consumption 31,878 acre-feet (2007), with an average annual consumption of 26,453 acre-feet.

With estimated water consumption at 248.7 acre-feet annually, the proposed project will represent an increase in water consumption by the EVMWD of 1.08 percent in years of low water consumption, 0.78 percent in years of high water consumption, and a 0.94 percent increase over the historic average water consumption of EVMWD's customers.

Considering the current estimations that were determined by utilizing the EVMWD and WMWD water consumption assumptions, the proposed project will increase regional water consumption by approximately 1 percent or less. Given this minimal incremental increase, this impact is **less than significant**.

Mitigation Measures

None required.

Water Supply Infrastructure (Standard of Significance 2)

Impact 3.10.4b Implementation of the proposed project would increase demand for water supply and thus require additional water supply infrastructure that could result in a physical impact to the environment. This is considered a **less than significant** impact.

The Elsinore Valley Municipal Water District has reviewed the proposed project and determined that they can provide water treatment to the proposed project. The proposed project will replace the existing water line in Bundy Canyon Road and construct two 500,000-gallon water storage tanks for fire flow and pressure management of the system. As noted above, the amount of water provided to the project is considered a small increase in the amount currently provided to the area. The Elsinore Valley Municipal Water District will be able to supply the estimated increase in the amount of water required by the proposed project. Other than the pipeline within Bundy Canyon Road and the water storage tanks, the physical impacts of which are analyzed in this DEIR, the Elsinore Valley Municipal Water District has indicated that no other improvements to the water treatment or delivery system are necessary. The impacts of the proposed project on the water treatment and delivery system are **less than significant**.

Mitigation Measures

None required.

3.10.4.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for water services, including supplies and related infrastructure, consists of Elsinore Valley Municipal Water District boundaries, as well as other areas obtaining water from the Western Municipal Water District.

The cumulative setting includes all existing, planned, proposed, approved, and reasonably foreseeable development in the EVMWD service area and the larger service area of the Western Municipal Water District.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Water Supply Impacts

Impact 3.10.4c Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would increase the cumulative demand for water supplies. However, this increased demand will not be sufficient to lead to a requirement for new water facilities and related infrastructure. The project's contribution to cumulative water supply and infrastructure impacts is considered **less than cumulatively considerable**.

To determine future water demands within its service area, the EVMWD based the predictions contained within the 2011 UWMP on the existing year (2010) demands calculated as a product of the 2010 population and the 10-year baseline per capita water use. Starting from 2020, future demands were calculated as the product of the population and the target water use (240 gallons per capita per day) was established for the EVMWD using the summation of three performance standards: indoor residential use, outdoor residential use, and commercial, industrial use, and institutional (CII) use. Water demand for 2015 was calculated as halfway between the usage in 2010 and 2020. Water use projections for years 2015, 2020, 2025, 2030, and 2035 are presented in **Table 3.10.4-1**.

TABLE 3.10.4-1
EVMWD DEMAND ASSUMPTIONS AND PREDICTIONS

Projections	2015	2020	2025	2030	2035
Population of service area	136,133	149,852	162,626	174,579	185,102
Employment	24,699	27,458	32,272	37,086	41,900
Housing	46,388	51,297	55,774	59,921	63,888
EVMWD Water Deliveries (acre-feet per year)	37,292	40,338	43,777	46,995	49,827
Total Water Sales to the FMWC (acre-feet per year)	501	542	588	631	669

Source: EVWMD 2011b

The projections provided in **Table 3.10.4-1** include the demand projections of the area served by the Farm Mutual Water Company. The 2011 EVWMD Urban Water Management Plan states that it is assumed that demand within the FMWC service area will increase proportionally to the water demand increase within the EVMWD service area. For the years 2005 and 2010, the EVMWD delivered 420 and 460 acre-feet of water to the FMWC, respectively.

Mitigation Measures

None required.

3.10.5 WASTEWATER SERVICES

3.10.5.1 EXISTING SETTING

The Elsinore Valley Municipal Water District (EVMWD) maintains facilities to convey, treat, and dispose of municipal wastewater generated within a 96-square-mile area of western Riverside

County. This service area includes the area of the proposed project and much of the City of Wildomar, among other jurisdictions.

The EVMWD currently operates three wastewater treatment facilities: the Regional Wastewater Treatment Plant (WWTP), Horsethief Canyon WWTP, and Railroad Canyon WWTP. In addition, flow in the southern part of the EVMWD's service area is treated at the Santa Rosa Water Reclamation Facility operated by the Rancho California Water District (RCWD). These four treatment plants serve four major service areas within the EVMWD's wastewater collection system. Each service area consists of gravity collectors, trunk lines, lift stations, and force mains, which convey flow to the treatment plants. The regional area contains 21 lift stations, the Canyon Lake area contains 7 lift stations, and the Horsethief area contains 2 lift stations. A large portion of the EVMWD's wastewater collection system consists of 8-inch- through 15-inch-diameter collector and trunk sewer lines. In addition to these collector and trunk lines, the EVMWD has two major interceptor sewers ranging in size from 12 inches to 27 inches in diameter. The EVMWD's system also contains 30 force mains, with diameters ranging in size from 4 inches to 16 inches.

3.10.5.2 REGULATORY FRAMEWORK

FEDERAL

Clean Water Act

The Clean Water Act (CWA) is the primary federal legislation governing surface water quality protection. The statute employs a variety of regulatory and nonregulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water. Pollutants regulated under the CWA include "priority" pollutants, including various toxic pollutants; "conventional" pollutants, such as biochemical oxygen demand (BOD), total suspended solids (TSS), fecal coliform, oil and grease, and Ph; and "non-conventional" pollutants, including any pollutant not identified as either conventional or priority. The CWA regulates both direct and indirect discharges (EPA 2012).

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) program, Section 402 of the CWA, controls direct discharges into navigable waters. Direct discharges, or point source discharges, are from sources such as pipes and sewers. NPDES permits, issued by either the EPA or an authorized state/tribe, contain industry-specific, technology-based, and/or water-quality-based limits and establish pollutant monitoring and reporting requirements. (The EPA has authorized 40 states to administer the NPDES program including California, under which the regional boards administer the NPDES Program.) A facility that intends to discharge into the nation's waters must obtain a permit before initiating a discharge. A permit applicant must provide quantitative analytical data identifying the types of pollutants present in the facility's effluent and the permit will then set forth the conditions and effluent limitations under which a facility may make a discharge (EPA 2012).

General Pretreatment Regulations

Another type of discharge that is regulated by the CWA is discharge that goes to a publicly owned treatment works (POTW). POTWs collect wastewater from homes, commercial buildings, and industrial facilities and transport it via a collection system to the treatment plant. At the plant, the POTW removes harmful organisms and other contaminants from the sewage so it can be discharged safely into the receiving stream. Generally, POTWs are designed to treat domestic sewage only. However, POTWs also receive wastewater from industrial (nondomestic) users. The General Pretreatment Regulations establish responsibilities of federal, state, and local government, industry, and the public to implement Pretreatment Standards to protect municipal wastewater treatment plants from damage that may occur when hazardous, toxic, or other wastes are discharged into a sewer system and to protect the quality of sludge generated by these plants. Discharges to a POTW are regulated primarily by the POTW itself, rather than the state/tribe or the EPA (EPA 2012).

STATE

Porter-Cologne Water Quality Act

In 1969, the California Legislature enacted the Porter-Cologne Water Quality Control Act to preserve, enhance, and restore the quality of the state's water resources. The act established the State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards as the principal state agencies with the responsibility for controlling water quality in California. Under the act, water quality policy is established, water quality standards are enforced for both surface water and groundwater, and the discharges of pollutants from point and nonpoint sources are regulated. The act authorizes the SWRCB to establish water quality principles and guidelines for long-range resource planning including groundwater and surface water management programs and control and use of recycled water (USDOE 2012).

State Water Resources Control Board

Created by the California legislature in 1967, the five-member State Water Resources Control Board (SWRCB) allocates water rights, adjudicates water right disputes, develops statewide water protection plans, establishes water quality standards, and guides the nine regional water quality control boards located in the major watersheds of the state. The joint authority of water allocation and water quality protection enables the SWRCB to provide comprehensive protection for California's waters (SWRCB 2012).

The SWRCB is responsible for implementing the CWA and issues NPDES permits to cities and counties through Regional Water Quality Control Boards (RWQCBs). Wildomar is located in a portion of the state regulated by the San Diego Regional Water Quality Control Board.

REGIONAL

San Diego Regional Water Quality Control Board

The San Diego RWQCB provides planning, monitoring, and enforcement techniques for surface water and groundwater quality in San Diego County and western Riverside County, including the City of Wildomar and the surrounding area. The San Diego RWQCB develops and enforces water quality objectives and implements plans that will best protect the area's waters while recognizing local differences in climate, topography, geology, and hydrology. The RWQCB also

protects and enforces the many uses of water, including the needs of industry, agriculture, municipal districts, and the environment (RWQCB 2012).

Water Reuse Requirements (Permits)

The San Diego RWQCB issues water reuse requirements (permits) for projects that reuse treated wastewater. These permits include water quality protections as well as public health protections by incorporating criteria established in Title 22. The San Diego RWQCB may incorporate requirements into the permit in addition to those specified in Title 22. These requirements typically include periodic inspection of recycled water systems, periodic cross-connection testing, periodic training of personnel that operate recycled water systems, maintaining a database and/or permitting individual use sites, periodic monitoring of recycled water and groundwater quality, and periodic reporting.

Waste Discharge Requirements

The San Diego RWQCB typically requires a Waste Discharge Requirement (WDR) permit for any facility or person discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system. Those discharging pollutants (or proposing to discharge pollutants) into surface waters must obtain an NPDES permit from the San Diego RWQCB. The NPDES permit serves as the WDR permit. For other types of discharges, such as those affecting groundwater or in a diffused manner (e.g., erosion from soil disturbance or waste discharges to land), a Report of Waste Discharge must be filed with the San Diego RWQCB in order to obtain a WDR permit. For specific situations, the San Diego RWQCB may waive the requirement to obtain a WDR permit for discharges to land or may determine that a proposed discharge can be permitted more effectively through enrollment in a general NPDES permit or general WDR permit (RWQCB 2009).

LOCAL

Wastewater Master Plan

The EVMWD's Wastewater Master Plan (2003) evaluates the capacity of its wastewater collection system during peak wet weather flows and describes current services and plans to connect currently unserved areas and future development areas to the district's sanitary sewer system. The plan provides a detailed capital improvement program (CIP) for the necessary improvements to the existing wastewater collection system facilities and improvements needed for future growth, as well as a detailed cost summary and implementation plan.

3.10.5.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The following standards are based on State CEQA Guidelines Appendix G. A significant impact to wastewater service would occur if implementation of the proposed project would:

1) Require or result in the construction of new water or wastewater treatment facilities or expansion or existing facilities, the construction of which could cause significant environmental effects.

2) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

METHODOLOGY

Evaluation of potential impacts on wastewater facilities and services was based on the Elsinore Valley Municipal Water District's 2011 Urban Water Management Plan and 2003 Wastewater Master Plan (2003). Wastewater demand projections, as well as infrastructure conditions and needs, discussed in these documents were compared to potential impacts resulting from the development of the proposed project.

PROJECT IMPACTS AND MITIGATION MEASURES

Waste Discharge Requirements (Standard of Significance 1)

Impact 3.10.5a Implementation of the proposed project will not result in wastewater discharge that would exceed wastewater treatment requirements of the San Diego Regional Water Quality Control Board. This impact is considered **less than significant.**

The EVMWD currently operates three wastewater treatment facilities: the Regional WWTP, the Horsethief Canyon WWTP, and the Railroad Canyon WWTP. In addition, flow in the southern part of the EVMWD's service area is treated at the Santa Rosa Water Reclamation Facility operated by the Rancho California Water District (RCWD). These four treatment plants serve four major service areas within the EVMWD's wastewater collection system and the proposed project area. Each service area consists of gravity collectors, trunk lines, lift stations, and force mains, which convey flow to the treatment plants. The regional area contains 21 lift stations, the Canyon Lake area 7 lift stations, and the Horsethief area 2 lift stations.

A large portion of the EVMWD's wastewater collection system consists of 8-inch- through 15-inch-diameter collector and trunk sewer lines. In addition to these collector and trunk lines, the EVMWD has two major interceptor sewers with diameters ranging in size from 12 inches to 27 inches. The EVMWD's system also contains 30 force mains, ranging in size from 4 inches to 16 inches in diameter.

Implementation of the proposed project is expected to result in a less than 1 percent population increase in the EVMWD service area. The proposed project will connect to an existing 10-inch sewer line in Bundy Canyon Road.

Upon completion, the proposed project will represent an increase of 275 housing units and 895 persons from baseline (2008) conditions. This growth will slightly increase wastewater flows that would need to be treated and ultimately discharged along Temescal Wash.

The EVMWD is not exceeding any limits established in its current Urban Water Management Plan and will be required by the San Diego RWQCB to remain in compliance after any future expansion of flow capacity. Therefore, the proposed project is not expected to exceed wastewater treatment requirements or orders of the San Diego Regional Water Quality Control Board. Impacts are considered **less than significant**.

Mitigation Measures

None required.

Wastewater Conveyance and Treatment (Standards of Significance 1 and 2)

Impact 3.10.5b The proposed project will slightly increase wastewater flows. However, the increase represented by the proposed project will not require any additional infrastructure or treatment capacity. This impact is considered **less than significant**.

Implementation of the proposed project is expected to result in growth that will represent less than 1 percent of the population of the EVMWD service area.

According to the EVWMD's 2011 Comprehensive Financial Annual Report, the amount of wastewater treated in 2011 was 9,082 acre-feet (AF). Over the past decade, the EVMWD has treated between 6,713 AF (fiscal year 2002) and 9,159 AF (fiscal year 2005) of wastewater annually, with an average of 8,353 AF of wastewater treated annually. The EVWMD currently estimates that the average wastewater flow per household is 288 gallons per equivalent dwelling unit (EDU) per day. Based on this factor, the proposed project would result in buildout wastewater flows of 79,200 gallons per day (88.72 acre-feet per year) average flow. This increase in wastewater flow is equivalent to a 1.1 percent increase in the average annual wastewater flows of the EVMWD. The increase would not be enough to require additional wastewater treatment facilities. Therefore, this impact would be **less than significant**.

Mitigation Measures

None required.

3.10.5.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

As wastewater services are provided by the EVMWD, the cumulative setting for wastewater services includes all areas served by the district. The reader is referred to Section 4.0 of this DEIR regarding the cumulative setting and buildout under the proposed project.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Wastewater Service Impacts

Impact 3.10.5c Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would contribute to the cumulative demand for wastewater service. However, continued implementation of EVMWD standards would ensure adequate wastewater facilities are provided. This impact is considered to be **less than cumulatively considerable**.

The proposed project will construct all of the wastewater collection systems necessary to meet its needs. There are no future phases of the project that will require additional wastewater collection or treatment facilities. Therefore, the proposed project would not contribute to

cumulative wastewater infrastructure impacts, and this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.6 SOLID WASTE

3.10.6.1 EXISTING SETTING

Solid waste services for the proposed project site are provided by contract by Waste Management of the Inland Empire. Waste Management currently serves over 220,000 residents by disposing of over 17,000 tons of waste on a weekly basis.

Solid waste collection from the proposed project area will be trucked to the Moreno Valley Transfer Station, which is owned and operated by Waste Management and which also serves as a component of the Riverside County Waste Management Department's (RCWMD) network of solid waste facilities. The transfer station is located approximately 23 miles away from the proposed project site at 17700 Indian Street in Moreno Valley.

Solid waste collection and disposal is funded through monthly service fees paid by service users. Funding options support disposal sites, diversion activities, public education programs, hazardous waste collection, and transportation programs, along with other requirements of state and federal laws. Other fees are provided by a surcharge on residential collection bills for recycling programs, tipping fees, the sale of recyclables, waste hauler franchise fees, special programs (recycling and hazardous materials), and grants (RCWMD 2012).

3.10.6.2 REGULATORY FRAMEWORK

FEDERAL

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), an amendment to the Solid Waste Disposal Act of 1965, was enacted in 1976 to address the huge volumes of municipal and industrial solid waste generated nationwide. The RCRA gives the United States Environmental Protection Agency (EPA) the authority to control hazardous waste from "cradle to grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. The RCRA also sets forth a framework for the management of nonhazardous solid wastes. The federal Hazardous and Solid Waste Amendments (HWSA) are the 1984 amendments to the RCRA that focused on waste minimization and phasing out land disposal of hazardous waste as well as corrective action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program. Amendments to the RCRA in 1986 enabled the EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances (EPA 2012).

STATE

California Integrated Waste Management Act

The California Integrated Waste Management Act of 1989 (Public Resources Code, Section 42900–42927) requires all California cities and counties to reduce the volume of waste deposited in landfills by 50 percent by the year 2000 and continue to remain at 50 percent or higher for each subsequent year. The purpose of this act is to reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible.

The California Integrated Waste Management Act requires each California City and county to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element (SRRE) that demonstrates how the jurisdiction will meet the Integrated Waste Management Act's mandated diversion goals. Each jurisdiction's SRRE must include specific components, as defined in Public Resources Code Sections 41003 and 41303. In addition, the SRRE must include a program for management of solid waste generated in the jurisdiction that is consistent with the following hierarchy: (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. Included in this hierarchy is the requirement to emphasize and maximize the use of all feasible source reduction, recycling, and composting options in order to reduce the amount of solid waste that must be disposed of by transformation and land disposal (Public Resources Code Sections 40051, 41002, and 41302) (CalRecycle 2012a).

REGIONAL

Riverside County Waste Management Department

The RCWMD is responsible for the landfilling of nonhazardous county waste. In this effort, the RCWMD operates six landfills and has a contract agreement for waste disposal with an additional private landfill, and administers several transfer station leases. The RCWMD ensures that Riverside County has a minimum of 15 years of capacity, at any time, for future landfill disposal.

LOCAL

Wildomar Source Reduction and Recycling Element

On April 27, 2011, the City of Wildomar adopted a Source Reduction and Recycling Element (SRRE), which is required to fulfill the requirements of the California Integrated Waste Management Act of 1989. The law requires that all cities and counties in California divert 50 percent of the total waste generated within their jurisdiction from landfill disposed annually by the year 2000. The adopted element includes a Source Reduction and Recycling Element (SRRE), a Household Hazardous Waste Element (HHWE), and a Nondisposal Facility Element (NDFE). Waste Management Incorporated (WMI) is the solid waste hauler under contract to the City of Wildomar.

City of Wildomar Municipal Code

Title 8 Health and Safety of the City of Wildomar Municipal Code set forth the city's solid waste provisions, including restrictions on disposing of any garbage, rubbish, or waste matter in the city other than at a disposal site established by the City Council or designated by the City Manager,

prohibitions on solid waste collectors disposing of recyclable materials, and restrictions on accumulation of solid waste on residential properties.

3.10.6.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G. A solid waste impact is considered significant if implementation of the proposed project would:

1) Be served by a landfill without sufficient permitted capacity to accommodate the project's solid waste disposal needs.

2) Fail to comply with federal, state, and local statutes and regulations related to solid waste.

METHODOLOGY

Evaluation of potential solid waste service impacts was based on information from the CalRecycle website and personal conversation with Waste Management Incorporated, the contract hauler for the City of Wildomar. The SRRE was also reviewed to determine the diversion rates and goals for the City. The capacity of landfills and other solid waste facilities was evaluated based on reporting from CalRecycle, and residential waste generation was based on actual per-capita generation rates in 2011.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Solid Waste Disposal (Standard of Significance 1)

Impact 3.10.6a Implementation of the proposed project will generate increased amounts of solid waste that will need to be disposed of in landfills or recycled. This impact is considered **less than significant**.

Implementation of the proposed project will result in the construction of 275 new single-family homes that could generate 895 new residents who will generate solid waste which will require disposal and recycling. CalRecycle reports that in 2011, the 32,414 residents of the city generated 17,673 tons of solid waste for a per-capita rate of 2.99 pounds per person per day, which is less than the 2009 reported rate of 3.17 pounds per person per day in the SRRE. As proposed, the project would generate approximately 976,758 pounds of solid waste per year. CalRecycle estimates that a cubic yard of household trash weighs about 800 pounds, which results in approximately 1,221 cubic yards per year generated by the proposed project.

CalRecycle posts estimates of solid waste generation for commercial establishments on its website (http://www.calrecycle.ca.gov/wastechar/wastegenrates/Commercial.htm); however, the rates are reported by other jurisdictions and CalRecycle does not endorse any of the rates. Reported rates range greatly and are dependent on the actual commercial use. Some of the rates are by employee and others by square foot. For example, one rate from Los Angeles estimates 2.5 pounds per 1,000 square feet per day, while another rate from the same city estimates 13 pounds per day from 1,000 square feet. Further, most of the rates are from the early 1990s before source reduction and recycling became the law, and likely overstate the current

solid waste generation. Without knowing the actual uses, it is impossible to estimate the amount of solid waste generated. The SRRE requires that 30 percent of nonresidential waste be diverted from the landfill.

Upon collection, the solid waste will be transported to the Moreno Valley Transfer Station where the collected waste will be processed for recycling, composting, or disposal. In a telephone interview on November 15, 2012, a representative of Waste Management determined that the increase in solid waste produced by the proposed project will not result in a significant increase in total waste received at the Moreno Valley Transfer Station (WM 2012). The solid waste can go to one of three landfills: El Sobrante, Lamb Canyon, or Badlands. El Sobrante is owned and operated by USA Waste Services of California. The other two landfills are owned and operated by the County of Riverside. Capacities for each of the landfills is included in the SRRE and summarized in **Table 3.10.6-1**.

TABLE 3.10.6-1
LANDFILL CAPACITY

Disposal Facility	Owner/Operator	Permitted Capacity (cubic yards)	Remaining Capacity (cubic yards)	Potential Fill Date
El Sobrante	USA Waste Services of California	184,930,000	145,530,000	2045
Lamb Canyon	County of Riverside	34,292,000	18,955,000	2021
Badlands	County of Riverside	30,386,332	19,477,616	2016

Source: City of Wildomar 2011

As shown in the table, there is sufficient capacity at the landfills to accept the 1,221 cubic yards of potential solid waste from the proposed project. This impact would therefore be considered **less than significant**.

Mitigation Measures

None required.

Compliance with Federal, State, and Local Statutes for Solid Waste (Standard of Significance 2)

Impact 3.10.6b Implementation of the proposed project could fail to comply with federal, state, and local statutes and regulations related to solid waste. This impact is considered **less than significant**.

Title 8, Chapter 8.20 regulates refuse disposal sites in the City of Wildomar. Section 8.20.050 of Chapter 8.2 of the Wildomar Municipal Code requires that each solid waste facility operator, including the City of Wildomar, perform random load checks across load types of residential, commercial, and industrial to detect hazardous waste before such incoming waste is transferred to, and/or disposed at, the landfill. The goals of the ordinance and check program are to (1) prevent hazardous waste from being placed in a landfill not permitted to receive such waste, and (2) educate and discourage customers from bringing in such material. The code mandates the number of checks per day, depending on the daily tonnage. The load checks are random and an inspection form is required for each check. Chapter 8.104 mandates that solid waste be collected in the city and establishes the methodology and timing for collection. Through compliance with the SRRE and City ordinances, the proposed project will comply with federal, state, and local regulations regarding solid waste. This impact is considered **less than significant**.

Mitigation Measures

None required.

3.10.6.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for solid waste includes all existing, planned, proposed, approved, and reasonably foreseeable development in Riverside County. Future development associated with the proposed project, as well as in the surrounding region, would result in an incremental cumulative demand for solid waste collection and disposal in regional landfills.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Solid Waste Impacts

Impact 3.10.6c Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development in the region, would result in increased demand for solid waste services. This impact is **less than cumulatively considerable**.

As shown in **Table 3.10.6-1**, there is adequate capacity in the landfills that receive solid waste from the City of Wildomar. The approximate 1,221 cubic yards of solid waste generated by the proposed project will not significantly affect the life span of the receiving landfills. Further, compliance with the SRRE will reduce or divert solid waste from the landfills. The proposed project will not contribute significantly to cumulative solid waste impacts, and this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

3.10.7 PARKS AND RECREATION

3.10.7.1 EXISTING SETTING

The City of Wildomar owns and manages three public parks: Marna O'Brien Park, Regency Heritage Park, and Windsong Park.[3] In addition, the city contains 306.93 acres of land dedicated to open space recreation and 220.92 acres of land dedicated to open space conservation. A summary of the park and open space acreages in Wildomar is shown in **Table 3.10.7-1.**

[3] As of August 2012, the City is not currently funding Regency Heritage or WIndsong Park, allowing both facilities to remain non-operational.

TABLE 3.10.7-1
PARK AND OPEN SPACE FACILITIES

Open Space	Acreage
Marna O'Brien Park	8.94
Regency Heritage Park	3.26
Windsong Park	2.07
Open Space – Recreation	306.93
Open Space – Conservation	220.92
Total Open Space Acreage	**542.11**

Source: Colgan 2012

Upon city incorporation in 2008, the City of Wildomar adopted the Riverside County Municipal Code. The code includes an open space requirement of 3 acres of neighborhood and community parkland per 1,000 residents. As of 2012, according to the California Department of Finance, Wildomar's estimated population was 32,719. As demonstrated in **Table 3.10.7-1**, the city's current open space inventory includes 542.11 acres, which surpasses the 98.16 acres required by the City's Municipal Code.

3.10.7.2 REGULATORY FRAMEWORK

STATE

Quimby Act

The goal of the 1975 Quimby Act (California Government Code Section 66477) was to require developers to help mitigate the impacts of property improvements by requiring them to set aside land, donate conservation easements, or pay fees for park improvements. The Quimby Act gave authority for passage of land dedication ordinances only to cities and counties, thus requiring special districts to work with cities and/or counties to receive parkland dedication and/or in-lieu fees. The fees must be paid and land conveyed directly to the local public agencies that provide parks and recreation services community-wide. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities (Westrup 2002).

Originally, the Quimby Act was designed to ensure "adequate" open space acreage in jurisdictions adopting Quimby Act standards (e.g., 3–5 acres per 1,000 residents). In some California communities, the acreage fee was very high where property values were high, and many local governments did not differentiate on their Quimby fees between infill projects and greenbelt developments. In 1982, the Quimby Act was substantially amended via AB 1600. The amendments further defined acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied (nexus) to a project's impacts as identified through traffic studies required by CEQA. In other words, AB 1600 requires agencies to clearly show a reasonable relationship between the public need for the recreation facility or park land and the type of development project upon which the fee is imposed (Westrup 2002). Cities or counties with a high ratio of parkland to inhabitants can set a standard of 5 acres per 1,000 residents for new development. Cities or counties with a lower ratio can only require the provision of up to 3 acres of parkland per 1,000 residents. The calculation of a city's or county's parkland-to-

population ratio is based on a comparison of the population count of the last federal census to the amount of city- or county-owned parkland.

LOCAL

Wildomar Community Services Department

The City of Wildomar Community Services Department oversees the development and maintenance of the local parks and assists in coordinating disaster preparedness programs. Open space in the city is maintained by private landowners or associations.

City of Wildomar Municipal Code

Chapter 16.20 of Title 16 requires fees in lieu of dedication or dedication of parkland at a ratio of 3 acres per 1,000 population. The code defines a park as a parcel or parcels of land, exclusive of natural open space, which is open and available for use by the general public and which serves the recreational needs of the public.

3.10.7.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G thresholds of significance. A park and recreation impact is significant if implementation of the proposed project would:

1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

2) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

METHODOLOGY

Evaluation of the proposed project was based on review of the current facilities and the City's Municipal Code. This material was compared to the proposed project's specific park and recreation service–related impacts. The impact analysis below focuses on whether those impacts would have a significant effect on the physical environment.

PROJECT IMPACTS AND MITIGATION MEASURES

Increased Demand for Parks and Recreation Facilities (Standards of Significance 1 and 2)

Impact 3.10.7a Implementation of the proposed project would accommodate a slight increase in population that will be served by the park and recreation facilities to be built as part of the proposed project. This impact is considered to be **less than significant**.

The completion of the proposed project will result in a population increase of approximately 895 residents in Wildomar. Per City ordinance, the new population will generate demand for 2.7

acres of parkland. The proposed project includes 4.7 acres of parkland, which exceeds the requirement of the City ordinance and the Quimby Act. Further, the parks and open space needs of the residents will also be met by the total of 76 acres of open space that includes trails.

During the scoping meeting, several residents of The Farm voiced concerns over new residents potentially using Farm facilities without payment. One of the facilities noted was the Farm community swimming pool. During a site visit, the pool was observed to be very secure with fencing topped with razor wire. While there is a potential for new residents in the proposed project to use Farm recreation facilities, the pool facility seems secure. Other facilities could either be secured or signed to inform others that the land is private. Similar signage may appear on the proposed project's parks and open space area.

While the parks will be owned and operated by the proposed project's homeowners association, they will not be fenced. The parks will also not have community-serving features such as soccer fields or baseball diamonds intended for league play. As the proposed project will generate and maintain its own parkland, this impact is **less than significant**.

Mitigation Measures

None required.

3.10.7.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting for parks and recreation consists of the City of Wildomar's jurisdictional boundary, which encompasses 13.2 square miles. Any existing, planned, proposed, approved, and reasonably foreseeable development within the city could contribute to cumulative impacts. The reader is referred to Section 3.1, Land Use, for a discussion of assumed land uses and development conditions associated with the proposed project.

Cumulative Park and Recreation Demands

Impact 3.10.7b Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development, would increase the use of existing parks and would require additional park and recreation facilities within the cumulative setting, the provision of which could have an adverse physical effect on the environment. This would be a **less than cumulatively considerable** impact.

The proposed project provides parkland and open space than required to meet the City's ordinance. Further, the project will maintain its own parkland and open space. As there is more than sufficient parkland, and the project will provide maintenance for its facilities, this impact is considered **less than cumulatively considerable**.

Mitigation Measures

None required.

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3.11 AESTHETICS AND VISUAL RESOURCES

This section describes the existing visual resources of the City of Wildomar, summarizes its landscape characteristics, and discusses the impacts associated with implementation of the proposed project. The analysis focuses on the anticipated alteration of the landscape characteristics and potential visual resource impacts in the city. Key issues addressed in this section include alteration of existing scenic resources (potential degradation of scenic resources or views of scenic resources), visual character, and urban lighting characteristics (increased nighttime light and daytime glare). Information for this section comes from City staff, field observations, and other public documents.

3.11.1 EXISTING SETTING

EXISTING CONDITIONS

Undeveloped natural areas and the surrounding topography create a rural residential viewshed with single-family homes surrounded by slopes, hills, and undeveloped areas. Even in the undeveloped areas, however, there is evidence of disturbance and man-made improvements ranging from roadways such as Bundy Canyon Road to homes on hillsides and ridges, graded driveways, power lines, fences, sheds, and other accessory structures. Located in close proximity to a variety of topographic features that range from relatively flat land to steep hillsides, the eastern half of the proposed project site is primarily composed of a steep-sided hill, while a portion of the Sedco Hills forms the western half. The surrounding area is generally rural residential and suburban in character, with single-family homes situated on semi-rural and large suburban lots. The habitat of the project area is predominantly disturbed chaparral with scattered trees that are mainly concentrated along the drainages that cross the project site. Bundy Canyon Road, which bisects the site, is lined with aboveground transmission lines. **Table 3.11-1** provides a summary of the visual resources within the project site. **Figure 1.0-3** shows a series of photographs that illustrate the various visual resources.

On Bundy Canyon Road close to Interstate 15 (I-15), there are developed areas that have urban improvements such as sidewalks, curbs, and streetlights. For much of the remaining length of the roadway that extends through the proposed project area, there are no improvements adjacent to the roadway. Overhead power lines occasionally cross the roadway as needed to provide services along the road.

The City of Wildomar General Plan does not identify any portion of the proposed project area as a designated state or county scenic highway, nor is the site identified as being eligible for such designation. The Farm Specific Plan, which encompasses the proposed project site, does not identify specific visual or aesthetic resources to be protected or designated.

TABLE 3.11-1
SUMMARY OF VISUAL RESOURCES

Visual Resource	Description
Open space	Open space is a scenic feature present throughout the project area, which is currently vacant; however, the single-family housing communities located along the northern and southern borders of the project site do not include scenic open space. Figures 3.1-2 and 3.1-3 in Section 3.1, Land Use, provide aerial views of the project site that show the open space quality of the area.
Vistas of distant mountains	In specific areas, views from the project site offer vistas of the San Jacinto Mountains to the east, the Elsinore Mountains to the west, and on clear days the San Bernardino Mountains to the north.

Visual Resource	Description
Views of rolling hills	Views of the rolling hills directly west of the project site may be seen from anywhere on the project site, while smaller hills can be clearly seen from the southwest and southeast corners of the site.
Riparian and oak woodland areas	Cottonwood Canyon, a large drainage which crosses the eastern end of the project site from north to south, supports mature oak trees that form a scenic canopy over Bundy Canyon Road (see **Figure 1.0-3**).

Viewer groups of the project area currently include motorists and occasional cyclists and pedestrians traveling along Bundy Canyon Road. Aside from an unpaved shoulder along Bundy Canyon Road, the project site does not have dedicated lanes and paths or other facilities to support pedestrian, cycling, or equestrian uses. Most of the existing residential homes adjacent to the proposed project site will be located several hundred feet from the proposed project, though homes located along the northeastern side of Harvest Way West will be immediately across the street from the portion of the proposed project to be built along the southwestern side of Harvest Way West. The homes located along the north side of Bundy Canyon Road between Greenwood Avenue and Harvest Way East will also be directly across the street from the proposed project, and the commercial use component of the proposed project, at the southwestern corner of Bundy Canyon Road and Sunset Avenue, will be located in intermediate proximity to three existing homes at the end of Hidden Hollow Drive. Many of these residential properties have fences, walls, or trees and other vegetation that visually shield the houses from the roadway and the proposed project site.

NIGHTTIME LIGHTING CONDITIONS

Lighting conditions of the area consist of typical suburban low light conditions found in semi-rural areas. There are streetlights along parts of Bundy Canyon Road, along areas adjacent to development close to I-15, and at intersections. There are also residential yard lights and exterior lighting associated with the homes along Bundy Canyon Road and the adjacent development.

Sources of daytime glare include direct beam sunlight and reflections from windows, architectural coatings, glass, and other shiny reflective surfaces. Nighttime light illumination and associated glare can be divided into stationary and mobile sources. Stationary sources of nighttime light include structure illumination, decorative landscape lighting, lighted signs, sports field lighting, and streetlights. The primary source of mobile nighttime light is motor vehicle headlights. During winter nighttime hours, the ambient light in the area can be accentuated during periods of low cloudiness or fog, which reflects light, resulting in intensification of the amount of light.

3.11.2 REGULATORY FRAMEWORK

STATE

State Scenic Highway Program

In 1963, the California legislature created the Scenic Highway Program to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to state highways. The state regulations and guidance governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. A highway may be designated scenic depending on how much of the natural landscape can be seen by travelers,

the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. A scenic corridor is the land generally adjacent to and visible from the highway and is identified using a motorist's line of vision. A reasonable boundary is selected when the view extends to the distant horizon. There are no state designated scenic highways in the project area.

Nighttime Sky – Title 24 Outdoor Lighting Standards

The California legislature passed a bill in 2001 requiring the California Energy Commission (CEC) to adopt energy efficiency standards for outdoor lighting for both the public and private sectors. In November 2003, the CEC adopted changes to the Title 24, parts 1 and 6, Building Energy Efficiency Standards. These standards became effective on October 1, 2005, and included changes to the requirements for outdoor lighting for residential and nonresidential development. The new standards will likely improve the quality of outdoor lighting and help to reduce the impacts of light pollution, light trespass, and glare. The standards regulate lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Different lighting standards are set by classifying areas by lighting zone. The classification is based on population figures of the 2000 Census. Areas can be designated as LZ1 (dark), LZ2 (rural), or LZ3 (urban).

LOCAL

Wildomar General Plan

The City of Wildomar General Plan contains several policies pertaining to visual resources; those that are relevant to the proposed project are listed below in the Methodologies subheading of subsection 3.11.3, Impacts and Mitigation Measures.

Regulating Light Pollution (Mount Palomar Nighttime Lighting Policy)

Light pollution is regulated by Wildomar Municipal Code Chapter 8.64. The proposed project site is located approximately 49 miles from Mount Palomar, which places the site within Zone B of the Mount Palomar Nighttime Lighting Policy Area. (Zone A means the circular area 15 miles in radius centered on Palomar Observatory.) As shown below, Zone B restricts the use of certain light fixtures that emit undesirable light rays into the night sky, which may have a detrimental effect on astronomical observation and research at the Mount Palomar Observatory. Development within this zone requires that the project maintain preservation of the night sky.

TABLE 3.11-2
LAMP TYPE AND SHIELDING REQUIREMENTS PER FIXTURE FROM ORDINANCE 8.88 REGULATING LIGHT POLLUTION

Lamp Type	Zone A	Zone B
Class I – Color Rendition Important		
Low pressure sodium	Allowed	Allowed
Others above 4050 lumens	Prohibited	Allowed if fully shielded
Others 4050 lumens & below	Allowed*	Allowed

Lamp Type	Zone A	Zone B
Class II – Parking Lots, Walkways, Security		
Low pressure sodium	Allowed	Allowed
Others above 4050 lumens	Prohibited	Prohibited
Others 4050 lumens & below	Prohibited	Allowed
Class III – Decorative		
Low pressure sodium	Prohibited	Allowed
Others above 4050 lumens	Prohibited	Prohibited
Others 4050 lumens & below	Prohibited	Allowed

Source: Wildomar Municipal Code
**Maximum of 8.100 total lumens per acre or per parcel if under 1 acre.*

All lighting allowed by the ordinance must be fully shielded if feasible and partially shielded in all other cases, and must be focused to minimize spill light into the night sky and onto adjacent properties. The ordinance defines "fully shielded" as outdoor light fixtures shielded or constructed so that light rays emitted by the fixtures are projected below the horizontal plane passing through the lowest point on the fixture from which light is emitted. "Partially shielded" means outdoor light fixtures designed or constructed so that 90 percent of the light rays emitted by the fixture are projected below the horizontal plane passing through the lowest point of the shield (Wildomar Municipal Code, 8.64.040).

3.11.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

An aesthetic or visual resource impact is considered significant if implementation of the project would result in any of the following:

1) Have a substantial adverse effect on a scenic vista.

2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

3) Substantially degrade the existing visual character or quality of the site and its surroundings.

4) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

METHODOLOGY

The visual resource analysis is based on field review of the project site and review of topographic conditions, as well as anticipated changes from implementation of the proposed project and other anticipated development in the area.

As discussed in subsection 3.11.1, Existing Setting, there are no adopted scenic highways in the project area, so this impact (Standard of Significance 2) will not be further considered in this Draft EIR.

PROJECT IMPACTS AND MITIGATION MEASURES

Substantial Damage Scenic Resources (Standards of Significance 1 and 3)

Impact 3.11.1 The proposed project will not have a substantial adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings. This impact is considered **less than significant**.

The proposed project will include the removal of some of the trees and rock outcroppings currently located on the project site to accommodate the new homes. While the changes will affect the views of the property from the surrounding area, the trees and rock outcroppings are not unique to the area, nor are they formally recognized as scenic vista by any local or regional government agency. Views onto the property will be changed by the grading and development of improvements necessary to support the proposed residential and commercial uses.

As described in the project description, approximately 76 acres of the site will remain as open space and largely untouched by the development. While there will be trails and some minor improvements such as the road leading to the water storage tanks in the open space, these improvements will be similar to others made in the area to support existing development.

This impact is considered **less than significant**.

Mitigation Measures

None required.

Substantially Degrade the Existing Visual Character of the Area (Standard of Significance 3)

Impact 3.11.2 While the potential project will result in changes to the existing visual character of the project site, these changes will not lead to a significant degradation of the existing visual character of the area. This impact is **less than significant**.

The proposed project will construct single-family residences, a small commercial area, and several local parks in a currently undeveloped area that is surrounded by residential land uses on nearly all sides. With the exception of an undeveloped area directly west of the project site, the project density of 1.8 units per gross acre (3.5 units/acre net developable area) will be consistent with the current density range of 2–5 units per acre of the existing residential development in the surrounding area. The proposed project will provide a different housing type than is prevalent in the area, with a more urban look similar to other housing developments in the city. Yard sizes, setbacks, and street improvements will be consistent with the Oak Creek Canyon development/design standards and City of Wildomar standards.

The proposed project will include a small commercial area approximately 5.2 acres in size (3.5 acres developable). Construction of this commercial property will result in a development that is different in scale and type from the surrounding residential areas. As part of the development review process, the City of Wildomar will evaluate the design of the commercial land as part of plot plan review procedures. The Oak Creek Specific Plan includes commercial design guidelines so aesthetics and design will be part of the review process. As the commercial area fronts on Bundy Canyon Road and will be oriented toward this large arterial, and the design will

be reviewed to ensure compatibility with the commercial design guidelines during the plot plan review process, this impact is considered **less than significant**.

The proposed project also includes the preservation of approximately 76 acres of open space. The developed open space will continue to retain the characteristics of the natural environment of the area while allowing new natural scenic resources to develop. Due to the aesthetic consistency of the proposed project with many of the current land uses of the site and the preservation of 20 percent of the proposed project site as open space, the impacts of the proposed project on the existing visual character of the area will be **less than significant**.

Mitigation Measures

None required.

Create a New Source of Substantial Light or Glare (Standard of Significance 4)

Impact 3.11.3 The proposed project will not result in any new significant sources of glare or light that would adversely affect the day or nighttime views of the area. This impact would be **less than significant**.

Implementation of the proposed project will not introduce new sources of daytime glare and will not substantially change nighttime lighting and illumination levels. Lighting nuisances typically are categorized by the following:

- Glare – Intense light that shines directly or is reflected from a surface into a person's eyes.
- "Skyglow"/Nighttime Illumination – Artificial lighting from urbanized sources that alters the rural landscape in sufficient quantity to cause lighting of the nighttime sky and reduction of visibility of stars and other astronomical features.

The main sources of daytime glare in the area are from sunlight reflecting from vehicles traveling along Bundy Canyon Road and the roadways adjacent to the proposed project site and from the nearby residential buildings with reflective surfaces such as windows. The proposed project will include residential and eventually commercial structures as potential sources of glare. Building materials (e.g., reflective glass and polished surfaces) are the most substantial sources of glare. The amount of glare depends on the intensity and direction of sunlight, which is more acute at sunrise and sunset because the angle of the sun is lower during these times.

A source of glare during the nighttime hours is artificial light. The sources of new and increased nighttime lighting and illumination include, but are not limited to, new residential development, lighting from commercial uses, lights associated with vehicular travel (e.g., car headlights), street lighting, parking lot lights, and security-related lighting. Light pollution is regulated by Chapter 8.64 of the Wildomar Municipal Code. The regulation is intended to protect the Mount Palomar Observatory from unnecessary light.

As noted above, the City's Light Pollution Ordinance establishes limits on the types of fixtures and size of bulbs for aspects of the development. Compliance with the ordinance will result in a less than significant impact on nighttime light pollution. However, there will still be new light associated with urban development, including security lighting, landscape lighting, automobile headlights, etc. This type of lighting impact already exists with existing homes surrounding the project area. As the amount of nighttime lighting will be restricted through compliance with existing City of Wildomar ordinances, and the remaining lighting is consistent with urban

development throughout the City of Wildomar, including existing development around the proposed project site, the impacts of lighting associated with the proposed project are considered **less than significant**.

Mitigation Measures

None required.

3.11.4 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES

CUMULATIVE SETTING

The cumulative setting includes the surrounding residences, as well as the adjacent Farm community. The cumulative setting also includes the proposed Bundy Canyon Road–Scott Road widening project. Development in the proposed project area as well as along Bundy Canyon Road would alter the scenic resources and visual character of the region.

The cumulative impact analysis herein focuses on whether the proposed project's contribution to regional visual resource impacts would result in a cumulatively considerable environmental impact. The project's impact would be cumulatively considerable if, when considered with other existing, approved, proposed, and reasonably foreseeable development in the region, it would result in substantial alteration of the visual character of the region, significant impacts to scenic vistas, or substantial increases in daytime glare and nighttime lighting.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impacts to Scenic Resources, Existing Visual Character, and Light and Glare

Impact 3.11.4 Implementation of the proposed project, in combination with the planned Bundy Canyon Road–Scott Road widening project, would contribute to the alteration of the visual character of the region. This impact is considered **less than cumulatively considerable with mitigation incorporated.**

The proposed project, in conjunction with identified improvements to Bundy Canyon Road, could be perceived to have an adverse cumulative effect on scenic resources because of the need to remove oak trees along the corridor. The proposed project may result in a loss of mature oak trees on the project site. In addition, the oak tree canopy along Bundy Canyon Road, located between Palm Avenue and Harvest Way East, may be impacted by the combination of the proposed project and the Riverside Transportation Commission's Bundy Canyon Road–Scott Road widening project. When taken together, the loss of oak trees and their habitat could be perceived to have an adverse cumulative effect on the visual character of the area. This adverse cumulative effect would be permanent. The proposed road widening project may also contribute to a cumulative change of the aesthetic character in the area from a semi-rural area to a developing residential suburban and commercial area.

Planting of new oak trees will help offset the removal of the mature oaks along Bundy Canyon Road. It is important to note that newly planted trees may not grow as quickly or survive in the areas planted. As a result, most mitigation strategies require over-planting to allow for tree morbidity during the first few years. The following mitigation measure is intended to address the loss of tree canopy along Bundy Canyon Road.

Mitigation Measures

MM 3.11.4 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 dripline of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes:

1) A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a).

2) The removal of all oak trees 5 inches or more in diameter at breast 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 diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted.

3) A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals.

4) Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the dripline of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan.

5) Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.

Timing/Implementation: *Prior to any ground disturbance activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

With implementation of the above mitigation measures, this impact is considered **less than cumulatively considerable**.

REFERENCES

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3.12 Energy Use and Greenhouse Gases

This section provides a discussion on the proposed project's effect on greenhouse gas emissions and the associated effects of climate change. The California Environmental Quality Act (CEQA) requires that lead agencies consider the reasonably foreseeable adverse environmental effects of projects they are considering for approval. The reader is referred to Section 3.4, Air Quality, for a discussion of project impacts associated with air quality. Portions of this section are based on the *Oak Creek (Tentative Tract Map No. 36388) (PA 11-0261) Greenhouse Gas Analysis, City of Wildomar, California*, prepared by Urban Crossroads (2012) and included as **Appendix 3.12-1**.

3.12.1 EXISTING SETTING

INTRODUCTION TO GLOBAL CLIMATE CHANGE

Global climate change is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Global climate change is currently one of the most controversial environmental issues in the United States, and much debate exists within the scientific community about whether or not global climate change is occurring naturally or as a result of human activity. Some data suggests that climate change has occurred in the past over the course of thousands or millions of years. These historical changes to the earth's climate have occurred naturally without human influence, as in the case of an ice age. However, many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that global climate change is the result of increased concentrations of greenhouse gases in the earth's atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years.

An individual project like the proposed project cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the proposed project may participate in the potential for climate change by its incremental contribution of greenhouse gases combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on global climate change. This section of the Draft EIR evaluates the potential for the proposed project to have a significant effect on the environment as a result of its potential cumulative contribution to the greenhouse effect.

EXISTING CLIMATE SETTING

Global

Worldwide anthropogenic (man-made) greenhouse gas (GHG) emissions are tracked by the Intergovernmental Panel on Climate Change for industrialized nations (referred to as Annex I) and developing nations (referred to as non-Annex I). Man-made GHG emissions data for Annex I nations are available through 2009. Man-made GHG emissions data for non-Annex I nations are available through 2007. For the year 2009, the sum of these emissions totaled approximately 40,084 million metric tons of carbon dioxide equivalents ($MMTCO_2e$). Emissions from the top five countries and the European Union accounted for approximately 65 percent of the total global GHG emissions, according to the most recently available data (Urban Crossroads 2012)

United States

The United States was the number two producer of GHG emissions in 2009. The primary greenhouse gas emitted by human activities in the United States was carbon dioxide (CO_2),

representing approximately 83 percent of total greenhouse gas emissions. Carbon dioxide from fossil fuel combustion, the largest source of greenhouse gas emissions in the United States, accounted for approximately 78 percent of the GHG emissions.

State of California

The California Air Resources Board (CARB) compiles GHG inventories for the State of California. Based on the 2008 GHG inventory data (i.e., the latest year for which data are available) for the 2000–2008 greenhouse gas emissions inventory, California emitted 474 $MMTCO_2e$, including emissions resulting from imported electrical power in 2008. Based on the CARB inventory data and GHG inventories compiled by the World Resources Institute, California's total statewide GHG emissions rank second in the United States (Texas is number one) with emissions of 417 $MMTCO_2e$, excluding emissions related to imported power.

GREENHOUSE GASES

For the purposes of this analysis, emissions of carbon dioxide, methane, and nitrous oxide were evaluated. Although other substances such as fluorinated gases also contribute to global climate change, sources of fluorinated gases are not well defined and no accepted emissions factors or methodology exist to accurately calculate these gases. The potential for fluorinated gases to result from operation of the proposed project is primarily a concern for hydrochlorofluorocarbon emissions associated with project air conditioning leakage.

Greenhouse gases have varying global warming potential (GWP) values; GWP values represent the potential of a gas to trap heat in the atmosphere. Carbon dioxide is utilized as the reference gas for GWP, and thus has a GWP of 1. **Table 3.12-1** shows the GWPs for different GHGs for a 100-year time horizon.

TABLE 3.12-1
GLOBAL WARMING POTENTIALS AND ATMOSPHERIC LIFETIME OF SELECT GREENHOUSE GASES

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon)
Carbon dioxide	50–200	1
Methane	12 ± 3	21
Nitrous oxide	120	310
HFC-23	264	11,700
HFC-134a	14.6	1,300
HFC-152a	1.5	140
PFC: tetrafluoromethane (CH_4)	50,000	6,500
PFC: hexafluroethane (C_2F_6)	10,000	9,200
Sulfur hexafluoride (SF_6)	3,200	23,900

Source: Urban Crossroads 2012

Carbon Dioxide

Carbon dioxide (CO_2) is a colorless, odorless gas. CO_2 is emitted in a number of ways, both naturally and through human activities. The largest source of CO_2 emissions globally is the

combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO_2 emissions. The atmospheric lifetime of CO_2 is variable because it is so readily exchanged in the atmosphere (EPA 2008).

Methane

Methane (CH_4) is a colorless, odorless gas that is not flammable under most circumstances. CH_4 is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. Methane is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (enteric fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of methane to the atmosphere. Natural sources of methane include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. Methane's atmospheric lifetime is about 12 years (EPA 2006a).

Nitrous Oxide

Nitrous oxide (N_2O) is a clear, colorless gas with a slightly sweet odor. N_2O is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years (EPA 2006b).

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. A climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change.

As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to hold more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a positive feedback loop. The extent to which this positive feedback loop will continue is unknown, as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the earth's surface and heat it up).

There are no health effects from water vapor itself; however, when some pollutants come in contact with water vapor, they can dissolve and the water vapor can then act as a pollutant-carrying agent. The main source of water vapor is evaporation from the oceans (approximately 85 percent). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.

EFFECTS OF GLOBAL CLIMATE CHANGE

The California Environmental Protection Agency (CalEPA) published a report titled *Scenarios of Climate Change in California: An Overview* (climate scenarios report) in February 2006 (California Climate Change Center 2006), that, while not adequate for a CEQA project-specific or cumulative analysis, is generally instructive about the statewide impacts of global warming.

The climate scenarios report uses a range of emissions scenarios developed by the Intergovernmental Panel on Climate Change (IPCC) to project a series of potential warming ranges (i.e., temperature increases) that may occur in California during the twenty-first century: lower warming range (3.0–5.5°F), medium warming range (5.5–8.0°F), and higher warming range (8.0–10.5°F). The climate scenarios report then presents an analysis of future climate in California under each warming range, that while uncertain, presents a picture of the impacts of global climate change trends in California.

In addition, most recently on August 5, 2009, the California Natural Resources Agency released a public review draft of its California Climate Adaptation Strategy report that details many vulnerabilities arising from climate change with respect to matters such as temperature extremes, sea level rise, wildfires, floods and droughts, and precipitation changes. This report responds to the Governor's Executive Order S-13-2008 that called on state agencies to develop California's strategy to identify and prepare for expected climate impacts. The report was released to the public in draft form for comment and has not yet been finalized.

According to the reports, substantial temperature increases arising from increased GHG emissions potentially could result in a variety of impacts to the people, economy, and environment of California associated with a projected increase in extreme conditions, with the severity of the impacts depending on actual future emissions of GHGs and associated warming. Under the emissions scenarios of the climate scenarios report, the impacts of global warming in California have the potential to include, but are not limited to, those discussed below.

Public Health

Higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35 percent under the lower warming range to 75 to 85 percent under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. The climate scenarios report indicates that large wildfires could become up to 55 percent more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could

increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the state from Northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

If GHG emissions continue unabated, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. The amount of snowpack that could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing and snowboarding.

The state's water supplies are also at risk from rising sea levels. An influx of salt water could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major supply of fresh water.

Agriculture

Increased GHG emissions could cause widespread changes to the agriculture industry, reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25 percent of the water supply they need. Although higher CO_2 levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits, and nuts. In addition, continued global climate change could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued global climate change could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

Global climate change has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the state. In contrast, wildfires in Northern California could increase by up to 90 percent due to decreased precipitation.

Moreover, continued global climate change has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80 percent by the end of the century as a result of increasing temperatures. The productivity of the state's forests has the potential to decrease as a result of global climate change.

ENERGY CONSUMPTION

Electricity

California

In 2008, California used over 285,574 gigawatts of electricity (CEC 2009).[1] California's electricity generation system currently generates over 290,000 gigawatt-hours of electricity each year, which is transported over California's 32,000 miles of transmission lines (CEC 2007). By 2020, electricity consumption in the state is projected to reach almost 320,000 gigawatts (CEC 2009). In 2008, this electricity was produced from power plants fueled by natural gas (45.7 percent), hydrologic sources (11.0 percent), coal (18.2 percent), nuclear (14.4 percent), and renewable methods (10.6 percent). Approximately 68.1 percent of the electricity was generated within California, with the balance imported from other states, Canada, and Mexico (CEC 2009). Overall electricity use in California is projected to grow by 1.2 percent annually (CEC 2009). However, peak demand is growing at a rate of 1.30 percent (850 megawatts) per year (CEC 2009). This increase in peak demand is the result of a population that is moving inland to the warmer areas of the state, prompting higher demand for electricity for air conditioning.

Electricity usage varies substantially by the type of uses, the type of construction materials used, and the efficiency of all electricity-consuming devices within a building. The average annual usage of electricity is roughly 6,500 kilowatt hours (kWh) per residence (CEC 2007).

Electricity supply in California involves a complex grid of power plants and transmission lines located in the western United States, Canada, and Mexico. Almost 32 percent of the electricity used in California is imported from 11 other western states as well as from Canada and Mexico. The issue is complicated by market forces that have become prominent since 1998, when a new regulatory environment commonly referred to as "deregulation" took effect in California. Supply is further complicated by the fact that the peak demand for electricity is significantly higher than the off-peak demand. For example, in August 2004, peak electric demand—due in large part to

[1] Energy usage is typically quantified using the British thermal unit (BTU). As points of reference, the approximate amount of energy contained in a gallon of gasoline, a cubic foot of natural gas, and a kilowatt hour (kWh) of electricity are 124,884 BTUs, 1,000 BTUs, and 3,400 BTUs, respectively.

hot weather—reached a record high of 44,497 megawatts, which is almost double the lowest demand period.

City of Wildomar

Electric service within the City of Wildomar is provided by Southern California Edison (SCE). SCE provides electric service to approximately 14 million people throughout a 50,000-square-mile service area in central, coastal, and Southern California (SCE 2012). Electricity purchased from SCE by local customers in Riverside County, including Wildomar, is generated and transmitted to the area by a statewide network of power plants and transmission lines. Various transmission and distribution lines traverse Riverside County, serving to carry electrical power from power plants within and outside the county to electrical substations where power is converted to voltages suitable for distribution to end users. Please refer to Section 3.10, Public Services and Utilities, for an expanded discussion of electric services in Wildomar.

Natural Gas

California

In 2007, California consumed about 12,494 million therms of natural gas. The California natural gas demand in 2010 is estimated to have been just slightly less than this amount (CEC 2009). As a state, California is the second largest natural gas consumer in the United States, representing more than 10 percent of national natural gas consumption. Customers in the residential and commercial sectors, referred to as "core" customers, accounted for 29 percent of the state's natural gas demand in 2008 (CEC 2009). Large consumers such as electricity generators and the industrial sector, referred to as "noncore" customers, accounted for about 71 percent of demand in the same year. California remains heavily dependent on natural gas to generate electricity, which accounted for more than 40 percent of natural gas demand in 2008 (CEC 2009). Approximately 13.5 percent of the natural gas produced in 2006 was within California, with the balance imported via pipeline from other states and Canada (CEC 2007). California is at the farthest end of those pipelines, forcing it to compete with other states that are located closer to generation plants in Canada for supplies.

As with electricity, natural gas usage in California for different land uses varies substantially by the type of use, the type of construction materials, and the efficiency of all gas-consuming devices in a given building. The average annual usage of natural gas is roughly 45,000 cubic feet per residence.

According to the California Energy Commission's *2009 Integrated Energy Policy Report*, natural gas has become an increasingly important source of energy since more of the state's power plants rely heavily on this fuel. While California's successful efficiency programs and its reliance on renewable sources of electricity should slow the demand of natural gas, competition for the state's imported supply is increasing. This reliance on imported gas leaves the state vulnerable to price shocks and supply disruptions.

The annual forecast of North American natural gas production has decreased each year since 2002, a difference of about 8 trillion cubic feet a year (CEC 2007). The energy provider Pacific Gas and Electric has publicly commented that it believes that western Canadian natural gas production will be less than predicted, while another energy company, Sempra/SoCalGas (i.e., The Gas Company), believes that several supply basins throughout North America will produce less than forecast.

Natural gas is critical in meeting the state's energy demand. California's growing population requires more natural gas for residential heating and cooking, industrial processing, and most importantly, electricity production. Natural gas, like petroleum, has become a global commodity and California competes not just with other states for access to less abundant natural gas supplies, but also with Western Europe and Asia Pacific consumers in a world market for natural gas. The result is that prices are likely to continue increasing (CEC 2007).

Peak electricity demand in California is expected to grow at about 1.30 percent each year through 2017 and will be the sector with the largest natural gas increase over the next decade. Before 1997, natural gas consumption for electricity averaged 500 billion cubic feet each year (1,400 million cubic feet per day); however, future demand is anticipated to average 2,500 million cubic feet each day (CEC 2007).

Vehicle Energy Consumption

California

California's transportation system includes 33.5 million registered vehicles (cars, trucks, trailers, and motorcycles) and almost 170,000 miles of roads maintained by local, state, and federal governments. A total of 2,453 miles are interstate freeways. The state's motor vehicle fleet includes private passenger cars as well as buses, motorcycles, and light- and heavy-duty trucks, which are used for passenger and freight movement respectively (CEC 2007). In 2007, taxable gasoline sales (including aviation gasoline) in California accounted for 15,672,334,029 gallons of gasoline (CEC 2007).

3.12.2 REGULATORY FRAMEWORK

FEDERAL

Federal Regulation and the Clean Air Act

In the past, the US Environmental Protection Agency (EPA) has not regulated GHGs under the Clean Air Act because it asserted that the act did not authorize it to issue mandatory regulations to address global climate change and that such regulation would be unwise without an unequivocally established causal link between GHGs and the increase in global surface air temperatures. However, the US Supreme Court held that the EPA must consider regulation of motor vehicle GHG emissions. In *Massachusetts v. Environmental Protection Agency et al.*, twelve states and cities, including California, together with several environmental organizations, sued to require the EPA to regulate GHGs as pollutants under the Clean Air Act (127 S. Ct. 1438 (2007)). The Court ruled that GHGs fit within the Clean Air Act's definition of a pollutant and that the EPA did not have a valid rationale for not regulating GHGs. In response to this ruling, the EPA has recently made an endangerment finding that GHGs pose a threat to the public health and welfare. This is the first step necessary for the establishment of federal GHG regulations under the Clean Air Act.

STATE

Assembly Bill 1493

Assembly Bill (AB) 1493 (Pavley) of 2002 (Health and Safety Code Sections 42823 and 43018.5) requires the California Air Resources Board (CARB) to develop and adopt the nation's first GHG

emission standards for automobiles. These standards are also known as "Pavley I." The California Legislature declared in AB 1493 that global warming is a matter of increasing concern for public health and the environment. It cites several risks that California faces from climate change, including a reduction in the state's water supply, an increase in air pollution caused by higher temperatures, harm to agriculture, an increase in wildfires, damage to the coastline, and economic losses caused by higher food, water, energy, and insurance prices. The bill also states that technological solutions to reduce GHG emissions would stimulate California's economy and provide jobs. In 2004, the State of California submitted a request for a waiver from federal clean air regulations, as the State is authorized to do under the Clean Air Act, to allow the State to require reduced tailpipe emissions of CO_2. In late 2007, the EPA denied California's waiver request and declined to promulgate adequate federal regulations limiting GHG emissions. In early 2008, the State brought suit against the EPA related to this denial.

In January 2009, President Obama instructed the EPA to reconsider the Bush Administration's denial of California's and 13 other states' requests to implement global warming pollution standards for cars and trucks. In June 2009, the EPA granted California's waiver request, enabling the State to enforce its GHG emissions standards for new motor vehicles beginning with the current model year.

Also in 2009, President Obama announced a national policy aimed at both increasing fuel economy and reducing GHG pollution for all new cars and trucks sold in the United States. The new standards would cover model years 2012 to 2016 and would raise passenger vehicle fuel economy to a fleet average of 35.5 miles per gallon (mpg) by 2016. When the national program takes effect, California has committed to allowing automakers who show compliance with the national program to also be deemed in compliance with state requirements. California is committed to further strengthening these standards beginning in 2017 to obtain a 45 percent GHG reduction from the 2020 model year vehicles.

Executive Order S-3-05

Executive Order S-3-05 proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

The Executive Order directed the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce greenhouse gas emissions to the target levels. The Secretary will also submit biannual reports to the governor and state legislature describing (1) progress made toward reaching the emission targets, (2) impacts of global warming on California's resources, and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the Secretary of CalEPA created a Climate Action Team made up of members from various state agencies and commissions. The Climate Action Team released its first report in March 2006. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

AB 32 (Health and Safety Code Sections 38500, 38501, 28510, 38530, etc.[2]) requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. The gases that are regulated by AB 32 include CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The reduction to 1990 levels will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that CARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap, institute a schedule to meet the emissions cap, and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

AB 32 does not explicitly apply to emissions from land development, though emissions associated with land development projects are closely connected to the utilities, transportation and commercial end-use sectors. Further, because AB 32 imposes a statewide emissions cap, land development-related emissions will ultimately factor into consideration of greenhouse gas emissions in the state.

Climate Change Scoping Plan

In October of 2008, CARB published its Climate Change Proposed Scoping Plan, which is the State's plan to achieve GHG reductions in California required by AB 32. The scoping plan contains the main strategies California will implement to achieve reduction of 169 million metric tons (MMT) of CO_2e, or approximately 30 percent from the state's projected 2020 emission level of 596 MMT of CO_2e under a business-as-usual scenario (this is a reduction of 42 MMT CO_2e, or almost 10 percent, from 2002–2004 average emissions). The scoping plan also includes CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations are from improving emission standards for light-duty vehicles (estimated reductions of 31.7 $MMTCO_2e$), implementation of the Low-Carbon Fuel Standard (15.0 $MMTCO_2e$), energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 $MMTCO_2e$), and a renewable portfolio standard for electricity production (21.3 $MMTCO_2e$). CARB has not yet determined what amount of GHG reductions it recommends from local government operations; however, the proposed scoping plan does state that land use planning and urban growth decisions will play an important role in the state's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed to accommodate population growth and the changing needs of their jurisdictions. (Meanwhile, CARB is also developing an additional protocol for community emissions.) CARB further acknowledges that decisions on how land is used will have large impacts on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity,

[2] Assembly Bill 32 is codified at Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599.

and natural gas emission sectors. The proposed scoping plan states that the ultimate GHG reduction assignment to local government operations is to be determined. With regard to land use planning, the proposed scoping plan expects approximately 5.0 MMT CO_2e will be achieved associated with implementation of SB 375, which is discussed further below. The Climate Change Scoping Plan was approved by CARB on December 11, 2008.

The timing of the implementation of the Climate Change Scoping Plan is currently uncertain as a result of a court decision in the case of *Association of Irritated Residents v. California Air Resources Board* (San Francisco Superior Court Case No. CPF-09-509562). The court found that CARB, in its CEQA review, had not adequately explained why it selected a scoping plan that included a cap-and-trade program rather than an alternative plan.

Senate Bill 1368

Senate Bill (SB) 1368 (2006) (codified at Public Utilities Code Chapter 3) is the companion bill of AB 32. SB 1368 required the California Public Utilities Commission (CPUC) to establish a greenhouse gas emission performance standard for baseload generation from investor-owned utilities by February 1, 2007. The bill also required the California Energy Commission (CEC) to establish a similar standard for local publicly owned utilities by June 30, 2007. These standards cannot exceed the greenhouse gas emission rate from a baseload combined-cycle natural-gas-fired plant. The legislation further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the CPUC and the CEC.

California Climate Action Registry

The California Climate Action Registry (CCAR) was established in 2000 by Senate Bill 1771 (codified at Health and Safety Code Article 6 and Public Resources Code Chapter 8.5) and modified in 2001 by Senate Bill 527 (codified at Health and Safety Code Sections 42400.4, 42801, 42810, 42821, etc.[3]) as a nonprofit voluntary registry for GHG emissions. The purpose of CCAR is to help companies and organizations with operations in the state to establish GHG emissions baselines against which any future GHG emissions reduction requirements may be applied. CCAR has developed a general protocol and additional industry-specific protocols that provide guidance on how to inventory GHG emissions for participation in the registry. The California Climate Action Registry has now merged its GHG emissions registry with the climate registry and is primarily focused on offset projects and research.

Senate Bill 1078 and Governor's Order S-14-08 (California Renewables Portfolio Standard)

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010. In November 2008, Governor Schwarzenegger signed Executive Order S-14-08, which expands the state's Renewable Energy Standard to 33 percent renewable power by 2020.

[3] Senate Bill 527 is codified at Health and Safety Code Sections 42400.4, 42801, 42810, 42821–42824, 42840–42843, 42860, 42870, 43021, 42410, 42801.1, and 43023.

Senate Bill 375

SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each metropolitan planning organization's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects will not be eligible for funding programmed after January 1, 2012.

Executive Order S-13-08: The Climate Adaptation and Sea Level Rise Planning Directive

On November 14, 2008, Governor Schwarzenegger issued Executive Order S-13-08 in order to reduce and assess California's vulnerability to climate change and sea level rise. The Executive Order initiated four major actions:

- Initiate California's first statewide climate change adaptation strategy that will assess the state's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies.
- Request the National Academy of Science establish an expert panel to report on sea level rise impacts in California to inform state planning and development efforts.
- Issue interim guidance to state agencies for how to plan for sea level rise in designated coastal and floodplain areas for new projects.
- Initiate a report on critical existing and planned infrastructure projects vulnerable to sea level rise. This report was released in 2009 as the *California Climate Adaptation Strategy* (CNRA 2009).

The Executive Order will provide consistency to state agencies and clarify how to address sea level rise and other climate change–related impacts in current planning efforts.

California Building Energy Efficiency Standards

Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards, was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. On January 12, 2010, the California Building Standards Commission adopted CALGreen and became the first state in the United States to adopt a statewide green building standards code. CALGreen will require new buildings to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials.

LOCAL

South Coast Air Quality Management District

The project is under jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD does not offer published guidance for addressing GHG emissions and does not currently have an adopted threshold of significance for them. There are no local regulations or laws pertaining to climate change and greenhouse gas emissions. The SCAQMD does provide suggested mitigation for reducing GHG emissions in proposed projects and is moving toward a district-wide approach to addressing emissions.

3.12.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Per Appendix F and G of the CEQA Guidelines, impacts related to climate change are considered significant if implementation of the proposed project would:

1) Result in inefficient, wasteful, and unnecessary consumption of energy.

2) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

3) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

To meet the GHG emission targets of AB 32, California would need to generate in the future less GHG emissions than current levels. It is recognized, however, that for most projects there is no simple metric available to determine if a single project would substantially increase or decrease overall GHG emission levels or conflict with the goals of AB 32. Moreover, emitting CO_2 into the atmosphere is not itself an adverse environmental effect. It is the increased concentration of CO_2 in the atmosphere resulting in global climate change and the associated consequences of climate change that results in adverse environmental effects (e.g., sea level rise, loss of snowpack, severe weather events). Although it is possible to generally estimate a project's incremental contribution of CO_2 into the atmosphere, it is typically not possible to determine whether or how an individual project's relatively small incremental contribution might translate into physical effects on the environment. Given the complex interactions between various global and regional-scale physical, chemical, atmospheric, terrestrial, and aquatic systems that result in the physical expressions of global climate change, it is impossible to discern whether the presence or absence of CO_2 emitted by the project would result in any altered conditions.

However, the State of California has established GHG reduction targets and has determined that GHG emissions as they relate to global climate change are a source of adverse environmental impacts in California that should be addressed under CEQA. Although AB 32 did not amend CEQA, it identifies the myriad environmental problems in California caused by global warming (Health and Safety Code Section 38501[a]). In response to the relative lack of guidance on addressing GHGs and climate change, SB 97 was passed in order to amend CEQA by directing the Office of Planning and Research to prepare revisions to the State CEQA Guidelines addressing the mitigation of GHGs or their consequences. These revisions to the State CEQA Guidelines went into effect in January 2010. In acknowledging that perhaps the most difficult part of the climate change analysis will be the determination of significance, AB 32 requires CARB, the state agency charged with regulating statewide air quality, to recommend a

method for setting thresholds which will encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the state.

METHODOLOGY

Transportation emissions from local roads and highways were calculated using the CARB Emissions Factor software, EMFAC2007, and the estimated traffic increases from the traffic study completed by DKS Engineering. Waste emissions were calculated using the EPA's Waste Reduction Model (WARM). WARM calculates and totals GHG emissions of baseline and alternative waste management practices—source reduction, recycling, combustion, composting, and landfilling. The model calculates emissions in metric tons of carbon dioxide equivalent ($MTCO_2e$) across a wide range of material types commonly found in municipal solid waste (MSW). The California Integrated Waste Management Board (CIWMB) 2004 Waste Characterization Study provided the percentages of waste by type (paper, glass, compostables, etc.) for use in the WARM model.

PROJECT IMPACTS AND MITIGATION MEASURES

Inefficient, Wasteful, and Unnecessary Consumption of Energy (Standard of Significance 1)

Impact 3.12.1 The construction and operation of the proposed project will not result in inefficient, wasteful, and unnecessary consumption of energy. This impact is considered **less than significant**.

Construction

Implementation of the proposed project would involve construction activities that would require the use of gasoline, diesel fuel, and other fuels in order to be completed. Energy usage during construction typically involves the use of motor vehicles both for transportation of workers and equipment and for direct construction actions such as the use of cranes or lifts. Additional energy usage would occur as power for tools and equipment used on-site, including but not limited to gas generators, air compressors, air handlers and filters, and other typical direct construction energy uses.

The proposed project would use gas as a short-term consequence of project construction. Construction of the proposed improvements would be similar in the consumption level of gas as any project of this size. However, this energy demand would not result in the need for new or altered facilities given the temporary nature of construction. Furthermore, construction activities are not anticipated to result in an inefficient use of energy, as construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would conserve the use of their supplies to minimize costs to the project.

Utilizing ratios provided in the Climate Action Registry General Reporting Protocol Version 3.1 (California Climate Action Registry 2009), construction of the proposed project would require approximately 200,840 gallons of diesel fuel over the course of five years (see **Appendix 3.12-1** for data outputs). This usage would constitute a small percentage of typical annual fuel usage in the state as reported by the CEC: 0.001 percent (200,840 gallons ÷ 15,672,334,029 gallons = 0.001). For these reasons and because of the temporary nature of construction activities, this effect would have a less than significant impact, as five years of construction are projected to require 0.001 percent of the average fuel usage in the state for one year.

Operations

Energy consumption, in therms for natural gas and kWh for electricity, resulting from operations of the proposed project were calculated using the CalEEMod Model and are summarized in **Table 3.12-2**.

TABLE 3.12-2
PROPOSED PROJECT ENERGY CONSUMPTION

Average Year Scenario	
Natural Gas Consumption	111,078 therms
Electricity Consumption	22,400,160 kWh

*Source: Urban Crossroads, 2012. See **Appendix 3.12-1** for data inputs.*

The proposed project would result in a greater demand for energy. SCE and the Southern California Gas Company provide energy to the Wildomar area. While the proposed project would require more energy, it is unlikely that these providers would need to increase their power supplies to serve the project. SCE's total electric demand is 87,197 gigawatt-hours (GWh) annually (82,197,500,000 kWh) (CEC 2010). The Southern California Gas Company's total natural gas demand is 5,403,000,000 therms per year (CEC 2010). The proposed project would increase electricity and natural gas consumption, but not at a level that would be considered substantial in relation to regional energy supplies. The projected increase in the electricity demand for the project would be approximately 0.03 percent of SCE's total electricity annual usage, and the projected natural gas demand of the project would be approximately 0.002 percent of the Southern California Gas Company's total natural gas demand. As such, the project would not result in energy demands that would require the development of new energy sources or affect service to existing customers.

Impacts associated with the inefficient, wasteful, and unnecessary consumption of energy would be **less than significant**.

Mitigation Measures

None required.

GHG Emissions (Standard of Significance 2)

Impact 3.12.2 The proposed project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. This impact is considered **less than significant**.

On February 3, 2011, the SCAQMD released the California Emissions Estimator Model (CalEEMod) Emissions Inventory Model. The purpose of this model is to more accurately calculate air quality and greenhouse gas (GHG) emissions from direct and indirect sources and to quantify applicable air quality and GHG reductions achieved from mitigation measures. As such, the latest version of CalEEMod was used for the proposed project. CalEEMod includes GHG emissions from the following source categories: construction, area, energy, mobile, waste, and water.

A summary of the proposed project's GHG emissions, as shown in **Table 3.12-3**, demonstrates that the project will result in approximately 6,051.79 $MTCO_2e$ per year and 4.38 $MTCO_2e$ per

service population (SP) per year. The proposed project would not exceed the threshold of 6.6 $MTCO_2e$ per service population per year, resulting in a **less than significant** impact.

TABLE 3.12-3
TOTAL PROJECT GREENHOUSE GAS EMISSIONS (ANNUAL) (METRIC TONS PER YEAR)

Emissions Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_20	Total CO_2e
Annual construction-related emissions amortized over 30 years	74.72	0.008	–	74.88
Area source emissions	234.18	0.11	–	237.93
Energy	1,358.35	0.05	0.03	1,367.17
Mobile sources	4,118.62	0.16	–	4,122.03
Waste	84.36	4.99	–	189.06
Water usage	115.70	0.67	0.02	135.60
Total CO_2e (all sources)	**6,051.79**			
Service Population	**1,381**			
$MTCO_2e$/Service Population (SP)/Year	**4.38**			
Threshold $MTCO_{2E}$/SP/Year	**6.6**			
Significant?	**NO**			

Source: Urban Crossroads 2012. See Appendix 3.12-1 for detailed model outputs.
Note: Totals obtained from CalEEMod and may not total 100% due to rounding.

Mitigation Measures

None required.

Conflict with Applicable Plan, Policy, or Regulation (Standard of Significance 3)

Impact 3.12.3 Implementation of the proposed project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The impact is considered **less than significant.**

AB 32 requires California to reduce its GHG emissions by approximately 29 percent below business as usual. CARB identified reduction measures to achieve this goal as set forth in the CARB Scoping Plan. Thus, projects that are consistent with the CARB Scoping Plan are also consistent with the 29 percent reduction below business as usual required by AB 32.

The proposed project would generate GHG emissions from a variety of sources, which would all emit CO_2, CH_4, and N_2O. GHGs could also be indirectly generated by incremental electricity consumption and waste generation from the proposed project.

Table 3.12-4 presents the 39 recommended actions (qualitative measures) identified to date by CARB in its Climate Change Proposed Scoping Plan. Of the 39 measures identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to transportation, electricity and natural gas use, green building design, and industrial uses. Consistency of the proposed project with these measures is evaluated by each source-

type measure below. **Table 3.12-4** identifies which CARB-recommended actions apply to the project, and of those, whether the project is consistent therewith.

TABLE 3.12-4
RECOMMENDED ACTIONS FOR CLIMATE CHANGE PROPOSED SCOPING PLAN

ID#	Sector	Strategy Name	Applicable to Project?	Will Project Conflict with Implementation?
T-1	Transportation	Pavley I and II – Light-Duty Vehicle GHG Standards	Yes	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	No	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-Movement Efficiency Measures	No	No
T-7	Transportation	Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Measure – Aerodynamic Efficiency (Discrete Early Action)	No	No
T-8	Transportation	Medium- and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High-Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy efficiency Programs More Stringent Building and Appliance Standards	Yes	No
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000 GWh	No	No
E-3	Electricity and Natural Gas	Renewables Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	No	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	Yes	No
W-1	Water	Water Use Efficiency	Yes	No
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	No	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-Benefits Audits for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No

ID#	Sector	Strategy Name	Applicable to Project?	Will Project Conflict with Implementation?
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	No	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF_6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action; adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

A detailed discussion of the applicability of each measure and whether the project conflicts with its implementation follows.

Transportation

CARB's Scoping Plan identifies nine transportation-related recommended actions. Action T-1 concerns improvements to light-duty vehicle technology for the purposes of reducing GHG

emissions. This action focuses on legislating improved controls for vehicle manufacturers and would not generally be considered applicable to the proposed project. Vehicles utilized by the proposed project would be subject to the Pavley standards, as applicable, and would be consistent with and not conflict with this recommended action.

Electricity and Natural Gas

Action E-1, together with Action GB-1 (Green Building), aims to reduce electricity demand by increased efficiency of utility energy programs and adoption of more stringent building and appliance standards. Elements of this action include encouraging construction of zero net energy (ZNE) buildings and implementation of passive solar design. In addition to employing on-site electricity generation, a ZNE building must either replace natural gas with renewable energy for space and water heating, or compensate for natural gas use by generating surplus electricity for sale on the state's electricity grid. The proposed project is required to comply with the 2008 Title 24 Energy Efficiency Standards and applicable green building standards. Therefore, the proposed project would not conflict with this measure.

Water Use

Action W-1 (Water Use Efficiency) is addressed through implementation of the California Building Code and water efficiency measures implemented in the City of Wildomar.

Conclusion

The proposed project is consistent with or otherwise not in conflict with the CARB Scoping Plan recommended measures and actions. As such, a qualitative assessment of the project impacts based on consistency with the CARB Scoping Plan supports the conclusion that the project's GHG emissions are not cumulatively considerable.

Results of the analysis indicate that the proposed project will not exceed the applicable quantitative thresholds. Therefore, a **less than significant** impact is expected with respect to greenhouse gas emissions.

Mitigation Measures

None required.

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4.0 – CUMULATIVE IMPACTS

This section summarizes the cumulative impacts associated with the proposed project that are identified in the environmental issue areas in Section 3.0. Cumulative impacts are the result of combining the potential effects of the proposed project with past actions, existing conditions, other recently approved developments, planned developments, and reasonably foreseeable development projects in the project region. The following discussion considers the cumulative impacts of the relevant environmental issue areas.

4.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) contain an assessment of the cumulative impacts that could be associated with the proposed project. According to CEQA Guidelines Section 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (as defined by Section 15130). As defined in CEQA Guidelines Section 15355, a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the DEIR together with other projects causing related impacts. A cumulative impact occurs from:

> *…the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

In addition, Section 15130(b) identifies that the following three elements are necessary for an adequate cumulative analysis:

1) Either:

   (A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or,

   (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

2) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and

3) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

Where a lead agency is examining a project with an incremental effect that is not cumulatively considerable, a lead agency is not required to consider that effect significant, but must briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

4.2 CUMULATIVE SETTING

A general description of the cumulative setting is provided in Section 3.0, Introduction to the Environmental Analysis and Assumptions Used. In addition, the cumulative setting for environmental issue areas evaluated in the Draft EIR is described in the section specific to the issue area (see Sections 3.1 through 3.12).

4.3 CUMULATIVE IMPACTS ANALYSIS

Identified below is a compilation of the cumulative impacts that would result from implementation of the proposed project and other approved and proposed development in the vicinity. As described above, cumulative impacts are two or more effects that, when combined, are considerable or compound other environmental effects. Each cumulative impact is determined to have one of the following levels of significance: less than cumulatively considerable, potentially cumulatively considerable, or cumulatively considerable. The specific cumulative impacts for each environmental issue area are identified in the corresponding technical sections of Section 3.0.

SECTION 3.1 LAND USE

Cumulative Impacts to Land Use

Impact 3.1.4 Development of the proposed project will be consistent with the planning policies of the City of Wildomar General Plan while being consistent with the surrounding land uses. **No impact** will occur.

The City of Wildomar General Plan and The Farm Specific Plan will be affected by the proposed project. While the proposed project would increase the number of anticipated housing units by 29 (275 proposed vs. 246 existing), the large amount of open space and overall density of the project (2.7 units per acre) make it similar to the existing 2.6 units per acre in The Farm Specific Plan. The amenities included with the proposed project, such as parks, trails, storm drainage basins, and open space, are consistent with other development in the vicinity and with the intent of The Farm Specific Plan. The project would have the cumulative effect of reinforcing and supporting adopted residential land uses planned for the area since 1974. The proposed project also has the effect of enhancing the development of the surrounding community by providing better access to these related projects and existing developments and reducing congestion and traffic in the community. This is considered a beneficial cumulative effect.

The changes to the General Plan and The Farm Specific Plan limit the impact of the change to the area encompassed by the proposed project. The reduction in lot sizes is specific to Phase 18 of The Farm Specific Plan and would not be applicable anywhere else in Wildomar. The proposed project would have **no impact** to the General Plan or to The Farm Specific Plan

SECTION 3.2 POPULATION/HOUSING/EMPLOYMENT

Cumulative Population Growth

Impact 3.2.2 Development of the proposed project would result in a slight increase in the population of the City of Wildomar. This impact is considered **less than cumulatively considerable.**

Cumulative development in the vicinity of the project would increase the population and number of housing units in Wildomar and Riverside County. However, development at the proposed project site is consistent with the land use designations and growth assumed in the Land Use Element of the General Plan. The cumulative environmental and growth inducement effects are evaluated in the technical sections of this DEIR. Given that this growth is anticipated under in the General Plan, this impact is considered **less than cumulatively considerable**.

SECTION 3.3 TRAFFIC AND CIRCULATION

Cumulative Traffic Impacts on Local Roadways and State Highways

Impact 3.3.5 When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed project would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations. This is considered a **cumulatively considerable** impact.

A significant cumulative impact has been identified when an intersection is projected to operate below the requisite level of service standard under pre-project conditions and the project's measurable increase in traffic, as defined by 50 or more peak-hour trips, contributes to the deficiency. Mitigation measures necessary to reduce cumulative impacts to less than cumulatively considerable are also discussed below.

Murrieta Road/Scott Road – This intersection was found to operate at an unacceptable level of service (LOS F) during the weekday PM peak hour under existing (2011) conditions and is anticipated to continue to operate at LOS F during the PM peak hour with the addition of project traffic (as measured by 50 or more peak-hour trips). It is also anticipated to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project conditions and to operate at LOS F during the peak hours in 2035 with the addition of project traffic (as measured by 50 or more peak-hour trips).

I-215 Southbound Ramps/Scott Road (#12) – This intersection is anticipated to operate at an unacceptable LOS (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project conditions and is anticipated to continue to operate at LOS F during the peak hours with the addition of project traffic (as measured by 50 or more peak-hour trips).

I-215 Northbound Ramps/Scott Road (#13) – This intersection is anticipated to operate at an unacceptable level of service (LOS F) during the AM and PM peak hours under Opening Year (2015) without Project conditions and is anticipated to continue to operate at LOS F during the peak hours with the addition of project traffic (as measured by 50 or more peak-hour trips).

Cumulative impacts on these roadway intersections are considered **cumulatively considerable**.

Mitigation Measures

MM 3.3.5 The project applicant shall be required to implement, or pay a fair share of the costs of the implementation of, the following traffic improvements:

Murrieta Road/Scott Road

- Install a traffic signal.

- Construct an eastbound left turn lane.
- Restripe the southbound shared left-right turn lane as a right turn lane and construct two left turn lanes.
- Construct an additional eastbound through lane.
- Construct an additional westbound through lane and a dedicated right turn lane.

I-215 Southbound Ramps/Scott Road

- Restripe the southbound shared left-through lane as a left turn lane and construct a second left turn lane and second right turn lane.
- Construct three additional eastbound through lanes.
- Eliminate the westbound left turn lane and construct two additional through lanes and a right turn lane.

It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee.

I-215 Northbound Ramps/Scott Road

- Construct a second northbound right turn lane and restripe the shared left-through lane as a through lane.
- Construct two southbound right turn lanes.
- Construct a second eastbound left turn lane and two additional through lanes.
- Construct two additional westbound through lanes and a shared through-right turn lane.

It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. This project's payment of the TUMF is considered adequate mitigation.

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

Enforcement/Monitoring: *City of Wildomar Public Works and Building Departments*

With implementation of the intersection mitigation discussed above, project-related cumulative impacts to study area intersections would be **less than cumulatively considerable**.

SECTION 3.4 AIR QUALITY

Contribution to Nonattainment Criteria Pollutants (Standard of Significance 3)

Impact 3.4.8 Construction of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the South Coast Air Basin, will not significantly contribute to cumulative increases in emissions of criteria air pollutants that could contribute to future concentrations of pollutants for which the region is currently designated nonattainment. This impact would be considered **less than cumulatively considerable.**

CEQA Section 21100(e) addresses evaluation of cumulative effects, allowing the use of approved land use documents in a cumulative impact analysis. CEQA Guidelines Section 15064(i)(3) further stipulates that for an impact involving a resource addressed by an approved plan or mitigation program, the lead agency may determine that a project's incremental contribution is not cumulatively considerable if the project complies with the adopted plan or program. In addressing cumulative effects for air quality, the SCAQMD's Air Quality Management Plan is the most appropriate document to use because it sets forth a comprehensive program that will lead the South Coast Air Basin, including the project area, into compliance with all federal and state air quality standards. The AQMP also utilizes control measures and related emissions reduction estimates based on emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Since the proposed project is in conformance with the Air Quality Management Plan, it is appropriate to conclude that the project's incremental contribution to criteria pollutant emissions is not cumulatively considerable. As a result, this impact would be considered **less than cumulatively considerable.**

SECTION 3.5 NOISE

Contribution to Cumulative Noise Levels

Impact 3.5.5 Implementation of the proposed project will not result in a substantial contribution to cumulative noise levels. The impact would be considered **less than cumulatively considerable.**

The proposed project's contribution to the cumulative traffic noise levels along area roadways was determined by comparing the predicted noise levels with and without project-generated traffic. Traffic projections for Horizon Year (2035) with Project conditions were derived from the Riverside County Transportation Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The No Project column in **Table 3.5-12** is based on forecasts reflecting the area-wide growth in traffic anticipated between existing conditions and Horizon Year (2035) conditions. Predicted increases in future cumulative traffic noise levels along primarily affected roadways are depicted in **Tables 3.5-11** and **3.5-12**. Predicted distances to future cumulative traffic noise contours are identified in **Table 3.5-10**.

As noted in the tables, area-wide growth will result in most of the increase in noise affecting the proposed project. Implementation of the proposed project would result in predicted increases of 0.0 to 1.0 dB in 2035, and such low levels of increase are considered barely perceptible (Urban Crossroads 2012). The proposed project would not result in a substantial increase in traffic noise levels along primarily affected area roadways. It is important to note that the existing traffic noise levels presented in **Table 3.5-2** do not take into account noise reductions provided by existing structures, barriers, or terrain. Given that the proposed project would not result in a

significant contribution to traffic noise levels, the proposed project's cumulative contribution to ambient noise levels would be considered **less than cumulatively considerable**.

SECTION 3.6 GEOLOGY AND SOILS

Cumulative Soil Stability and Seismic Impacts

Impact 3.6.5 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the City of Wildomar and nearby areas of Riverside County, would not contribute to cumulative geologic and soils impacts. The proposed project's incremental contribution would be **less than cumulatively considerable**.

Soils associated with the project site are similar to others in the area. The proposed project will grade parts of the property to result in buildable lots and supporting infrastructure. The resulting project site will be visually and topographically different from the other lands surrounding the proposed project site. While some grading occurred for the surrounding homes, much of the prior development occurred with minimal or building pad–specific grading only. As shown in **Figure 2.0-3**, the realigned Bundy Canyon Road will generally be lower that the surrounding development. Along Bundy Canyon Road, there are locations where the use of a retaining wall is necessary to allow for a more productive use of the area occupied by the slope. A retaining wall is shown in **Figure 2.0-8** between Harvest Way East and Sunset Street. The wall is necessary to provide for storm drainage basins in Unit 4 and to allow more of the commercial land in Unit 5 to be available for development.

The proposed project will either ensure that grading at the periphery is a match to existing topography to avoid subsidence or erosion, or provide appropriate engineered retaining walls at the project boundary. With compliance with existing codes and standards, including the California Building Code and implementation of mitigation measure **MM 3.6.3**, the proposed project's contribution to cumulative impacts related to the area's geology would be **less than cumulatively considerable.**

SECTION 3.7 HYDROLOGY AND WATER QUALITY

Cumulative Impacts to Hydrology and Water Quality

Impact 3.7.5 The proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita and Santa Ana watersheds, could alter drainage conditions, rates, volumes, and water quality, which could result in potential erosion, flooding, and water quality impacts within the overall watersheds. This is considered a **less than cumulatively considerable** impact.

The proposed project, when considered in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita and Santa Ana watersheds, would alter cumulative drainage conditions, rates, volumes, and water quality, which could result in potential flooding and stormwater quality impacts within the overall watersheds. However, as discussed in Impacts 3.7.1 through 3.7.4, the proposed project's storm drain system and implementation of a Water Quality Management Plan would reduce the project's contributions to cumulative runoff, water quality, and flooding impacts. As demonstrated by the preliminary and supplemental hydrology studies completed for the project, the proposed project does not increase the flow rate for the post-project conditions and in fact reduces it in most cases. As

such, the project is rendered non-contributory to cumulative hydrology impacts. The proposed project includes a series of drainage basins that both reduce the velocity of runoff and serve to remove debris and contaminants from the stormwater runoff. Stormwater can only enter the storm drainage lines after passing through these basins. In many cases, the stormwater also travels along vegetated aboveground pathways leading to the basin and/or drop inlets. The vegetated paths help remove contaminants and debris from the stormwater before it enters the basins and ultimately the storm drain system. The proposed project's contribution to cumulative water quality, runoff, and flooding impacts is considered to be **less than cumulatively considerable.**

SECTION 3.8 BIOLOGICAL AND NATURAL RESOURCES

Cumulative Impacts to Biological Resources

Impact 3.8.9 Implementation of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the immediate area of the proposed project, will result in the conversion of habitat and impact biological resources. This impact is considered **less than cumulatively considerable**.

The City, along with other jurisdictions in western Riverside County, participates in Multi-Species Habitat Conservation Plan (MSHCP). The MSHCP is designed to protect over 150 species and conserve over 500,000 acres in western Riverside County. Project compliance with the MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan fully mitigates for impacts on covered species and ensures large segments of natural communities in western Riverside County will be preserved.

Implementation of mitigation measures **MM 3.8.8.a** through **MM 3.8.8c** ensures the project will be compliant with the MSHCP. As identified previously, implementation of mitigation measures **MM 3.8.4**, **MM 3.8.5a**, and **MM 3.8.5b** ensures no net loss of wetlands or waters of the State or waters of the United States. Implementation of mitigation measures **MM 3.8.2, MM 3.8.3a,** and **MM 3.8.3b** ensures that effects to nesting birds are minimized. Though the development of the proposed project will continue the urbanization of the area that began long before incorporation of the city, mitigation measures associated with the proposed project will reduce the project's contribution to cumulative impacts to a **less than cumulatively considerable** level.

SECTION 3.9 CULTURAL AND PALEONTOLOGICAL RESOURCES

Cumulative Impacts to Cultural and Paleontological Resources

Impact 3.9.5 Implementation of the proposed project, along with any foreseeable development in the project vicinity, could result in cumulative impacts to cultural resources, i.e., prehistoric sites, historic sites, and isolated artifacts and features). This contribution would be considered **less than cumulatively considerable.**

As mitigated, the direct impacts associated with the proposed project will be reduced to a less than significant level. While it is possible that grading and development will result in the accidental discovery of paleontological and cultural resources, mitigation measures and state and federal laws already in place will set in motion actions designed to mitigate these potential impacts. The proposed project is adjacent to existing development that has disturbed the soil and likely already affected any cultural or paleontological resources. As a result of surrounding

development, mitigation proposed in this section, and existing federal and state laws, this impact is considered **less than cumulatively considerable**.

SECTION 3.10 PUBLIC SERVICES AND UTILITIES

Cumulative Demand for Fire Protection and Emergency Medical Services

Impact 3.10.1d Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for fire protection and emergency medical services. However, given the requirement for CEQA review of future development, any necessary infrastructure or facilities expansion will be reviewed for potential impacts. Impacts related to the proposal project are **less than cumulatively considerable.**

The Riverside County Fire Department was contacted and determined that with standard development conditions in place, the department can provide service to the project area. Growth in the project area was previously addressed, and the proposed project is consistent with the development potential for the area. This impact is considered **less than cumulatively considerable**.

Cumulative Demand for Law Enforcement Services

Impact 3.10.2b Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the RCSD service area, would increase the demand for law enforcement services. The project's contribution to the need for expanded law enforcement services is considered **less than cumulatively considerable**.

The Riverside County Sheriff's Department was contacted and determined that law enforcement service can be provided to the project area. Growth in the project area and the related need for law enforcement services was addressed previously, and the proposed project is consistent with the development potential for the area. This impact is considered **less than cumulatively considerable**.

Cumulative Schools Impacts

Impact 3.10.3b Population growth associated with implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the cumulative setting, will not result in a significant cumulative increase in student enrollment. This is a **less than cumulatively considerable** impact.

Implementation of the proposed project is expected to result in population growth that would increase student enrollment in the Lake Elsinore Unified School District. Current state law requires that the environmental impact of new development on grade school facilities is considered fully mitigated through the payment of required development impact fees. All new development associated with the proposed project will be required to pay the applicable development impact fees. Furthermore, any significant expansion of school facilities or development of new school facilities would be subject to the appropriate CEQA environmental review, which would identify any site-specific impacts and provide mitigation to reduce those impacts. Therefore, cumulative impacts on school facilities are considered **less than cumulatively considerable**.

Cumulative Water Supply Impacts

Impact 3.10.4c Implementation of the proposed project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would increase the cumulative demand for water supplies. However, this increased demand will not be sufficient to lead to a requirement for new water facilities and related infrastructure. The project's contribution to cumulative water supply and infrastructure impacts is considered **less than cumulatively considerable**.

To determine future water demands within its service area, the EVMWD based the predictions contained within the 2011 UWMP on the existing year (2010) demands calculated as a product of the 2010 population and the 10-year baseline per capita water use. Starting from 2020, future demands were calculated as the product of the population and the target water use (240 gallons per capita per day) was established for the EVMWD using the summation of three performance standards: indoor residential use, outdoor residential use, and commercial, industrial use, and institutional (CII) use. Water demand for 2015 was calculated as halfway between the usage in 2010 and 2020. Water use projections for years 2015, 2020, 2025, 2030, and 2035 are presented in **Table 3.10.4-1**.

The projections provided in **Table 3.10.4-1** include the demand projections of the area served by the Farm Mutual Water Company. The 2011 EVWMD Urban Water Management Plan states that it is assumed that demand within the FMWC service area will increase proportionally to the water demand increase within the EVMWD service area. For the years 2005 and 2010, the EVMWD delivered 420 and 460 acre-feet of water to the FMWC, respectively.

Cumulative Wastewater Service Impacts

Impact 3.10.5c Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development within the cumulative setting, would contribute to the cumulative demand for wastewater service. However, continued implementation of EVMWD standards would ensure adequate wastewater facilities are provided. This impact is considered to be **less than cumulatively considerable**.

The proposed project will construct all of the wastewater collection systems necessary to meet its needs. There are no future phases of the project that will require additional wastewater collection or treatment facilities. Therefore, the proposed project would not contribute to cumulative wastewater infrastructure impacts, and this impact is considered **less than cumulatively considerable**.

Cumulative Solid Waste Impacts

Impact 3.10.6c Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development in the region, would result in increased demand for solid waste services. This impact is **less than cumulatively considerable**.

As shown in **Table 3.10.6-1**, there is adequate capacity in the landfills that receive solid waste from the City of Wildomar. The approximate 1,221 cubic yards of solid waste generated by the proposed project will not significantly affect the life span of the receiving landfills. Further, compliance with the SRRE will reduce or divert solid waste from the landfills. The proposed

project will not contribute significantly to cumulative solid waste impacts, and this impact is considered **less than cumulatively considerable**.

Cumulative Park and Recreation Demands

Impact 3.10.7b Implementation of the proposed project, along with other existing, planned, proposed, approved, and reasonably foreseeable development, would increase the use of existing parks and would require additional park and recreation facilities within the cumulative setting, the provision of which could have an adverse physical effect on the environment. This would be a **less than cumulatively considerable** impact.

The proposed project provides parkland and open space than required to meet the City's ordinance. Further, the project will maintain its own parkland and open space. As there is more than sufficient parkland, and the project will provide maintenance for its facilities, this impact is considered **less than cumulatively considerable**.

SECTION 3.11 AESTHETICS AND VISUAL RESOURCES

Cumulative Impacts to Scenic Resources, Existing Visual Character, and Light and Glare

Impact 3.11.4 Implementation of the proposed project, in combination with the planned Bundy Canyon Road–Scott Road widening project, would contribute to the alteration of the visual character of the region. This impact is considered **less than cumulatively considerable with mitigation incorporated.**

The proposed project, in conjunction with identified improvements to Bundy Canyon Road, could be perceived to have an adverse cumulative effect on scenic resources because of the need to remove oak trees along the corridor. The proposed project may result in a loss of mature oak trees on the project site. In addition, the oak tree canopy along Bundy Canyon Road, located between Palm Avenue and Harvest Way East, may be impacted by the combination of the proposed project and the Riverside Transportation Commission's Bundy Canyon Road–Scott Road widening project. When taken together, the loss of oak trees and their habitat could be perceived to have an adverse cumulative effect on the visual character of the area. This adverse cumulative effect would be permanent. The proposed road widening project may also contribute to a cumulative change of the aesthetic character in the area from a semi-rural area to a developing residential suburban and commercial area.

Planting of new oak trees will help offset the removal of the mature oaks along Bundy Canyon Road. It is important to note that newly planted trees may not grow as quickly or survive in the areas planted. As a result, most mitigation strategies require over-planting to allow for tree morbidity during the first few years. The following mitigation measure is intended to address the loss of tree canopy along Bundy Canyon Road.

Mitigation Measures

MM 3.11.4 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 dripline of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist,

or landscape architect shall be submitted for review and approval by the City that includes:

1) A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a).

2) The removal of all oak trees 5 inches or more in diameter at breast 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 diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted.

3) A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals.

4) Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the dripline of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan.

5) Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.

Timing/Implementation: *Prior to any ground disturbance activities*

Enforcement/Monitoring: *City of Wildomar Planning Department and Public Works Department*

With implementation of the above mitigation measures, this impact is considered **less than cumulatively considerable.**

3.12 ENERGY USE AND GREENHOUSE GASES

All impacts related to energy use and greenhouse gases analyzed by this chapter of the DEIR are cumulative in nature and were therefore discussed in subsection 3.12.3, Impacts and Mitigation Measures, of Section 3.12.

5.0 – PROJECT ALTERNATIVES

The alternatives analysis consists of the following components: an overview of California Environmental Quality Act (CEQA) requirements for alternatives analysis, descriptions of the alternatives evaluated, a description of alternatives considered but rejected, a comparison between the anticipated environmental effects of the alternatives and those of the proposed project, and identification of an "environmentally superior" alternative.

5.1 GENERAL CEQA REQUIREMENTS

The CEQA Guidelines require that an EIR describe a reasonable range of alternatives to a project that would feasibly attain the basic project objectives but would avoid or substantially lessen one or more of the project's significant effects (CEQA Guidelines Section 15126.6(a)).

In addition, Sections 15126.6(a) and (b) of the CEQA Guidelines require the consideration of alternatives that could reduce or eliminate any significant adverse environmental effects of the proposed project, including alternatives that may be more costly or could otherwise impede the project's objectives. The range of alternatives considered must include those that offer substantial environmental advantages over the proposed project and may be feasibly accomplished in a successful manner considering economic, environmental, social, technological, and legal factors. The CEQA Guidelines also require the identification of an "environmentally superior" alternative among the alternatives analyzed.

5.2 DEVELOPMENT OF PROJECT ALTERNATIVES

This section discusses the reasoning for selecting the alternatives and summarizes the assumptions identified for the alternatives. The range of alternatives included for analysis in an EIR is governed by the "rule of reason." The primary objective is formulating potential alternatives and choosing which ones to analyze to ensure that the selection and discussion of alternatives fosters informed decision-making and informed public participation. This is accomplished by providing sufficient information to enable readers to reach conclusions themselves about such alternatives. This approach avoids assessing an unmanageable number of alternatives or analyzing alternatives which differ too little to provide additional meaningful insights about their environmental effects. The alternatives addressed in this Draft EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative would accomplish most of the basic objectives of the project.
- The extent to which the alternative would avoid or lessen any of the identified significant effects of the project.
- The feasibility of the alternative, taking into account site suitability and parcel size, and consistency with applicable public plans, policies, and regulations.
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives necessary to permit a reasoned choice.

The alternatives analyzed in this DEIR were ultimately chosen based on each alternative's ability to feasibly attain the basic project objectives while avoiding or reducing one or more the project's significant effects. The analysis provides readers with adequate information to compare the effectiveness of identified mitigation or significant adverse impacts and to enable readers to make decisions about the project. CEQA requires EIRs to address a reasonable range of reasonable alternatives, not all potential alternatives.

PROJECT OBJECTIVES

As noted above, an EIR must describe a reasonable range of alternatives to a project that would feasibly attain the basic project objectives while avoid or reducing one or more of the project's significant effects (CEQA Guidelines Section 15126.6(a)). In identifying the range of alternatives for analysis in this EIR, the following objectives listed below, as submitted by the applicant for the project were considered:

- Provide a residential development that would assist the City in meeting its existing and future housing needs;
- Provide a project that minimizes its impact on site resources and existing residents through site design;
- Create the opportunity for future commercial/retail services to become established in the area and serve local residents;
- Provide private park and recreational amenities for the future Oak Creek Canyon residents; and
- Improve existing public access through the site by improving Bundy Canyon Road.

REASONING FOR SELECTION OF ALTERNATIVES

No Project

CEQA Guidelines Section 15126.6(e) requires that a "No Project" alternative be evaluated in an EIR. In the case where the project is a development project on identifiable property, such as the proposed project, the No Project analysis must discuss the circumstance under which the project does not proceed. The comparison is that of the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. The analysis allows the decision-makers to compare the impacts of approving the project with the impacts of not approving the project (CEQA Guidelines Section 15126.6(e)(3)(B)). It is important to note that the project area is both designated and zoned for development within The Farm Specific Plan. While taking no action on the proposed project would not result in this project moving forward, it is reasonable to assume that a project would be proposed at some point in the future consistent with The Farm Specific Plan.

Reduced Density Alternative

The original application materials requested a project with 315 single-family lots with minimum parcel sizes of 4,000 to 7,200 square feet. The Notice of Preparation (NOP) was circulated with the original project (see **Appendix 1.0-1**). While the NOP was being circulated, the project applicant met with the neighbors and residents of The Farm community and reduced the project to the 275 single-family parcels and a minimum parcel size of 4,500 square feet. Ordinarily, this reduction in project features would be the reduced density alternative; however, the applicant modified the proposed project to reflect fewer parcels and larger parcel sizes as discussed with the public. This modified project then became the proposed project for purposes of this Draft EIR.

The Reduced Density Alternative was evaluated to determine whether a smaller project would result in fewer changes to Bundy Canyon Road or a reduction in necessary utilities such as water

and sewer. As envisioned in this alternative, the proposed 4,500-square-foot lots identified for Unit 1 would be developed as 7,200-square-foot lots.

5.3 ALTERNATIVES ANALYSIS

Each alternative is compared to the proposed project and environmental impacts identified in the Draft EIR. The project alternatives are evaluated in less detail than those of the proposed project, and the impacts are described in terms of difference in outcome compared with implementing the proposed project. The analysis focuses on determining the extent to which alternatives could avoid or lessen the mitigation associated with the proposed project's impacts. **Table 5.0-2** at the end of this section provides a comparison of the environmental benefits and impacts of each alternative. The CEQA Guidelines (Section 15126.6(e)(2)) state that if the environmentally superior alternative is the "No Project" alternative, the EIR must identify an environmentally superior alternative among the other alternatives.

NO PROJECT ALTERNATIVE

Characteristics

Under the No Project Alternative, the 160.2-acre site would remain undeveloped. There would be no realignment of Bundy Canyon Road, no extension of water to the site and no new water storage. The property would remain in its current stage with the existing Farm Specific Plan and zoning. Even though the site is designated, zoned, and intended for development, this alternative assumes that the site remains vacant.

Comparative Impacts

1. Land Use

The No Project Alternative would not result in changes to The Farm Specific Plan to allow an increase in density. While the DEIR does not consider the change to the Specific Plan a significant impact, leaving the plan unaltered would result in no impact. For purposes of this alternative, no impact is considered as having less of an impact to land use than the proposed project.

2. Population, Housing, and Employment

Section 3.2, Population/Housing/Employment, notes that the proposed project could generate 895 residents at full buildout. The Draft EIR determined that this represents a 2.73 percent increase in the current population, which is considered a less than significant impact. However, the No Project Alternative would not result in any population or employment growth and therefore has impacts less than those of the proposed project.

3. Traffic and Circulation

The No Project Alternative would not result in any new trips associated with construction or operation of new buildings, similar to those of the proposed project, as no homes or commercial uses would occur and there would be no new traffic. This alternative would not realign Bundy Canyon Road; however, the alignment would eventually occur as part of the Riverside County Regional Transportation Commission project already under way. As there would be no additional traffic, the project would not result in new signals at the Sellers Road, Monte Vista Drive, Harvest Way West, Harvest Way East, and Sunset Avenue intersections with Bundy Canyon Road. As noted in **Table 3.3-11** of Section 3.3, Traffic and Circulation, these intersections would operate at an

unacceptable level of service in 2015 without the project. However, it is likely that many if not all of the intersections would be improved as part of the overall Bundy Canyon/Scott Road improvement project. Because there would be no new trips associated with the No Project Alternative, the impacts to traffic and circulation are considered less than those of the proposed project.

4. Air Quality

The air quality analysis for the proposed project identified that construction activities, such as clearing, excavation, and grading, and operation of the project would result in vehicle trips, resulting in significant emissions of nitrogen oxides (NOx) and reactive organic gases (ROG). While overall impacts are considered less than significant, the No Project Alternative would not result in any change in air quality impacts and would therefore result in less impact when compared to the proposed project.

5. Noise

As discussed in Section 3.5, Noise, the proposed project has mitigation designed to protect proposed homes from the traffic projected to use the existing and expanded Bundy Canyon Road. Impact 3.5.3 also requires additional study for future uses at the commercial site. While the mitigation measures can reduce the impacts of the proposed project, the No Project Alternative would not expose residents to noise impacts associated with Bundy Canyon Road. Noise impacts are considered less than those of the proposed project.

6. Geology and Soils

The soil types on the project site are identified in Section 3.6 Geology and Soils. As noted in Impact 3.6.3, there is undocumented artificial fill on the site that would need to be removed to allow for stable construction. Although mitigation measures reduce the impacts of the proposed project to a less than significant level, the soil impacts of the No Project Alternative are less than those of the proposed project.

7. Hydrology and Water Quality

The proposed project will result in additional impervious surface, including roadways, homes, driveways, and buildings. As discussed in Section 3.7, Hydrology and Water Quality, the project proposes to collect all on-site stormwater flows via four major subsurface storm drain systems that will convey the flows to one of eight on-site extended detention basins. The stormwater drainage system and retention areas are also intended to address water quality issues associated with the runoff. While all impacts can be reduced to a less than significant level, the No Project Alternative does not result in additional construction of impervious surfaces, and impacts to hydrology and water quality would be less than the proposed project.

8. Biological and Natural Resources

The biological assessment for the site identified the potential for disturbance to nesting raptors and migratory birds associated with construction and operation. The No Project Alternative would not result in site disturbance and therefore would have no possibility of affecting nesting habitat. Although mitigation measures outlined in Section 3.8, Biological and Natural Resources, are typical of construction projects and will reduce the impacts of the proposed project to a less than significant level, the No Project Alternative would have no impact to biological resources when compared to the proposed project.

9. Cultural and Paleontological Resources

Cultural resources have been identified on the project site. Development of the site would have the potential for disturbance of undiscovered and presently unknown cultural and paleontological resources at the time the site is graded. While mitigation measures outlined in Impact 3.9.2 reduces impact to cultural and paleontological resources to a less than significant level, the No Project Alternative would not result in site disturbance and would not have the potential to disturb unknown resources. The alternative would therefore have less of an impact than the proposed project.

10. Public Services and Utilities

Section 3.10, Public Services and Utilities, of the DEIR determined that the proposed project would not have a significant impact on public services. However, because there would be no development and therefore no demand on existing services, the No Project Alternative would have less of an impact on public services than the proposed project.

11. Aesthetics and Visual Resources

Impact 3.11.4 of Section 3.11, Aesthetics and Visual Resources, determined that the proposed project would have an impact on oak trees adjacent to Bundy Canyon Road. While mitigation included in the DEIR will reduce this impact to a less than significant impact, the no Project Alternative would not impact oak trees and would therefore have less of an impact than the proposed project.

12. Energy Use and Greenhouse Gases

The proposed project will generate greenhouse gases but at a level that is considered less than significant, as discussed in Impact 3.12.2 of Section 3.12, Energy Use and Greenhouse Gases, of the Draft EIR. The No Project Alternative would not generate any new greenhouse gasses and would therefore have less of an impact than the proposed project.

Cumulative

The No Project Alternative would leave the property in its current state, keep The Farm Specific Plan in its current form, and would not result in improvements to Bundy Canyon Road. While this alternative would result in no impacts to the environment, it also fails to meet any of the project objectives. However, because alternative is the only alternative that reduces or eliminates any of the mitigation measures, the No Project Alternative is the environmentally superior alternative.

REDUCED DENSITY ALTERNATIVE

Characteristics

The Notice of Preparation and project application materials originally submittal requested 315 parcels and 5.2 acres of commercial development. After several public meetings with residents of The Farm community and representatives from the City of Wildomar, the applicant revised the project to request 275 units and approximately 5.2 acres of commercial. However, this revision to the project occurred before preparation of this DEIR; therefore, it is the latest submittal that became the proposed project.

This alternative would further reduce the density by eliminating the reduced lot sizes planned for Units 1, 3, and 4 and keep the minimum lot size of 7,200 square feet for the entire site. The potential yield was taken by totaling all of the lot sizes as proposed for the project and depicted on the subdivision map sheets and dividing the resulting land area by 7,200 square feet. As shown in **Table 5.0-1**, this alternative would result in 26 fewer parcels than the proposed project, representing an approximate 6 percent reduction in the number of residential units.

TABLE 5.0-1
COMPARISON OF PROPOSED LOT SIZE AND YIELD TO THE REDUCED DENSITY ALTERNATIVE

	Unit 1	Unit 2	Unit 3	Unit 4	Total
Lots	1–88	173–275	89–144	145–172	
Average Lot Size Per Proposal	5,634	7,825	6,473	7,083	
Lot Size Minimum Per Proposal	4,500	7,200	6,000	6,000	
Proposed Number of Parcels	88	103	56	28	275
Alternative Number of Parcels	69	103[1]	50	27	259
Difference	19	0	6	1	26

1 Proposed lot yield was used, as the average exceeds the 7,200-square-foot minimum assumed for this alternative.

Similarly, this alternative would also keep the existing 1.1-acre commercial site shown in The Farm Specific Plan rather than increase the size of the commercial area to 5.21 acres. While it is likely that the remaining area would be developed with homes, this alternative does not include the additional land as developable.

As the Bundy Canyon Road realignment is anticipated with or without approval and construction of the proposed project, the realignment of Bundy Canyon Road remains in this alternative as shown for the proposed project.

Comparative Impacts

1. Land Use

The Reduced Density Alternative would not result in changes to The Farm Specific Plan to allow an increase in density or the increase in commercial land area. While the DEIR does not consider the change to the Specific Plan a significant impact, leaving the plan unaltered would result in no impact. For purposes of this alternative, no impact is considered as having less of an impact to land use than the proposed project.

2. Population, Housing, and Employment

Section 3.2, Population/Housing/Employment, notes that the proposed project could generate 895 residents at full buildout. The Draft EIR determined that this represents a 2.73 percent increase in the current population which is considered a less than significant impact. The Reduced Density Alternative would generate 843 residents, which is less than the proposed project and represents a 2.62 increase in the population of Wildomar. The smaller commercial area could also result in fewer potential jobs; however, the jobs projection for both the proposed project and this alternative is too speculative to determine. As this alternative would result in fewer residents and therefore less demand on services, this alternative is considered to have less of an impact than the proposed project.

3. Traffic and Circulation

The Reduced Density Alternative would result in fewer trips than the proposed project. **Table 3.3-6** in Section 3.3, Traffic and Circulation, of the DEIR estimates 3,933 daily trips from the proposed project. Using the same generation assumptions provided in **Table 3.3-5** and assuming that the 1.1-acre commercial site would develop as a gas station/car wash only, this alternative would generate 3,702 daily trips, which represents a modest 6.25 percent decrease in the number of trips. The five intersections that require traffic signals would all require signals with or without the proposed project by 2015 (see **Table 3.3-11**). The slight decrease in the number of trips does not reduce or eliminate the need for the signals, as identified by the increase in delay shown in **Table 3.3-10**. Trips associated with construction would be marginally decreased, as fewer homes would be constructed and less commercial area developed. Overall, the Reduced Density Alternative would result in fewer overall trips, but would not significantly reduce the traffic impact when compared to the proposed project. Impacts are therefore considered similar to the proposed project.

4. Air Quality

The air quality analysis for the proposed project identified that construction activities, such as clearing, excavation, and grading, and operation of the project would result in vehicle trips, resulting in significant emissions of NOx and ROG. The Reduced Density Alternative would likely result in a similar amount of grading to create the streets and parcels. As noted above, trips associated with this alternative would be fewer, although not significantly reduced from the proposed project. There would be fewer vehicle trips associated with the commercial development; however, this reduction may be offset because area residents would not benefit from shorter trips for commercial needs. Overall, the fewer homes associated with the Reduced Density Alternative will result in slightly less of an air quality impact than the proposed project.

5. Noise

As discussed in Section 3.5, Noise, the proposed project has mitigation designed to protect proposed homes from the traffic projected to use the existing and expanded Bundy Canyon Road. Impact 3.5.3 also requires additional study for future uses at the commercial site. As this alternative would allow for development within the units identified on the subdivision map, the mitigation established for the proposed project would remain in place. The mitigation for noise from Bundy Canyon Road is not solely the result of traffic from the proposed project, but rather the high traffic volumes anticipated on this connector between Interstate 15 (I-15) and Interstate 215 (I-215). While the Reduced Density Alternative may result in fewer residents subject to noise from the roadway, overall the noise impacts associated with the alternative would be similar to those of the proposed project.

6. Geology and Soils

The soil types on the project site are identified in Section 3.6, Geology and Soils. As noted in Impact 3.6.3, there is undocumented artificial fill on the site that would need to be removed to allow for stable construction. Although mitigation measures reduce the impacts of the proposed project to a less than significant level, the soil impacts of the Reduced Density Alternative are similar to those of the proposed project.

7. Hydrology and Water Quality

The proposed project will result in additional impervious surface, including roadways, homes, driveways, and buildings. As discussed in Section 3.7, Hydrology and Water Quality, the project proposes to collect all on-site stormwater flows via four major subsurface storm drain systems that will convey the flows to one of eight on-site extended detention basins. The stormwater drainage system and retention areas are also intended to address water quality issues associated with the runoff. The Reduced Density Alternative would result in slightly less impervious surface associated with the commercial development and fewer homes. It is likely that the amount of impervious surface associated with streets and sidewalks would remain similar to that of the proposed project. The largest single difference in impervious surface between this alternative and the proposed project will be the commercial area. If this area remains undeveloped, it may result in less of a need for some of the proposed storm drainage basin(s) or possibly a smaller footprint and design capacity for the basins. However, it is also likely that the system would be designed to accommodate future development of this property, which would result in a storm drainage system similar to the proposed project. Overall, the Reduced Density Alternative would result in impacts to hydrology and water quality similar to the proposed project.

8. Biological and Natural Resources

The biological assessment for the site identified the potential for disturbance to nesting raptors and migratory birds associated with construction and operation. The Reduced Density Alternative would result in similar site disturbance and impacts to biological resources as the proposed project. The mitigation measures outlined in Section 3.8, Biological and Natural Resources, are typical for construction projects and would likely also be applied to the Reduced Density Alternative. As the amount of area graded for this alternative is similar to the proposed project, the impacts to biological resources would also be similar.

9. Cultural and Paleontological Resources

Cultural resources have been identified on the project site. Development of the site would have the potential for disturbance of undiscovered and presently unknown cultural and paleontological resources at the time the site is graded. Because this alternative would also result in excavation and grading, it is likely that the mitigation measures outlined in Impact 3.9.2 of this Draft EIR would also be applied to this alternative. As the area of disturbance for the Reduced Density Alternative would be similar to that of the proposed project, impacts to cultural resources would also be similar to those of the proposed project.

10. Public Services and Utilities

Section 3.10, Public Services and Utilities, of the Draft EIR determined that the proposed project would not have a significant impact on public services. The addition of population to the City of Wildomar will result in an incremental increase in the demand for public services. As fewer new residents would result from this alternative, there would be proportionately less demand for services. The Reduced Density Alternative would be expected to have less of an impact on public services than the proposed project.

11. Aesthetics and Visual Resources

Impact 3.11.4 of Section 3.11, Aesthetics and Visual Resources, determined that the proposed project would have an impact on oak trees adjacent to Bundy Canyon Road. As this alternative would also result in the realignment of Bundy Canyon Road, the Reduced Density Alternative

would also result in impact to the oak trees. While mitigation included in the DEIR will reduce this impact to a less than significant level, this alternative would result in removal of the oak trees and would therefore have the same impact as that of the proposed project.

12. Energy Use and Greenhouse Gases

The proposed project will generate greenhouse gases but at a level that is considered less than significant, as discussed in Impact 3.12.2 of Section 3.12, Energy Use and Greenhouse Gases, of the DEIR. The Reduced Density Alternative would generate less greenhouse gases because there would be fewer homes and less traffic associated with the residential and commercial components. The larger commercial area associated with the proposed project could reduce trips by residents of the proposed project and therefore reduce greenhouse gases. The smaller commercial area associated with the Reduced Density Alternative would have fewer services and would not reduce as trips or reduce greenhouse gases as much as the proposed project. However, as the commercial uses have not been identified, it is not possible to determine whether the commercial development would in fact reduce greenhouse gases by appealing to residents and resulting in shorter trips. Overall, the fewer homes and smaller commercial project would result in fewer trips. Therefore, the Reduced Density Alternative would have less of an impact on greenhouse gases than the proposed project.

Cumulative

The Reduced Density Alternative would result in fewer homes and a smaller commercial area. This alternative would not require modification of The Farm Specific Plan and could be constructed with the current entitlements. The smaller commercial area would result in less opportunity for local commercial, meaning that both existing and future residents would have to drive farther for services. The reduction in the number of vehicle trips associated with this alternative is not sufficient to reduce the number of traffic signals or intersection improvements needed along Bundy Canyon Road. The amount of grading, development, and impact associated with this alternative is similar to that of the proposed project. Overall, while the Reduced Density Alternative does slightly reduce some impacts, the extent of physical impact on the existing environment is considered similar to that of the proposed project.

ALTERNATIVES CONSIDERED BUT REJECTED AS INFEASIBLE

Initial Submittal versus Proposed Project

The proposed project was initially submitted with 315 single-family lots and a larger proportion of smaller parcels intended for higher-density residential occupancy. After a series of public outreach meetings attended by residents in The Farm Specific Plan and others along Bundy Canyon Road, the project applicant revised the project to reduce the overall number of parcels to 275 and reduce the smaller-lot product to a single location on the west side of Harvest Way West. Because the changes to the project occurred between issuance of the NOP and preparation of the Draft EIR, the revised project became the proposed project for purposes of analysis. While not technically an alternative, several of the technical reports were completed using the project description in the NOP, with similar impact statements and mitigation measures to those of the proposed project.

Alternative Site

This alternative would place a version of the proposed project on the Sunrise Ridge property located approximately 1 mile southeast of the project site. Development on this property would

require the extension of roadways through The Farm property to Bundy Canyon Road. This site was initially selected as it would not require modification to The Farm Specific Plan and would avoid adjacency issues with the existing Farm community and would not result in modification to Bundy Canyon Road. For example, the additional traffic on Bundy Canyon Road would exacerbate issues at intersections along the roadway, without the ability to make improvements. Further, the project traffic would move through, rather than adjacent to, the existing homes in The Farm Specific Plan area. Water and wastewater services would need to be extended farther into the property, without the ability to place them in the roadway of Bundy Canyon Road as part of a larger expansion project. While the Bundy Canyon Road improvement project is planned for future construction, there is no certainty that construction of the roadway would coincide with the timing for the proposed project. While the location would eliminate the need to amend The Farm Specific Plan, the potential environmental impacts that are not associated with the proposed project site eliminated this alternative from consideration.

5.4 IDENTIFICATION OF THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Based on the evaluation contained in subsection 5.3, the No Project Alternative would be the environmentally superior alternative. The No Project Alternative would not result in any construction on the vacant land or an amendment to The Farm Specific Plan. The CEQA Guidelines require that if the alternative with the least environmental impact is the No Project Alternative, then this document must also designate the next most environmentally preferable alternative. **Table 5.0-2** provides a summary of the potential impacts of the alternatives evaluated in this section, as compared with the potential impacts of the proposed project. As shown in the table, the Reduced Density Alternative would have less of an impact in some areas by virtue of a smaller population resulting from fewer housing units and would therefore be considered the environmentally superior alternative.

TABLE 5.0-2
COMPARISON OF ALTERNATIVES TO THE PROPOSED PROJECT

Environmental Issue	Proposed Project	No Project	Reduced Density
Land Use	LS	-	-
Population, Housing, and Employment	LS	-	-
Traffic and Circulation	LS	-	0
Air Quality	LS	-	-
Noise	LS	-	0
Geology and Soils	LS	-	0
Hydrology and Water Quality	LS	-	0
Biological and Natural Resources	LS	-	0
Cultural and Paleontological Resources	LS	-	0
Public Services and Utilities	LS	-	-
Aesthetics and Visual Resources	LS	-	0
Energy Use and Greenhouse Gases	LS	-	-
Cumulative	LS	-	0

- Impacts less than those of the proposed project
0 Impacts similar to those of the proposed project, or no better or worse
+ Impacts greater than those of the proposed project

TABLE 5.0-3
COMPARISON OF PROJECT ALTERNATIVES TO THE PROJECT OBJECTIVES

Project Objectives	No Project	Reduced Density
Provide a residential development that would assist the City in meeting its existing and future housing needs	No	Yes
Provide a project that minimizes its impact on site resources and existing residents through site design	No	Yes
Create the opportunity for future commercial/retail services to become established in the area and serve local residents	No	Yes
Provide private park and recreational amenities for the future Oak Creek Canyon residents	No	Yes
Improve existing public access through the site by improving Bundy Canyon Road	No	Yes

As shown in **Table 5.0-3**, the reduced density alternative reduces project impact and also meets all of the project objectives.

6.0 – LONG-TERM IMPLICATIONS

This section discusses the additional topics statutorily required by the California Environmental Quality Act (CEQA). The topics discussed include significant and unavoidable environmental impacts, growth-inducing impacts, and significant irreversible environmental changes and irretrievable commitment of resources.

6.1 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

CEQA Guidelines Section 15126.2(b) requires an environmental impact report (EIR) to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance. In addition, Section 15093(a) of the CEQA Guidelines allows the decision-making agency to determine if the benefits of a proposed project outweigh the unavoidable adverse environmental impacts of implementing the project. The City can approve a project with unavoidable adverse impacts if it prepares a "Statement of Overriding Considerations" setting forth the specific reasons for making such a judgment.

Mitigation measures identified in the EIR can reduce all identified environmental impacts to a less than significant level. Because all of the environmental impacts can be reduced to a less than significant level, there is no requirement to prepare a statement of overriding considerations.

6.2 SIGNIFICANT IRREVERSIBLE CHANGES WHICH WOULD BE CAUSED BY THE PROPOSED PROJECT SHOULD IT BE IMPLEMENTED

Table 6.0-1 lists the impacts identified in the Draft EIR that resulted in mitigation measures designed to reduce the impact to a less than significant level. The table also summarizes the intent of the mitigation measure rather than the specific language of the measure. For example, the traffic mitigation measures, MM 3.3.1 through MM 3.3.3, will result in construction within existing rights-of-way along Bundy Canyon Road. The construction will involve the installation of traffic signals, turning lanes, and pavement necessary to support the anticipated roadway improvements. The other mitigation measures summarized in **Table 6.0-1** are construction and project management requirements.

TABLE 6.0-1
SUMMARY OF SIGNIFICANT IMPACTS AND THE INTENT OF THE MITIGATION MEASURES

Impact		Level of Significance Without Mitigation	Intent of Mitigation Measure	Resulting Level of Significance
Land Use				
No significant impacts, and consequently no mitigation measures, were identified in this section of the DEIR.				
Population/Housing/Employment				
No significant impacts, and consequently no mitigation measures, were identified in this section of the DEIR.				
Traffic and Circulation				
Impact 3.3.1	Implementation of the proposed project would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.	PS	MM 3.3.1: Installs traffic signals at specified intersections to improve the level of service by improving traffic flow.	LS
Impact 3.3.4	Implementation of the proposed project could result in temporary blockages of Bundy Canyon Road and other roadways, causing an impact on emergency access.	SM	MM 3.3.4: Requires preparation of a traffic management plan (TMP) to ensure that existing residents experience minimal disruptions (e.g. access blockages) caused by the construction of improvements associated with the project. The TMP will also inform local emergency service providers of the construction schedule and any changes in access.	LS
Impact 3.3.5	When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed project would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations.	CC	MM 3.3.5: Installs a traffic signal and makes modifications to on and off ramps at I-215 and Scott Road. The project is responsible for their share of improvement costs at these locations. These improvements are part of the Riverside County Transportation Commission I-215 Central Project.	LCC
Air Quality				
Impact 3.4.1	Construction-generated emissions could result in an air quality violation concerning localized significance.	PS	MM 3.4.2a, MM 3.4.2b: Require dust control methods to limit the potential for wind erosion and signage reminding workers of the state law on limiting idling to less than five minutes.	LS

Impact		Level of Significance Without Mitigation	Intent of Mitigation Measure	Resulting Level of Significance
Noise				
Impact 3.5.1	The completed proposed project may expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	SM	MM 3.5.1a through MM 3.5.1f: Require construction of noise walls or barriers to protect homes from current and projected noise from traffic on Bundy Canyon Road. These measures also require weather stripping and mechanical ventilation (air conditioning/heater) so that windows can remain closed if desired.	LS
Impact 3.5.3	Completion of the proposed project may result in a substantial permanent increase in ambient noise levels in the project vicinity.	SM	MM 3.5.3: Requires a site-specific noise analysis for the future commercial development.	LS
Impact 3.5.4	Construction of the proposed project may result in a temporary increase in ambient noise levels in the project vicinity.	SM	MM 3.5.4a through MM 3.5.4d: Limit the hours of construction and requires equipment to be placed as far from homes possible during construction. Also require a 24-hour number that residents can call if they experience major noise from the project.	LS
Geology and Soils				
Impact 3.6.3	Within the project site, areas of undocumented artificial fills, alluvium, and portions of the old alluvium may become unstable as a result of the project.	SM	MM 3.6.3: Requires "over-excavation" of undocumented artificial fill and some other soil types to ensure stable foundations.	LS
Impact 3.6.4	Soils testing indicates that non-expansive and expansive soils are present within the proposed project site.	SM	MM 3.6.3: Requires "over-excavation" of undocumented artificial fill and some other soil types to ensure stable foundations.	LS
Hydrology and Water Quality				
Impact 3.7.1	Construction and operation of the proposed project will not result in erosion and water quality degradation of downstream surface water and groundwater resources.	SM	MM 3.7.1: Requires preparation of a stormwater pollution prevention plan and a Water Quality Management Plan.	LS
Biological and Natural Resources				
Impact 3.8.2	Implementation of the proposed project could result in the direct mortality or loss of habitat for	PS	MM 3.8.2: Limits timing of construction to avoid impacts to nesting birds.	LS

Impact		Level of Significance Without Mitigation	Intent of Mitigation Measure	Resulting Level of Significance
	raptors and migratory birds.			
Impact 3.8.3	Project implementation may also result in the loss of western burrowing owls through destruction of active nesting sites, as well as incidental burial of adults, young, and eggs.	PS	MM 3.8.3a and MM 3.8.3b: Require pre-construction surveys for burrowing owls.	LS
Impact 3.8.4	Implementation of the proposed project could result in disturbance and degradation of riparian habitat identified in local or regional plans, policies, or regulations, or by the CDFG or the USFWS.	PS	MM 3.8.4: Requires a vegetation plan as part of the streambed alteration agreement with the California Department of Fish and Game.	LS
Impact 3.8.5	Implementation of the proposed project would result in the loss of jurisdictional waters of the United States and waters of the State.	PS	MM 3.8.5a and MM 3.8.5b: Require that a wetland delineation be verified and establishes the regulatory process for any fill.	LS
Impact 3.8.8	Implementation of the proposed project would result in disturbance and degradation of riparian/riverine habitat, as defined in Section 6.1.2 of the MSHCP. The project may result in impacts to riparian/riverine habitats.	PS	MM 3.8.8a through MM 3.8.8c: Establish process for habitat conservation and mitigation under the MSHCP Guidelines.	LS
Cultural and Paleontological Resources				
Impact 3.9.2	Implementation of the proposed project could result in a substantial adverse change in the significance of an archaeological resource, as well as the potential disturbance of currently undiscovered cultural resources (i.e., prehistoric archaeological sites, historical archaeological sites, and isolated artifacts and features) and human remains.	PS	MM 3.9.2a and MM 3.9.2b: Require a tribal representative on site during excavation and requires construction to halt if cultural resources are discovered.	LS
Impact 3.9.3	Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	PS	MM 3.9.3: Requires a paleontologist on site during excavation.	LS
Impact 3.9.4	No human remains have been identified within the project site; however, implementation of the	PS	MM 3.9.4: Requires specific steps should human remains be discovered.	LS

Impact		Level of Significance Without Mitigation	Intent of Mitigation Measure	Resulting Level of Significance
	proposed project could result in the inadvertent disturbance of currently undiscovered human remains. Any discovery of human remains would trigger state law governing the treatment of human remains.			
Public Services and Utilities				
No significant impacts, and consequently no mitigation measures, were identified in this section of the DEIR.				
Aesthetics and Visual Resources				
Impact 3.11.4	Implementation of the proposed project, in combination with the planned Bundy Canyon Road–Scott Road widening project, would contribute to the alteration of the visual character of the region.	SM	MM 3.11.4: Requires a detailed survey of oaks actually impacted by the final construction plans and establishes a replacement ratio for oaks that must be removed.	LCC
Energy Use and Greenhouse Gases				
No significant impacts, and consequently no mitigation measures, were identified in this section of the DEIR.				

The mitigation measures summarized in **Table 6.0-1** and described in detail in this Draft EIR are similar to other construction-related requirements in the City of Wildomar. The specific location of the traffic signal and roadway improvements is based on the traffic impact analysis included as **Appendix 3.3-1** of this DEIR. The physical installation of traffic signals is similar to other intersections in the city and results in the need for excavation for footings, the installation of metal traffic signal support poles, and the use of power to operate the signals. Depending on the type of signal, there may also be detectors placed in the roadway surface to trigger the signal. The intersection improvements will involve sidewalk, curb, and gutter with a small amount of pavement and paint used for turn lanes. The improvements at each intersection will be consistent with the City of Wildomar development standards as well as with the design expectations for Bundy Canyon Road.

There are no unique or extraordinary mitigation measures or requirements necessary for this development project to reduce environmental impacts to a less than significant level.

6.3 GROWTH-INDUCING IMPACTS

INTRODUCTION

The California Environmental Quality Act (CEQA) Guidelines Section 15126.2(d) requires that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by in CEQA Guidelines Section 15126.2(d) as follows:

> *…the way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth…Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also…the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.*

A project can have direct and/or indirect growth inducement potential. Direct growth inducement would result if a project, for example, involved construction of new housing. A project would have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it would involve a construction effort with substantial short-term employment opportunities that would indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, a project would indirectly induce growth if it would remove an obstacle to additional growth and development such as removing a constraint on a required public service. For example, a project providing an increased water supply in an area where water service historically limited growth could be considered growth-inducing.

The CEQA Guidelines further explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community and public services and infrastructure, increased traffic and noise, and adverse environmental impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

The CEQA Guidelines state that it is not assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment (CEQA Guidelines Section 15126.2[d]). However, growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide for land use development patterns and growth policies that allow for the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, and solid waste service. A project that would induce "disorderly" growth (growth that conflicts with local land use plans) could indirectly cause additional adverse environmental impacts and other public services impacts. Thus, to assess whether a growth-inducing project would result in adverse secondary effects, it is important to assess the degree to which the growth accommodated by a project would or would not be consistent with applicable land use plans.

COMPONENTS OF GROWTH

The timing, magnitude, and location of land development and population growth in a community or region are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and nonresidential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory policies or conditions. Since the general plan of a community defines the location, type, and intensity of growth, it is the primary means of regulating development and growth in California.

GROWTH INDUCEMENT POTENTIAL

As described in Section 2.0, Project Description, implementation of the proposed project would involve the development of 275 single-family homes in the City of Wildomar. This project will require a modification of The Farm Specific Plan, a rezoning of the project site, and the approval of Tentative Tract Map 36388.

The proposed project also includes construction of public improvements necessary to support the subdivision, including two 500,000-gallon water tanks and an access road, a realigned portion of Bundy Canyon Road, and internal and external roadway improvements to City of Wildomar standards. The Draft EIR does not address the future development of the contained commercial property except in a conceptual manner, as there are no proposed land uses or specific development plans for the commercial portion of the site at this time.

SECONDARY EFFECTS OF GROWTH

Development of the proposed project would result in additional water storage, more travel lanes for a small portion of Bundy Canyon Road, and the extension of additional electrical and sewer lines into The Farm Specific Plan area for the proposed project. The project area has been zoned for medium-density residential development, and as shown in **Figure 2.0-2**, much of the area surrounding the proposed project is already subdivided for residential development. Extension of utilities into this area of the city will allow for future development consistent with the existing General Plan and zoning designations; however, the growth potential is limited in this area by topography and existing development.

Construction of a portion of Bundy Canyon Road is consistent with the Bundy Canyon Road/Scott Road Improvement Project improvements proposed by the Riverside County Transportation Commission (RCTC) and will eventually result in additional traffic capacity. The additional capacity could increase the amount of traffic traveling between Interstate 15 (I-15)

in the west and Interstate 215 (I-215) (via Scott Road) in the east. The eventual widening of Bundy Canyon Road between I-15 and I-215 is part of the regional transportation improvements managed by the RCTC and numerous cities in Riverside County. A separate EIR will be prepared for the full Bundy Canyon Road improvement, which is appropriate as the proposed project contains only a small portion of the overall road length.

GROWTH IMPACT OF THE REQUESTED CHANGE IN DENSITY FOR THE FARM SPECIFIC PLAN

Density is the ratio of land area to the number of dwelling units and can be expressed in either gross density or net density. Gross density is the simple division of the number of proposed dwelling units by the total land area. For the proposed project, this results in a density of 1.72 units per acre (275 units ÷160.2 acres = 1.72 units per acre). The existing Farm Specific Plan has a density of 1.27 units per acre (1,934 units ÷1,520 acres = 1.27 units per acre). Densities can also be expressed in terms of units per acre of residentially developable land. Using this metric, the proposed project would result in 2.70 units per acre (1,963 units ÷ 726.9 acres = 2.70 units per acre). This is an increase of .08 units per acre to the existing 2.62 units per acre allowed in the existing Farm Specific Plan (1,934 units ÷726.9 acres = 2.62 units per acre).

Net density is a figure derived by subtracting nondevelopable areas, such as roadways, dedications, and open space, from the total acreage. For the proposed project, this also includes the 5.21-acre commercial area, as it will not result in residential units. As shown in **Table 6.0-2,** the net density for the proposed project will average 7.0 units per acre for the 41.30 acres of residentially developable land. This is an increase of 2.5 units per acre from the existing 4.5 units per acre allowed in The Farm Specific Plan for the same area. This increase results in an allowable increase in the number of homes from 243 to 290 for the project area. The proposed project is requesting 275 dwelling units, which is less than the proposed changes to The Farm Specific Plan would allow. Note that both the existing Farm Specific Plan and the proposed project keep most of the project area in open space or roadways (105.5 acres of streets and open space for the existing Farm Specific Plan and 113.7 for the proposed project), which, when combined with biological and topographical constraints, substantially reduces the potential number of dwelling units.

TABLE 6.0-2
COMPARISON OF EXISTING FARM SPECIFIC PLAN DENSITIES TO PROPOSED PROJECT

Phase	Total Acreage		Parcels		Gross Density		Street Acreage		Net Density		Open Space	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
9	83.0	68.3	104.0	84.0	1.3	1.2	16.1	13.7	4.6	8.3	44.5	44.5
17A	56.7	66.2	88.0	103.0	1.6	1.6	12.0	13.4	5.1	5.3	27.3	33.4
18	19.4	20.5	54.0	88.0	2.8	4.3	4.8	6.6	3.9	7.5	0.8	2.1
19	1.1	5.2	–	–	–	–	–	–	–	–	–	–
Total	160.2	160.2	246.0	275.0	1.9	2.4	11.0	11.2	4.5	7.0	24.2	26.7

Source: Project Description

When considered with the remainder of The Farm Specific Plan, however, the gross density does not change from the existing 1.3 dwelling units per acre and the overall net density increases

from 2.6 to 2.7 units per acre. This overall increase in density is not considered a significant change in the allowable density, allowing a difference of only 40 units over the 739 existing net acres and representing an increase of approximately 2 percent. The increase in density associated with the proposed project is localized to only the area affected by the proposed project and would not result in any changes to existing allowable density for the remainder of The Farm Specific Plan.

TABLE 6.0-3
COMPARISON OF EXISTING AND PROPOSED FARM SPECIFIC PLAN DENSITIES

Total Acreage		Streets & Open Space		Net Acreage		Total Units		Gross Density		Net Density	
Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
1,520.0	1,520.0	780.8	784.8	739.2	735.2	1,934.0	1,963.0	1.3	1.3	2.6	2.7

Source: Project Description

As shown in **Table 6.0-3**, the overall changes to The Farm Specific Plan requested by the proposed project are small and would not result in substantial new growth or development within the Specific Plan area.

7.0 – Report Preparers

City of Wildomar Planning Director	Matt Bassi

PMC – EIR CONSULTANT

EIR Project Manager	Mark Teague, AICP
Environmental Planner	Seth Myers
Environmental Planner	Mark Corcoran
Principal Biologist	Joyce Hunting
Graphics	Jonathan Faoro
Graphics	Nam Nguyen
Technical Editor	Suzanne Wirth

AIR QUALITY IMPACT ANALYSIS	**URBAN CROSSROADS**
GREENHOUSE GAS ANALYSIS	**URBAN CROSSROADS**
JURISDICTIONAL DELINEATION OF WATERS AND WETLANDS	**PRINCIPE AND ASSOCIATES**
NESTING SEASON SURVEY BURROWING OWL	**PRINCIPE AND ASSOCIATES**
NOISE IMPACT ANALYSIS	**URBAN CROSSROADS**
PHASE I CULTURAL RESOURCES ASSESSMENT	**JEAN A. KELLER, PH.D.**
PHASE II CULTURAL RESOURCES TEST INVESTIGATION	**JEAN A. KELLER, PH.D.**
TRAFFIC IMPACT ANALYSIS	**URBAN CROSSROADS**
WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN CONSISTENCY ANALYSIS	**PRINCIPE AND ASSOCIATES**

CITY OF WILDOMAR – CITY COUNCIL
Agenda Item #1
PUBLIC HEARING
Meeting Date: May 22, 2013

TO: Mayor and City Council Members

FROM: Matthew C. Bassi, Planning Director

SUBJECT: Oak Creek Canyon Project (Planning Application No. 11-0261)
(Continued from March 27, April 23, and May 8, 2013)

STAFF REPORT

RECOMMENDATION
The Planning Commission recommends that the City Council:

1. Adopt a Resolution entitled:

   RESOLUTION NO. 2013 - 10
   A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING AND CERTIFYING AN ENVIRONMENTAL IMPACT REPORT (SCH# 2012031064) AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT CONSISTING OF GENERAL PLAN AMENDMENT NO. 11-0261, CHANGE OF ZONE NO. 11-0261, FARM SPECIFIC PLAN NO. 116-C/W, AMENDMENT NO. 4 (PLANNING APPLICATION NO. 11-0261) AND TENTATIVE TRACT MAP NO. 36388

2. Adopt a Resolution entitled:

   RESOLUTION NO. 2013 - 11
   A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT (PLANNING APPLICATION NO. 11-0261) TO: 1) AMEND THE GENERAL PLAN LAND USE MAP FROM MEDIUM DENSITY RESIDENTIAL TO MEDIUM HIGH DENSITY RESIDENTIAL FOR PHASE/PLANNING AREAS NO. 9 AND 18; 2) TO AMEND THE GENERAL PLAN LAND USE MAP FROM MEDIUM DENSITY RESIDENTIAL (ON A PORTION OF APN: 362-080-004) TO COMMERCIAL RETAIL FOR PHASE/PLANNING AREA NO. 19 AND 3) INCREASE THE SIZE OF PHASE/PLANNING AREA NO. 19 FROM 1.0 ACRES TO 5.0 ACRES AND RELOCATE THE PHASE/PLANNING AREA TO THE SOUTHWEST CORNER OF BUNDY CANYON ROAD AND SUNSET AVENUE (ON A PORTION OF APN: 362-080-004) FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

3. Introduce and approve first reading of an Ordinance entitled:

ORDINANCE NO. 77

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A CHANGE OF ZONE (PLANNING APPLICATION NO. 11-0261) TO CHANGE THE ZONING MAP FROM: 1) R-1 (ONE-FAMILY DWELLING) TO R-4 (PLANNED RESIDENTIAL ZONE) FOR PHASE/PLANNING AREA NO. 9; 2) R-1 (ONE-FAMILY DWELLING) TO R-4 (PLANNED RESIDENTIAL ZONE) FOR PHASE/PLANNING AREA NO. 18; AND 3) C-P-S (SCENIC HIGHWAY COMMERCIAL) TO C-1/C-P (GENERAL COMMERCIAL) FOR PHASE/PLANNING AREA NO. 19 FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

4. Adopt a Resolution entitled:

RESOLUTION NO. 2013 - 12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING FARM SPECIFIC PLAN NO. 116-C/W, AMENDMENT NO. 4 TO ESTABLISH SPECIAL DEVELOPMENT STANDARDS AND DESIGN GUIDELINES FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

5. Adopt a Resolution entitled:

RESOLUTION NO. 2013 - 13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING TENTATIVE TRACT MAP NO. 36388 FOR THE SUBDIVISION OF APPROXIMATELY 151.23 ACRES INTO 275 LOTS FOR FUTURE SINGLE FAMILY RESIDENTIAL DEVELOPMENT (WITH PRIVATE PARKS, OPEN SPACE/TRAILS, AND RECREATIONAL AMENITIES), AND ONE (1) LOT FOR FUTURE COMMERCIAL/RETAIL DEVELOPMENT SUBJECT TO CONDITIONS FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

6. Staff recommends that the City Council discuss and take action on the applicant's request to adjourn this City Council meeting to an adjourned regular meeting on May 29, 2013.

CITY COUNCIL BACKGROUND (March 27 and April 23, 2013 meetings)

The proposed Oak Creek Canyon residential/commercial project was first reviewed by the City Council at its March 27, 2013 meeting. On the day of the meeting, staff received approximately eight (8) comment letters (1 letter was from 3 people) from various people expressing concerns about the Project and the EIR. As these comments were received late in the day, and just prior to the Council meeting, staff was unable to

review the comments nor were we able to prepare responses. In addition, the applicant was unable to address the comments. As a result, and at the applicant's request, the Council voted to continue action on the project to the April 23, 2013 meeting.

Between the March 27 and April 23 meetings, staff and the applicant have been diligently reviewing the comment letters and working on responses to the comments. However, staff did not complete the final responses document in time for the April 23 meeting, and requested Council approval to continue the meeting to the May 8, 2013 Council meeting. At the May 8, 2013 meeting, staff requested a continuance to finalize the response to comments document and update the FEIR. Council on a 5 – 0 vote, continued action on the project to the May 22, 2013 meeting.

As of the date of this report, staff has completed review of all comment letters submitted at the March 27 Council meeting and the three (3) comment letters received at the April 23 Council meeting. Staff did receive a separate comment letter from the Santa Ana Regional Water Quality Control Board (SARWQCB) on April 25, 2013 regarding their review of the DEIR. Staff prepared a separate/specific response to the SARWQCB and sent it to them on April 29, 2013 (no further comments were received from the SARWQCB).

All letters staff has received from the March 27 to May 8, 2013 Council meetings have been responded to and has now incorporated into an "updated" Final Environmental Impact Report (FEIR). The updated FEIR is provided as Exhibit 2 of Attachment A for Council review and consideration. All other attachments from the March 23, 2013 Council report packet remain the same, as well as staff's analysis contained in this report. The four resolution's and one ordinance provided in the original report packet of March 27 have been updated to reflect the new hearing date of May 22, 2013.

In addition to the above, Councilmember Bob Cashman (at the March 27 meeting) had requested clarification on several exhibits related to sound walls, front yard landscaping, street cross sections, etc. Staff pulled together the requested exhibits and met with Councilmember Cashman on April 17 to discuss them. No further action was resulted from the meeting with Council member Cashman. The applicant will be prepared to discuss these exhibits at the May 22 meeting if requested.

Lastly, the applicant is requesting that the Council adjourn the May 22, 2013 meeting to an adjourned regular meeting on May 29, 2013 to review the 2nd reading of Ordinance No. 77 if the 1st reading of the Ordinance is approved at tonight's meeting.

PLANNING COMMISSION BACKGROUND (March 6, 2013 meeting)

The Planning Commission reviewed the proposed Oak Creek Canyon project at their March 6, 2013 meeting. Upon conclusion of staff's presentation, the public hearing was opened and the applicant provided a detailed power point presentation. The Commission received public comments from 13± residents (some of whom live in the

Farm Community, adjacent to the project site and other areas of Wildomar). The applicant was given the opportunity to respond to each question/comment raised by the general public. Upon conclusion of the public hearing, the Commission deliberated and then voted 3 - 0 - 2 (Commissioner's Kazmier & Swan absent) to recommend City Council approval of the Oak Creek Canyon Residential/Commercial project.

The Commission has recommended Council approval of two changes to the EIR resolution (Attachment A) and Tentative Tract Map resolution (Attachment E) as noted below. These changes have already been reflected in the resolutions. No other changes have been recommended by the Commission. The text below reflects the revised language with the deleted text highlighted in strikeout.

- Addressing a request made by the Pechanga Band of Luiseno Indians to delete reference to the Cahuilla Band of Indians as noted below in strikeout version. The Pechanga tribe is the tribe that will enter into the agreement. This change is noted in the findings of fact, mitigation monitoring and reporting program, and the tentative tract map conditions.

  MM 3.9.2a (Condition No. 33) - At least 30 days prior to the issuance of the first grading permit, the project applicant shall enter into a Cultural Resources Treatment and Monitoring Agreement with the Pechanga Band of Luiseno Indians ~~and/or the Cahuilla Band of Indians~~. 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; and 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 Pechanga Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

- Addressing a recommendation made by the Planning Commission related to the replanting of oak trees that will be removed as part of the development. This change is noted in the findings of fact, mitigation monitoring and reporting program, and the tentative tract map conditions. The text below reflects the revised language with the new text highlighted in italics and underlined.

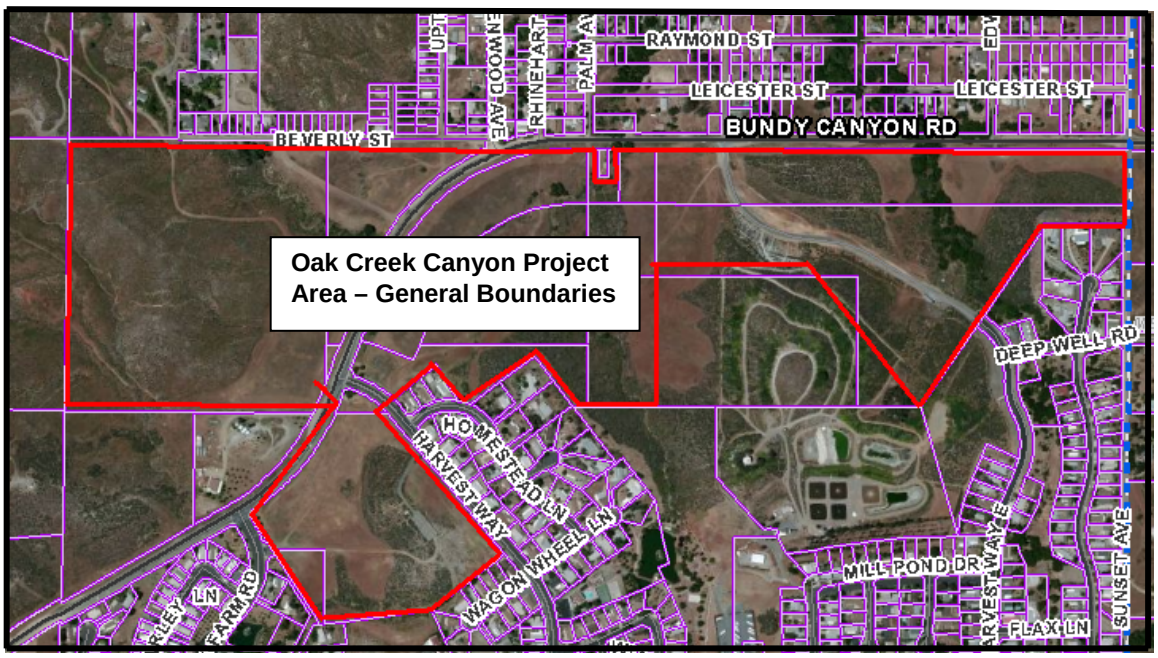
  MM 3.11.4 (Condition No. 42) - The removal of all oak trees 5 inches or more in diameter at breast height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three (3) native oak trees of 5 gallons or larger *size (or other appropriate tree specie as determined by the Planning Director, City Landscape Architect and applicant's Arborist)* shall be planted for each oak tree removed that is greater than or equal to 5 inches diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities.

Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted.

PROJECT DESCRIPTION

The project site encompasses approximately 151± acres and is located within the Farm Specific Plan community. In general, the project is bisected by Bundy Canyon Road and extends from Farm Road/Harvest Way (on the west) to Sunset Avenue (on the east). The aerial photo below shows the project site and surrounding area.

Vicinity/Location Map



The project site is surrounded by existing residential uses to the north, south, east and west. The table below summarizes the current Land Use, General Plan and Zoning information related to the proposed project.

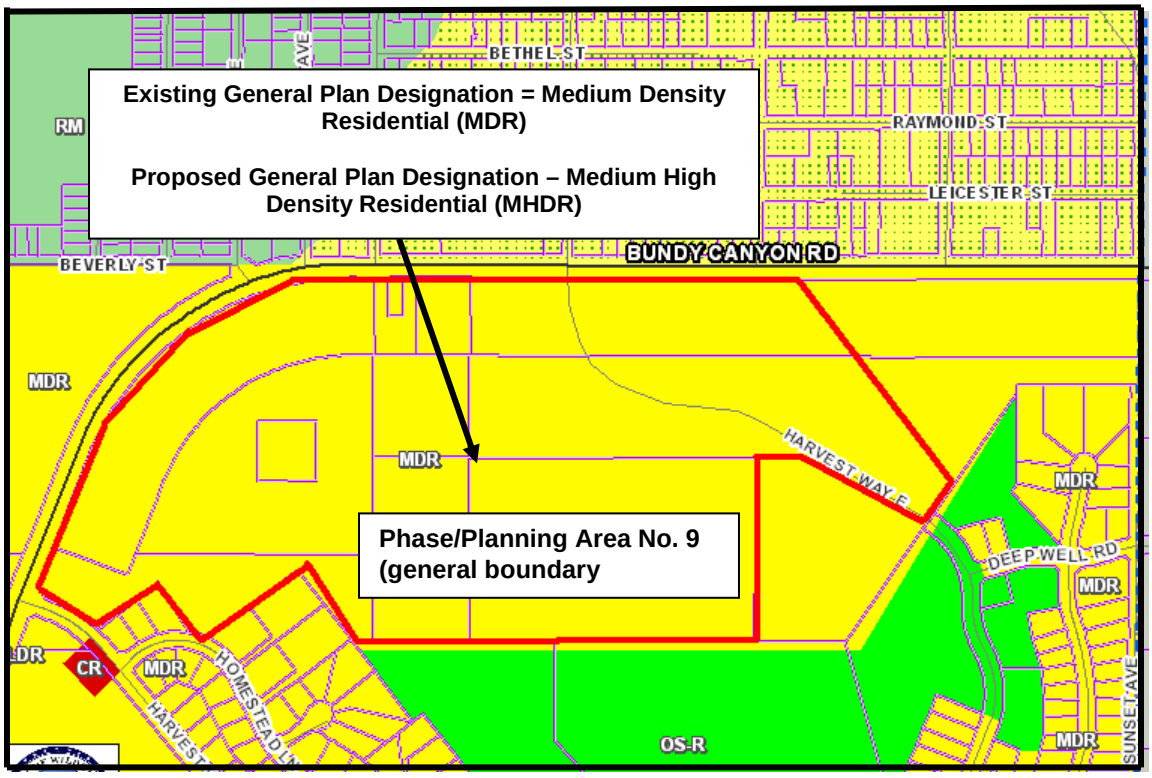
ADJACENT LAND USE, GENERAL PLAN AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning**
Subject Property	Vacant	MDR & CR	R-1 & C-P-S
North	Residential	LDR-RC & RM	R-1 and R-R
South	Residential/Farm	MDR & MHDR	R-T
East	Residential	City of Menifee	City of Menifee
West	Residential	RM – VLDR – RR – MDR - MHDR	R-R and R-T

The proposed project includes several development applications for review and consideration by the City Council. They are described as follows:

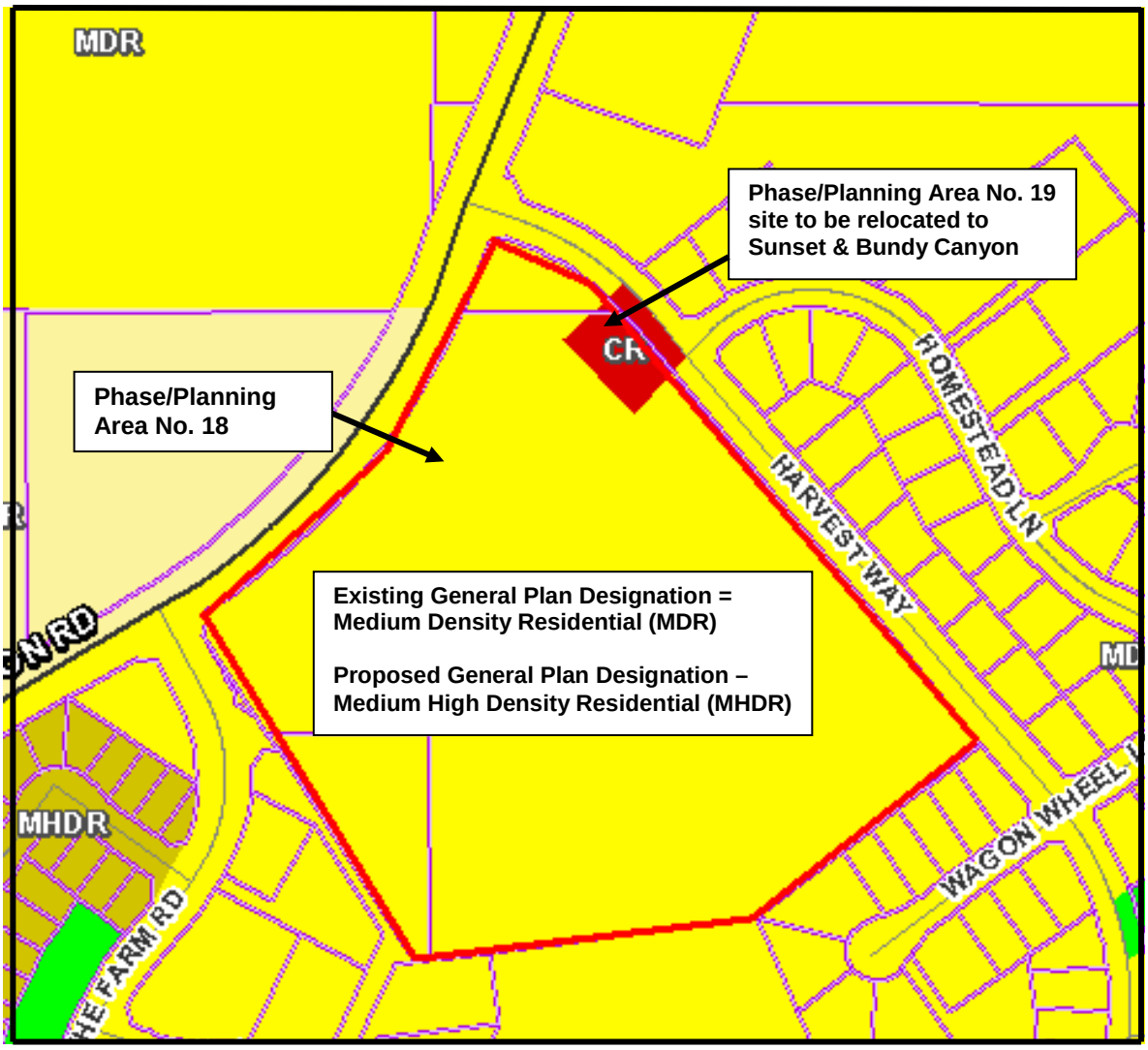
General Plan Amendment (Planning Application No. 11-0261)

The applicant is proposing to: 1) amend the General Plan Land Use designation for Phase/Planning Area No. 9 and 18 from Medium Density Residential to Medium High Density Residential to accommodate 84 single family lots with a minimum lot size of 6,000 square feet and 88 single family lots with a minimum lot size of 4,500 square feet, respectively; 2) amend the General Plan land use map from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19; and 3) to increase the size of Phase/Planning Area No. 19 from 1.0 acres to 5.0 acres and relocate it to the southwest corner of Bundy Canyon Road and Sunset Avenue. The exhibits below illustrate the existing and proposed land use changes for these phase/planning areas and are included in PC Resolution No. 13-06 (Attachment B, Exhibit 1).

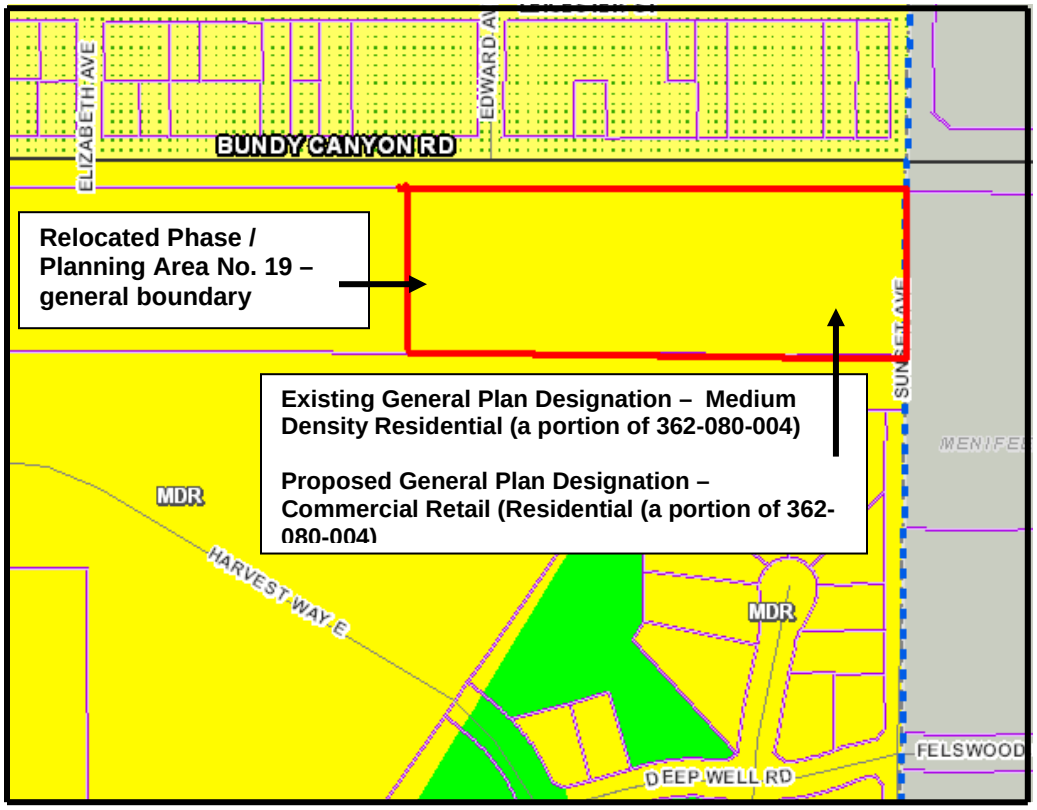
Existing and Proposed Land Use
Phase/Planning Area No. 9 Land Use Amendment Exhibit



Existing and Proposed Land Use
Phase/Planning Area No. 18 Land Use Amendment Exhibit



Existing and Proposed Land Use
Phase/Planning Area No. 19 Land Use Amendment Exhibit

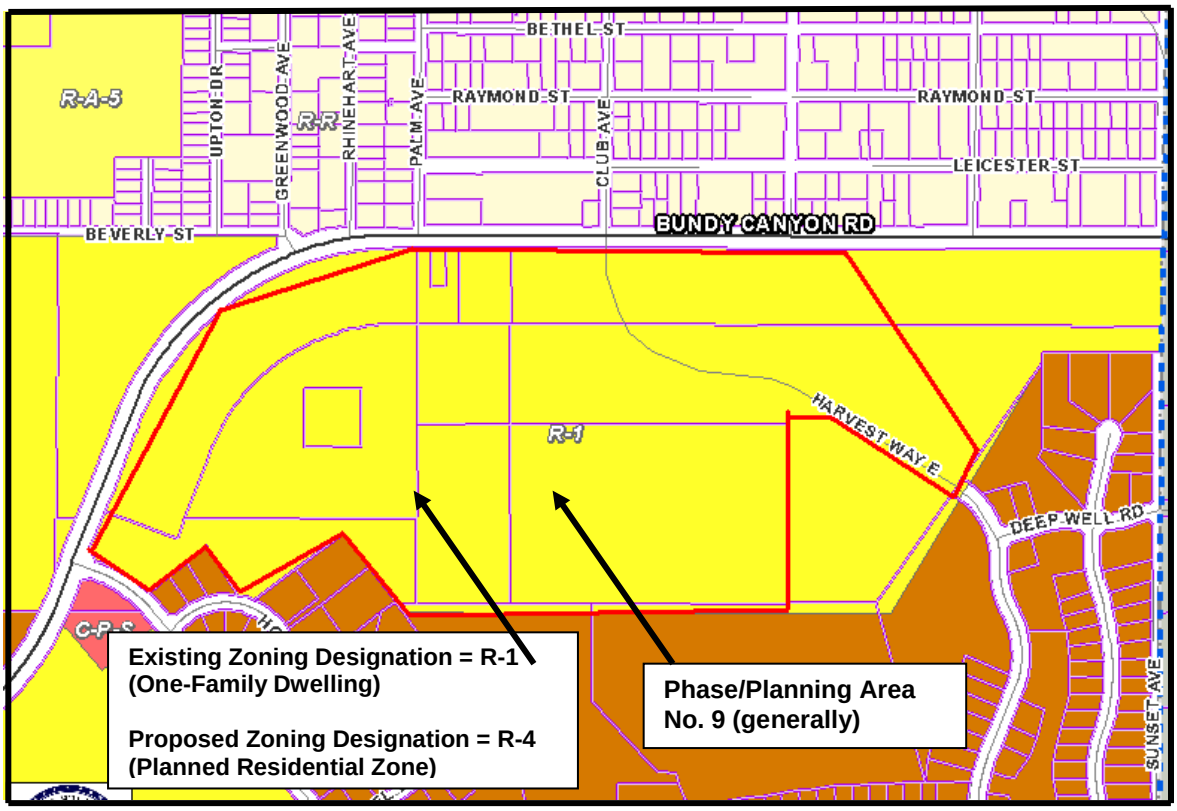


Change of Zone (Planning Application No. 11-0261):

The applicant is proposing to change the zoning designations for three (3) Farm Specific Plan phase/planning areas as follows:

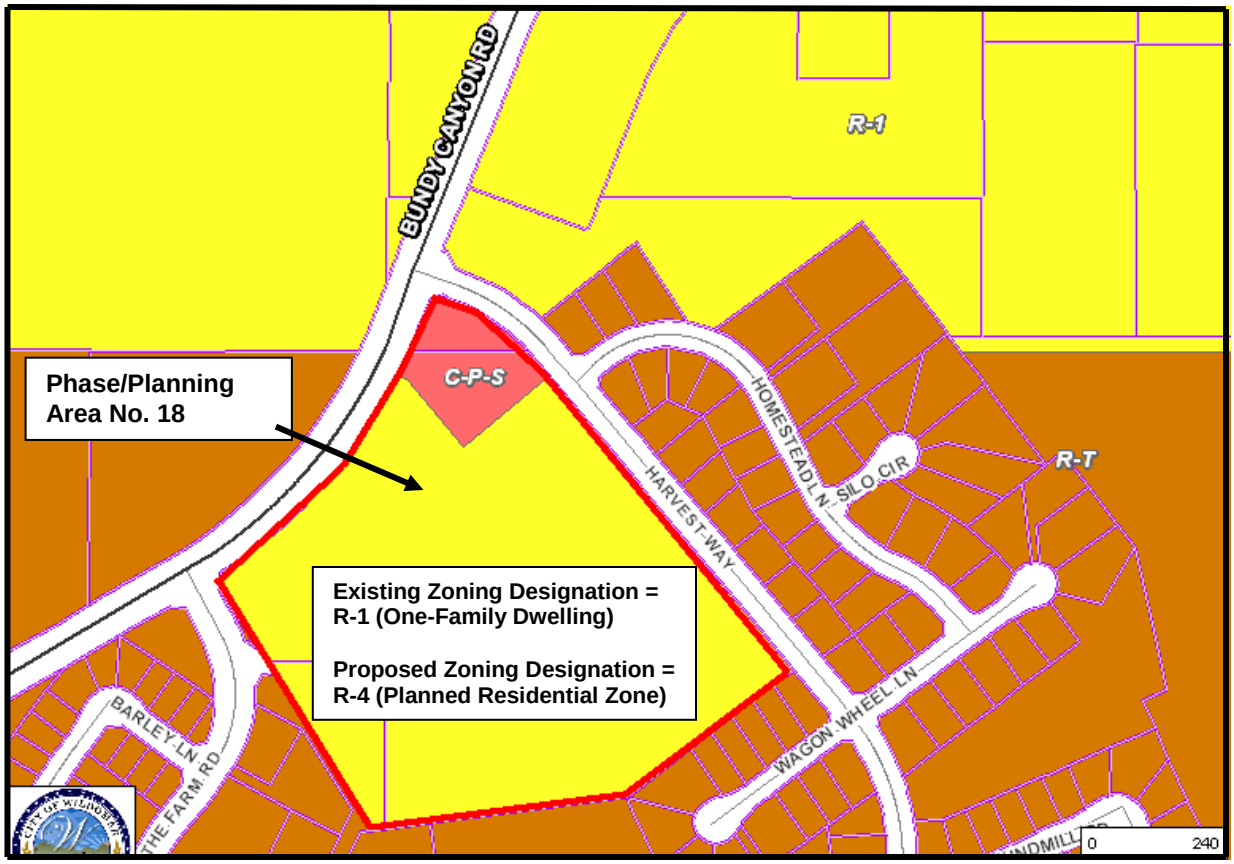
a) Rezone all of the Phase 9 Planning Area from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone - to allow for single family residential development with a minimum lot size of 6,000 square feet). The general boundary is noted on the following page with the specific legal description provided in PC Resolution No. 13-07 (Attachment C, Exhibit 1).

Existing and Proposed Zoning
Phase/Planning Area No. 9 Zone Change Exhibit



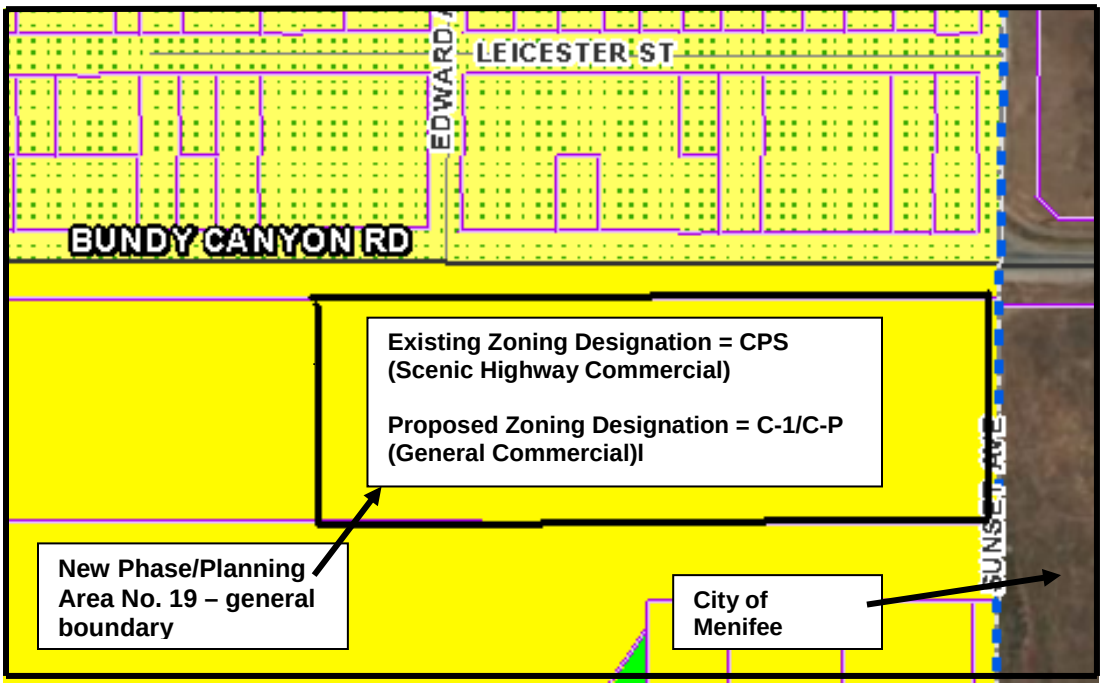
b) Rezone all of the Phase 18 Planning Area from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone - to allow for single family residential development with a minimum lot size of 4,500 square feet. The general boundary is noted on the following page with the specific legal description provided in PC Resolution No. 13-07 (Attachment C, Exhibit 1).

Existing and Proposed Zoning
Phase/Planning Area No. 18 Zone Change Exhibit



c) Rezone all of the Phase 19 Planning area from the current zoning designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.0 acres and relocate it from its current location to the southwest corner of Sunset Avenue and Bundy Canyon Road. The general boundary is noted on the following page with the specific legal description provided in PC Resolution No. 13-07 (Attachment C, Exhibit 1).

Existing and Proposed Zoning Phase/Planning Area No. 19
Zone Change Exhibit (a portion of APN: 362-080-004)



Specific Plan Amendment No. 116, Amendment No. 4:

The applicant is proposing to amend the existing Farm Specific Plan to create special development standards and design guidelines (including architectural and landscape design guidelines) to accommodate the development of a proposed 275 lot single family residential subdivision project (with private parks/recreational amenities and open space) and commercial retail site. A copy of the SPA document is provided in Attachment C, Exhibit 2. An analysis of the components of the specific plan amendment is provided in the Analysis Section of this report.

Tentative Tract Map No. 36388:

The applicant is proposing the subdivision of approximately 151± acres into 275 lots for the development of 275 single family residential dwelling units with private parks/recreational amenities, open space, and HOA lettered lots, including one (1) 5.0 acre lot for future commercial/retail development. The tentative tract map is planned to be developed in phases and has been conditioned accordingly. A full size copy of the proposed tract map is provided for Commission consideration in Attachment F (under separate cover).

Environmental Impact Report (EIR):

In accordance with the California Environmental Quality Act (CEQA) guidelines, the proposed project required the preparation and processing of a Environmental Impact Report (EIR). The EIR must be certified by the City Council for the proposed project to be valid. A more detailed analysis of the EIR process is provided in the Environmental Section of this report. A copy of the DEIR and FEIR are provided as attachments (Attachment A, Exhibit's 1 & 2).

PROJECT ANALYSIS

General Plan Amendment:

The applicant has proposed to: 1) amend the General Plan Land Use designation for Phase/Planning Area No. 9 and 18 from Medium Density Residential to Medium High Density Residential to accommodate 84 single family lots with a minimum lot size of 6,000 square feet and 88 single family lots with a minimum lot size of 4,500 square feet, respectively; 2) amend the General Plan land use map from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19; and 3) to increase the size of Phase/Planning Area No. 19 from 1.0 acres to 5.0 acres and relocate it to the southwest corner of Bundy Canyon Road and Sunset Avenue.

Phase/Planning Area No. 9

The Planning Commission recommends approval of the proposed amendment to the General Plan Land Use designation from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) for the Phase/Planning Area No. 9. The amendment is needed to accommodate the proposed development of 84 single family residences (one and two story). Under the MHDR designation for this phase/planning area, the parcels will range in size from a minimum of 6,000 to 10,100 square feet (depending on location) with an average lot size of 6,641 square feet. While the MHDR designation allows for densities that range from 5 – 8 units/acre, the proposed project density for this phase/planning area is about 3.5 units per acre and is within the maximum allowed under the current MDR designation of 2 – 5 units per acre. The proposed lot design for this phase/planning area has a minimum lot size requirement of 6,000 square feet which is consistent with the current requirements of the Farm Specific Plan.

Phase/Planning Area No. 18

The Planning Commission recommends approval of the proposed amendment to the General Plan Land Use designation from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) for the Phase/Planning Area No. 18. The amendment is needed to accommodate the proposed development of 88 single-story, single family residences within this phase/planning area. Under the MHDR designation for this

phase/planning area, the parcels will range in size from a minimum of 4,500 square feet to 8,900 square feet (depending on location) with an average lot size of 5,623 square feet which meets the provisions of the General Plan. Under the current land use designation of MDR, this phase/planning area currently allows for the development of single-family residences (1-or 2-story dwellings) on parcels range in size from a 5,500 square feet to 20,000 square feet. Staff believes that the requirement/condition to limit the height of residences to one-story will be in keeping with the existing residences within The Farm community. The average lot size proposed is just 377 square feet shy of the minimum lot size of 6,000 square feet currently allowed under the provisions of the Farm Specific Plan. When considering the density of this phase/planning area, the proposed density of 4.38 units/acre is within the existing density range of 2 – 5 units per acre of the MDR designation.

Phase/Planning Area No. 19:

In evaluating the proposal to amend the General Plan land use map for Phase/Planning Area No. 19 to increase the size of the phase/planning area from 1.0 acres to 5.0 acres and relocate the phase/planning area to the southwest corner of Bundy Canyon Road and Sunset Avenue, the Planning Commission determined (and therefore recommends approval) that it is consistent with General Plan and Farm Specific Plan. The increase in size and relocation of the commercial retail site will create an expanded opportunity for residents within the Farm community and the general area by offering specialized shopping opportunities consistent with the General Plan.

Change of Zone:

The applicant has proposed a change of zoning for three (3) phase/planning areas as follows: 1) Phase 9 Planning Area from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single family residential development on 6,000 square foot minimum lot sizes; 2) Phase 18 Planning Area from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single family residential development on 4,500 square feet minimum lot sizes; and 3) Rezone all of the Phase 19 Planning area from the current zoning designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.0 acres and relocate it from its current location to the southwest corner of Sunset Avenue and Bundy Canyon Road.

Phase/Planning Area No. 9

The Planning Commission recommends approval of the proposed change of zone for Phase/Planning Area 9 from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone). The R-4 zoning allows for traditional single family residential development as does the R-1 zoning; however, the R-4 zone allows a minimum lot size of 6,000 square rather than 7,200 square feet. The

applicant's proposal to subdivide the Phase/Planning Area No. 9 into 84 single family residential lots will be consistent with the current Farm Specific Plan that allows a minimum lot size of 6,000 square feet. Thus, this phase/planning area will develop in manner that is compatible with the adjacent residential neighborhoods in The Farm community.

Phase/Planning Area No. 18

The Planning Commission recommends approval of the proposed change of zone for Phase/Planning Area 18 from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone). The change of zone is needed to accommodate the proposed development of 88 single-story, single family residences within this phase/planning area. While the minimum lot size proposed for the phase/planning will be 4,500 square feet, the proposed design guidelines restrict this area to the development of only single-story residences. Thus, the appearance of the phase/planning area will be compatible with the existing single story residences adjacent to the project site. If the Commission chooses to recommend the City Council not to support of the R-4 zoning category with the 4,500 square-foot minimum lot size, then the applicant would have to re-design this phase/planning area with lots that have a 6,000 square-foot minimum lot size as currently required by the Farm Specific Plan.

Phase/Planning Area No. 19

The Planning Commission recommends approval of the proposed change of zone for the Phase/Planning Area No. 19 Planning area from the current zoning designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). Both designations are consistent with the General Plan; however, the C-1/C-P zone allows for a greater diversity of commercial/retail uses making the site more marketable. Further, staff supports the relocation of the phase/planning area and its increase in size from 1 to 5 acres as the larger site will allow for a better site design and increased shopping opportunities for residents.

Oak Creek Canyon Specific Plan Amendment:

The applicant is proposing to amend the existing Farm Specific Plan No. 116-C/W with the intent to establish special development standards and design guidelines (including architectural and landscape design guidelines) to accommodate the Oak Creek Canyon 275-lot residential and commercial/retail development project. The specific plan amendment will represent the 4th amendment to the Farm Specific Plan since its original adoption in 1974; however, the changes proposed within Amendment No. 4 will only apply to Phase/Planning Areas No. 9, 17A, 18 and 19. The remainder of the Farm Specific Plan will remain in tact and subject to the existing development standards for all other Phase/Planning areas.

The Oak Creek Canyon SPA document (provided in Attachment C - Exhibit 2) has been divided up into several subsections which will be discussed below. All of the special standards and guidelines applicable to the Oak Creek Canyon project are contained within Chapter 4 of the Farm Specific Plan document. Based on the findings, the Planning Commission is recommending approval of Amendment No 4 to the Farm Specific Plan No. 116-C/W.

Development Standards:

Residential Development Standards Summary:

Design of residential sites within Oak Creek Canyon (Phases 9, 17A, and 18) is an essential component of the land use plan. Specific standards and criteria are provided for each phase area to address setbacks, pad sizes, lot coverage, and encroachments. Figures 16 through 19 (within the document) illustrate these concepts and offer information regarding placement of residences within the community. Each figure contains a detail of the typical lot with a corresponding table that lists specific development standards for that lot.

Single-family detached homes on minimum 4,500 s.f. lots are allowed in Phase 18 of Oak Creek Canyon. Homes within this Planning Area shall be developed in accordance to the standards provided on Figure 16, Single-Family Detached: Traditional – 4,500 s.f. lots.

Single-family detached homes on minimum 6,000 s.f. lots are allowed in Phase 9 of Oak Creek Canyon. Homes within this Planning Area shall be developed in accordance to the standards provided on Figure 17, Single-Family Detached: Traditional – 6,000 s.f. lots.

Single-family detached homes on minimum 7,200 s.f. lots are allowed in Phase 17A of Oak Creek Canyon. Homes within this Planning Area shall be developed in accordance to the standards provided on Figure 18, Single-Family Detached: Traditional – 7,200 s.f. Minimum Lots and Figure 19, Single-Family Detached: Traditional – 7,200 s.f. Minimum Lots.

Commercial Development Standards Summary:

Commercial development will be permitted within Phase 19 of Oak Creek Canyon. The Schedule of Permitted Uses is the same as those allowed under Section 17.80 (C-1/C-P Zone) of the City of Wildomar Zoning Ordinance. The following development standards apply in the Commercial Zone within Phase 19:

- There is no minimum lot area requirement.
- The maximum height shall not exceed thirty-five feet (35')
- The yard requirements are as follows:
    - Front yard setback adjacent to Bundy Canyon Road shall be 25 feet

    - Front yard setback adjacent to Sunset Avenue shall be 20 feet
    - Yard adjacent to residentially zoned property shall be 25 feet
    - Rear side yard shall be 15 feet
    - Accessory structure – side/rear setback shall be 5 feet
- No building or structure shall exceed thirty-five feet (35') feet in height, unless a greater height is approved pursuant to Section 17.196 (Variance) of the City's Zoning Ordinance.
- Off-street parking shall be provided as required by Section 17.188 of the City's Zoning Ordinance.
- All roof mounted mechanical equipment shall be screened from public view to a minimum sight distance of 1,320 feet.

Design Guidelines:

The intent of these Design Guidelines is to create project specific design criteria which will guide the future development of the Oak Creek Canyon portion (Phase 9, 17A, 18 and 19) of The Farm Specific Plan. The Guidelines are intended to assist in providing the continuity and overall image that will make the Oak Creek Canyon a unique development while encouraging creative design and individuality. These criteria are not intended to provide a rigid or inflexible framework for future development; variations based upon changes to site layout, specific site conditions, as well as the visions of individual architects and landscape architects are anticipated. All primary residential structures shall provide 360 degree (360°) architecture. This shall be defined as having articulation on all four sides of the building, consistent with the architectural style. The amount of detailing shall be appropriate to the side of the structure (i.e., it is anticipated that the front of the building will contain the most amount of articulation and detailing, with less on the sides and rear).

The Design Guidelines include design criteria for detached residential and commercial land uses within the Oak Creek Canyon portion (Phase 9, 17A, 18 and 19) of The Farm Specific Plan. All developments within the Oak Creek project area will be designed to comply with these criteria.

Residential Portion:

The purpose of these Residential Design Guidelines is guide the layout and design of future residential developments with the Oak Creek Canyon project area. These guidelines are intended to be used to establish the character and scale of all future development in the residential planning areas within the Oak Creek Canyon project area (Phase 9, 17A, 18 and 19) of The Farm Specific Plan.

Site Layout and Access

The layout of a residential area is the first step in creating a viable neighborhood. A properly planned neighborhood should contain both community-wide and private amenities and encourage safe travel for pedestrians and motor vehicles. The following are key features:

- Neighborhood access points should be logically and functionally located to facilitate safe access for pedestrians and vehicles.
- Enhanced landscaping shall occur at the entries to identify the points of entry and set the tone for the project development.
- Safe travel paths should be provided between all areas within the neighborhood as well as the streets and sidewalks in the surrounding area.
- Public open spaces should be located in areas that are easily accessible to the majority of the surrounding units.
- Varied building setbacks, variations in building façade, varied massing of porch sizes and widths, offsets from the front building setback shall be used to create visual interest and variety along street scene. Plotting of garages left or garages (i.e., side-on) right coupled with the addition of architectural style variation, as well as massing and color shall be utilized.
- Pedestrian walkways should be incorporated into the overall layout of the site in a logical manner.
- Varied front yard setbacks to enhance the streetscape and increase visual aesthetics.

Building Orientation

- Buildings should be composed of simple yet varied plans to assure compatibility and variety of the overall building form.
- Buildings on corner lot parcels should be oriented in such a manner as to create courts, open space areas, and/or porches.
- Buildings should be oriented to minimize instances where the primary living spaces of one structure face the primary living spaces of an adjacent unit. Garage locations shall be plotted on the left and right sides of lots, thereby creating multiple conditions and variations for living spaces to be off-set. This shall be accomplished at the precise grading plan and residential product review phases of development.

In evaluating the proposed site layout and building orientation design guidelines, the Planning Commission determined that approval of the development of the Oak Creek Canyon project will be compatible with the existing Farm Community. In addition, the design of the development will achieve a high quality appearance that will compliment the existing neighborhoods.

Building Design

The architectural styles of the residential homes and non-residential structures within Oak Creek Canyon are intended to complement and reinforce its overall community image. A variety of architectural styles are pivotal to creating a high-quality community image. No specific community theme is proposed; however, the community image will be reinforced through quality residential and commercial architectural designs, a hierarchy of monumentation, and consistent use and application of landscape and hardscape elements. Oak Creek Canyon will feature four (4) unique architectural styles that adhere to the overall community theme. The architectural styles include: American Farmhouse, California Ranch, American

Colonial, and Spanish Colonial. These architectural styles were selected based on their variety, compatibility and visual interest they would provide.

The American Farmhouse Style component is based largely on the architectural elements used in Colonial styles from New England and the Mid-West. The main feature of the style is a large, covered wrapping front porch. Key elements of the style include two-story massing, dormers, and symmetrical elevations, while the asymmetrical, “casual cottage” elevation with a decorative appearance is less common, but still quite popular. The style represents a very practical and picturesque country home. Additional design criteria are outlined in the Chapter IV of the SPA document. Refer to the following pages for an exhibit of this design.

California Ranch Architectural Style inspired by the California cattle ranches developed by early Californians in the late 1800’s, the California Ranch architectural style evolved from native materials with considerations of climate and lifestyle. Primary building materials have evolved from adobe and wood to shingles for roofs, board and batten siding, and other colonial features. Current versions of the style are typically simple and straightforward with stucco walls, gabled roofs, and wood accents. Additional design criteria are outlined in the Chapter IV of the SPA document. Refer to the following pages for an exhibit of this design.

American Colonial Architectural Style The American Colonial component is based largely on the architectural elements used in Colonial styles from New England and the Mid-West. The main feature of the style is a large, covered wrapping front porch. Key elements of the style include two-story massing, dormers, and symmetrical elevations, while the asymmetrical, “casual cottage” elevation with a decorative appearance is less common, but still quite popular. The style represents a very practical and picturesque country home. Additional design criteria are outlined in the Chapter IV of the SPA document. Refer to the following pages for an exhibit of this design.

Spanish Colonial Spanish Colonial is an adaptation of Mission Revival enriched with additional Latin American details and elements. The style attained widespread popularity after its use in the Panama-California Exposition of 1915. The simple courtyards of the Spanish Colonial heritage with hanging pots, a flowering garden and sprawling shade trees are hardly surpasses as foreground design elements. Further architectural distinction is established through the use of tile roofs, stucco walls, heavily textured wooden doors and highlighted ornamental ironwork. Additional design criteria are outlined in the Chapter IV of the SPA document. Refer to the following pages for an exhibit of this design.

Proposed Architectural Theme Exhibits



American Farmhouse Architectural Style

1 Two-story box-like or L-shaped form.

2 Medium-pitched, primary front to back main gable roof form with intersecting hip, gable and shed roofs and standard overhangs.

3 Flat, shake-textured concrete tile material with standing metal seam accents.

4 Large covered porches with simple wood columns.

5 Lap siding accent on main body.



California Ranch Architectural Style

1 Horizontal, one and two-story massing form.

2 Low to medium-pitched main gable roof form with standard overhangs.

3 Flat, shake-textured concrete tile roof material.

4 Large porch at entry with simple columns.

5 Stucco on main body with lap siding board and batten accents.

6 Wall accents to have brick or stone wainscots.



American Colonial Architectural Style

1 Two-story symmetrical box-like form.

2 Large main gable or roof.

3 Enhanced entry portico or covered porch supported by simple columns.

4 Horizontal siding may be combined with brick.

5 Multi-paned windows with shutters on front elevations.



Spanish Colonial Architectural Style

1 Horizontal, one and two-story massing form.

2 Low to medium-pitched main gable roof form with standard overhangs.

3 'S' concrete tile roof material.

4 Porch at entry with simple columns.

5 Stucco on main body.

In evaluating the proposed building/architectural site layout and building orientation design guidelines, the Planning Commission determined that the development of the Oak Creek Canyon project will be compatible with the existing Farm Community. In addition, the design of the development will achieve a high quality appearance that will compliment the existing neighborhoods. Additional design criteria relating to mass and scale, building materials and colors, windows and doors, etc., are provided for in the Oak Creek Canyon SPA document (Attachment D, Exhibit 1).

Landscape Criteria:

The purpose and intent of the Landscaping Guidelines are to use only California native plants in all detention areas, in the water tower area, along the slopes leading up to the water tower, and other areas of open space that drain into a watershed, and to provide direction to the design and construction of homeowner association maintained landscape areas and to provide a reference on yard landscaping for individual homeowners. The use of these Landscaping Guidelines for individual homeowners and for areas within the rear and side areas is optional. Landscape plans for areas with native and naturally occurring vegetation do not require the submittal of a landscape plan when the native vegetation is being retained. All future plans, including construction documents will need to draw inspiration from that plan and remain consistent with the overall image developed for Oak Creek Canyon.

The following is a summary of the general guidelines that will apply to landscaping within Oak Creek Canyon project area:

- Landscape plans should include a combination of trees, shrubs, and ground cover.
- Specimen trees should be strategically planted to assist new development in looking “established” as quickly as possible.
- Trees and shrubs should be located and spaced to allow for mature and long-term growth.
- Trees and larger shrubs should be selected and planted in locations which will minimize future root problems.
- Deciduous trees can be used to provide solar control during summer and winter, provide fall color, seasonal flower, and other desired effects.
- Drought tolerant landscaping should be incorporated into landscape plans wherever possible.
- Appropriate water conservation techniques should be incorporated into all landscape designs.
- All landscaped areas should incorporate automatic irrigation systems.
- Irrigation systems should be designed to prevent overspray onto walkways, parking areas, buildings, and fences.
- Landscaping shall not impact sight distance.
- City maintained areas are to comply with City planting requirements.

In evaluating the proposed landscape guidelines, the Planning Commission determined that approval of the landscape theme for the Oak Creek Canyon project will be

compatible with the existing Farm Community. In addition, the landscape design will achieve a high quality appearance that will compliment the existing neighborhoods, as well as establish a beautiful streetscape. An overall Conceptual Landscape Plan is provided in the Oak Creek Canyon SPA document (Attachment D, Exhibit 1).

Walls, Fences, Monumentation:

The Wall and Fence Plan is included as Figure 31a, 31b and 31c, Wall and Fence Plan document. This wall plan also includes the location of major and minor monumentation, as well as the gating for the Phases. Five types of fencing are proposed in Oak Creek Canyon. Where fencing and walls are essential, these elements should be designed to complement the architecture of the Project. The following general guidelines shall apply to fencing that is visible within Oak Creek Canyon:

- Fence and wall materials and colors should be designed to complement the architecture of the adjacent buildings.
- Fences and walls adjacent to arterial streets should be constructed as low as possible consistent with their screening, noise attenuation, and security functions.
- The materials and colors of any walls adjacent to arterial streets should be compatible and complementary with the existing walls near the property.
- Fencing is preferred over walls and should be encouraged wherever possible.
- Solid walls in sloping terrain should be “stepped” to follow the terrain.
- Double fencing (i.e., existing fencing abutting proposed fencing) on a property is strongly discouraged.
- Locations of walls and fences shall not interfere with sight distance.
- City will only maintain standard sound walls; all other walls and fences shall be privately maintained.

In evaluating the proposed wall/fence design guidelines for the Oak Creek Canyon project, the Planning Commission determined that it will be compatible with the existing Farm Community. In addition, the wall/fence design guidelines will achieve a high quality appearance that will compliment the development and be compatible with existing neighborhoods. Additional criteria are provided for Oak Creek Canyon SPA document.

Recreational Amenities:

Three (3) neighborhood serving private parks are provided in Oak Creek Canyon project area. The locations of these are depicted on Figures 24a, 24b and 24c, Conceptual Landscape Plan of the SPA document and the tract map. These parks have been located in Phase/Planning Area No. 9, 17A and 18 in order to provide recreational opportunities, green space and a community gathering space within each of these Phases. No automobile parking spaces are proposed in these

neighborhood serving parks, as it is envisioned that the majority of trips to the park will be from walking. The details of these parks are discussed below.

Park 1

Park 1 is a private park open to Oak Creek Canyon residents and located in Phase 18 as depicted in Figure 40, Park 1 (refer to the SPA document). Park 1 is approximately 1.1 acres, and will provide both active and passive recreation to include, but not be limited to, tot lot with benches, barbeque area with tables and shade structure, shaded seating areas, open lawn play area, half-court basketball (2), and pool with restroom/shower building refer to Page IV-58 in SPA Document). As this is a private park, it will be managed and maintained by the future Oak Creek Canyon Homeowners Association.

Park 2

Park 2 is a private park open to Oak Creek Canyon residents and located in Phase 17A as depicted on Figure 41, Park 2 (refer to the SPA document). Park 2 is approximately 1.8 acres, and will provide both active and passive recreation to include, but not be limited to, tot lot with benches, picnic shelter with tables, half-court basketball (2), barbeque area with tables and shade structure, open lawn play area, cabanas (3), pool with restroom/shower building, wading pool, as depicted on page IV-58. As this is a private park, it will be managed and maintained by the future Oak Creek Canyon Homeowners Association.

Park 3

Park 3 is a private park open to Oak Creek Canyon residents and located in Phase 9 as depicted on Figure 42a, Park 3 (refer to SPA document). Park 3 is approximately 1.8 acres and will provide both active and passive recreation to include, but not be limited to, a dog park (separated for both small and large dogs), picnic shelter with tables, tot lot with benches, open lawn play area and half-court basketball (2), as depicted on page IV-58. Fencing for the dog park portion of this park shall be vinyl coated chain link fencing as allowed by the Oak Creek design guidelines. This fencing is depicted on Figure 42b, Vinyl Coated Chain Link Fencing (refer to the SPA document). Vinyl coated chain link fencing is appropriate in this application, as it will not detract from the park aesthetic and will provide the necessary security and safety for the dogs as well as other users of the park. As this is a private park, it will be managed and maintained by the future Oak Creek Canyon Homeowners Association.

Trails

A ten foot (10') wide trail is proposed within Oak Creek Canyon, as depicted on Figure 43a, Community Trail Plan of the SPA document. This trail will be composed of decomposed granite and be designed in accordance with Figure 43b, Community

Trail Section. This trail will be maintained by the future Oak Creek Canyon Homeowner's Association (HOA) and will link the different phase/planning areas. The trail exhibit is shown on the following page:

Community Trail Exhibit



Commercial Portion:

The purpose of these Commercial Design Guidelines is to guide the layout and design of future commercial development within Phase 19 of Oak Creek Canyon. These guidelines will be used to determine the character and scale of all future development in the commercial planning area.

Site Planning

The layout of a commercial site the site is often critical to its economic success and functionality. A properly planned commercial center provides a solid foundation for the anticipated economic and social activities that will occur once the commercial center is completed. A concept commercial site plan has been developed as a guide to potential future commercial development in Phase 19. This plan is depicted on Figure 48, Potential/Conceptual Commercial Site Plan. This plan illustrates how the site may be developed, based on a mixture of commercial uses that will be more "neighborhood" serving in nature. Ultimate development may reflect the elements contained on this plan, or may be subject to change based on specific tenants and their needs. The following guidelines will ensure that the site will be developed in a manner that meets the requirements of the City and the needs of the commercial developer.

Building Orientation

- Buildings should be oriented toward the streets and parking areas.

- In complexes with multiple buildings, whenever possible some buildings should be located closer to the street to emphasize building architecture and minimize the tendency for parking lots to be the key definer of the street edge.
- Buildings should consider local weather conditions and sun protection in their design and orientation.

Building Design

Building scale, materials, and architectural character are blended in the correct way, both the project and the community are enriched. Building designs should incorporate 360-degree architecture which includes appropriate articulation on all building facades, variations in building massing and roof lines, and changes in wall planes and windows. A concept commercial elevation has been developed as a guide to potential future commercial development in Phase 19. This plan is depicted on Figure 49, Elevation Examples. This plan illustrates how commercial elevations may be developed. Ultimate design may reflect the elements contained on these elevations, or may be subject to change based on specific tenants and their needs. The following guidelines will ensure that the building design is developed in a manner than meets the requirements of the City and the needs of the commercial developer.

Commercial Architecture

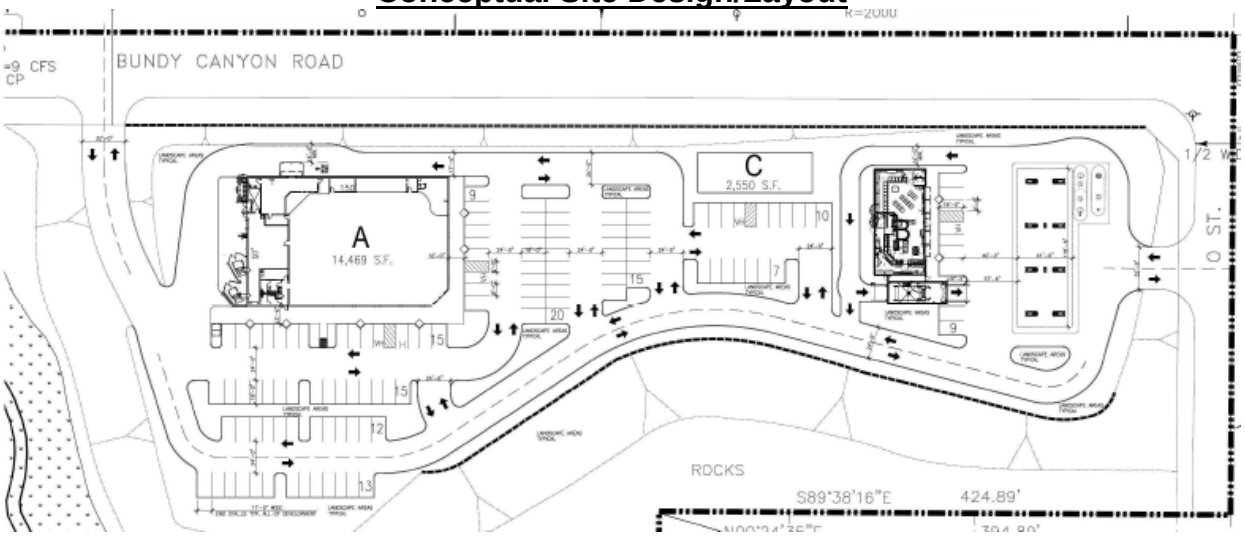
- No specific architectural styles are required within the commercial portions of this specific plan. However, the building architecture should emphasize elements that are commonly found within the region and that reflect the functionality of the buildings.
- While recognizing that individual tenants may have specific architectural needs, the commercial complex as a whole should have a consistent architectural style with individual buildings designed with complementary forms, colors and materials.
- Corporate “chain” style architecture should be adjusted to complement the rest of the center and fit into the scale and character of the community.
- Buildings should be designed so that the structures do not “turn their backs” to the street; 360-degree architecture is encouraged for buildings placed on prominent corners and project entryways.
- Projects with multiple building should incorporate consistent design themes and elements throughout the entire project to create a cohesive and integrated design.
- Building entrances should be emphasized using lighting, landscaping, and architecture.
- Acknowledging sensitivity to budget, it is expected that the highest level of articulation will occur on the front façade; however, similar and complementary massing, materials, and details should be incorporated into every other building elevation visible to the public.
- Architectural details and materials on lower walls that relate to human scale, such as arches, trellises, or awnings, should be utilized.

- Architectural elements, such as overhangs, trellises, projections, awnings, insets, material, texture, and color, can be used to create shadow patterns that contribute to a building's character.
- Buildings should have clearly defined customer entrances.

Site Access

- Driveway entries should align with existing or planned median openings or and adjacent driveways.
- Reciprocal access drives are encouraged when feasible to reduce conflicting turning movements and link adjacent properties.
- Developments should provide easily identifiable pedestrian access to building entrances and key areas within the site from the adjacent sidewalks, parking areas, and bus stops.
- Pedestrian walkways should be safe, visually attractive, and well defined by landscaping and lighting.
- Whenever pedestrian and vehicular circulation paths cross, measures should be undertaken to highlight these potential conflict areas.
- On-site textured paving, when provided at crosswalks, should not conflict with the requirements of the American's with Disability Act requirements.
- City sight distance requirements shall be maintained at all site access points.

Conceptual Site Design/Layout



Materials and Colors

Materials and colors for individual buildings will be determined at the Plot Plan stage. A typical elevation has been included as Figure 50, Color Elevation Example. This elevation will serve as a guide to future development and is not intended as a rigid formula for development. The following language will serve to guide the future architectural character of the commercial development in Phase 19.

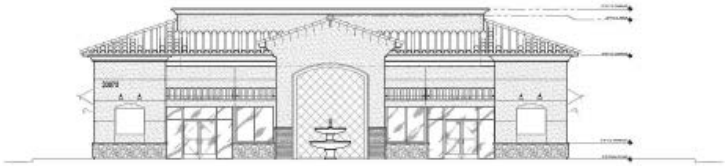
- The materials and colors used should convey a sense of quality architecture and permanence.
- Colors used on exterior facades should be harmonious. Contrasting colors are encouraged to accentuate details.
- Roof materials and colors should be consistent with the desired architectural style.
- Materials and colors should be used to enhance different parts of a building's façade.
- Changes in materials should occur at intersecting planes, preferably at the inside corners of changing wall planes or where architectural elements intersect, such as projection or fence line.
- Awnings can also be used provide smaller areas of shade and can contribute to this building's character.
- Building trim and accent areas may incorporate different building materials and colors if compatible with the theme of the center and the architectural style of the buildings.
- Murals, trellises, vines, and/or espaliers can be placed on large expanses of walls at the rear or sides of buildings to break up building mass and to create visual interest.

A conceptual design style of the commercial portion is provided on the following page. In evaluating the proposed commercial design guidelines for the Oak Creek Canyon project, staff believes it will be provide a quality architectural style and provide a much needed local shopping opportunity for residents of the Farm and adjacent neighborhoods to the north and east.

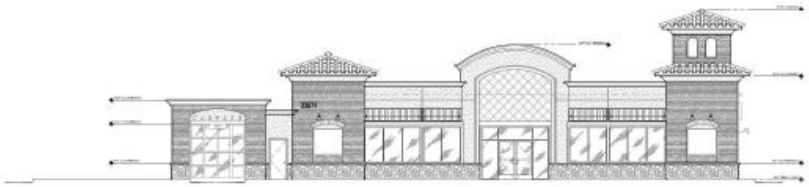
Conceptual Design Style



DRUG STORE / PHARMACY - NORTH EAST ELEVATION



RETAIL - SOUTH ELEVATION



SERVICE STATION - EAST ELEVATION

Tentative Tract Map No. 36388:

The applicant is proposing the subdivision of approximately 151± acres into 275 lots for the development of 275 single family residential dwelling units with private parks/recreational amenities, open space, and HOA lettered lots, including one (1) 5.0 acre lot for future commercial/retail development. The tentative tract map is planned to be developed in phases and has been conditioned accordingly.

Each of the 275 lots has been allocated to specific phase/planning areas in accordance with the proposed development standards of the Oak Creek Canyon SPA (Amendment No. 4). The following table summarizes the propose lot size information, density, etc., for each phase/planning area. Based on the table below, the proposed minimum lot size, lot width and lot depth meet and exceed the minimum requirements each phase/planning area. In addition, the average lot size for each phase/planning area exceeds the minimum requirements.

Lot Summary Table

Phase / Planning Area	Number of Lots / Dwelling Units	Required Lot Area (Per SPA)	Proposed Lot Area (Per TM 36388)	Average Lot Area (Per SPA & TTM	Required Lot Width/Depth (Per SPA)	Proposed Lot Width/Depth (Per TM 36388)
Phase 9	84 lots	6,000 s.f.	6,000 s.f.	6,641 s.f.	60' / 100' Corner Lot – 65'	60' / 100' Corner Lot – 65'
Phase 17A	103 lots	7,200 s.f.	7,200 s.f.	7,875 s.f.	60' / 100' Corner Lot – 65'	60' / 100' Corner Lot – 65'
Phase 18	88 lots	4,500 s.f.	4,500 s.f.	5,623	45' / 100' Corner Lot – 50'	45' / 100' Corner Lot – 50'
Phase 19 (Comm. Site)	1 lot (retail)	N/A	N/A	N/A	N/A	N/A
Totals	**275 Units**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**

The proposed tract map was evaluated to ensure compliance with the standards and guidelines of the proposed Oak Creek Canyon specific plan amendment.

Phase/Planning Area No. 9:

The lots sizes proposed under Tentative Tract Map No. 36388 for this phase/planning area will range in size from a minimum of 6,000 to 10,100 square feet (depending on location) with an average lot size of 6,641 square feet. These lot sizes meet the provisions of the Oak Creek Canyon specific plan amendment, and the existing minimum lot size within the Farm Specific Plan.

Phase/Planning Area No. 17A:

The lots sizes proposed under Tentative Tract Map No. 36388 for will range in size from a minimum of 7,200 to 10,749 square feet (depending on location) with an average lot size of 7,785 square feet. These lot sizes meet the provisions of the Oak Creek Canyon specific plan amendment, and the existing minimum lot size within the Farm Specific Plan.

Phase/Planning Area No. 18:

The lots sizes proposed under Tentative Tract Map No. 36388 for this phase/planning area will range in size from a minimum of 4,500 square feet to 8,900 square feet (depending on location) with an average lot size of 5,623 square feet. These lot sizes meet the

minimum requirements of the provisions proposed within the Oak Creek Canyon specific plan amendment.

Phase/Planning Area No. 19:

The lot size proposed under Tentative Tract Map No. 36388 for this commercial phase/planning area was increased from 1 acre to 5 acres to achieve a better site design and increase the number of retail businesses opportunities. The lot size of 5 acres exceeds the minimum standards outlined in the Farm Specific Plan and is consistent with the C-1/C-P zoning requirements. The uses allowed within this commercial phase/planning area will be the same as what is currently allowed within he C-1/C-P zone of the City's Zoning Ordinance.

Cul-de-sac/Lot Frontage Width Variations:

With respect to the 35-foot minimum lot width at the cul-de-sac required by the Oak Creek Canyon design standards, the applicant is requesting approval of a minor variation of no more than 5 feet from this standard width for eight (8) of the 275 lots (lots 47, 48, 212, 213, 214, 222, 223, & 224). When the cul-de-sac lot width standard is less than the minimum required as a result of design constraints within any given project, the City Council has the authority under the City's Design Guidelines to allow a smaller width provided they are reviewed as part of the public hearing process for the proposed tract map. In evaluating the request, the Planning Commission determined that the width variation as requested will not impact the integrity of the subdivision design, nor result in a lot width too small that a single family home could not be constructed without a variance. In addition, the eight (8) lots represent only 3% of the total lots proposed within the tentative tract.

OAK TREE ANALYSIS

As part of the development review process for the Oak Creek Canyon project, staff required the applicant to prepare an analysis of the impacted Oak trees within the project area. The Oak tree impact survey determined that there are 204 Oak trees within the project area boundary. Of the 204 trees, 122 will be preserved in place which are located throughout the project area (about 59% of the trees will be preserved). The remaining 82 trees will be removed as a result of the realignment of Bundy Canyon Road and the proposed subdivision design and lot pattern.

The City does not have an Oak tree preservation ordinance, nor are the removal of Oak trees considered an environmental impact CEQA law. Nonetheless, the DEIR did analyze the impacts from the removal of Oak trees and identified a mitigation measure (MM 3.11.4) that requires a minimum of three (3) native oak trees (15 gallons or larger size) to be planted for each Oak tree that will be removed as a result of the project.

As noted in the Planning Commission background section (refer to Page 3), the Commission is recommending that additional tree species other than Oak trees be used

as replacement trees. With the implementation of the mitigation measure requiring the planting of new trees at a 3 to 1 ratio, the applicant will be required to plant an additional 246 new trees throughout the project area. The total tree count within the Oak Creek Canyon project area would then be about 368 trees. It is intended that the replacement trees be planted along the internal trail system and within the open spaces areas of the project boundaries. The Oak tree impact exhibit is provided for Council consideration in Attachment F.

ENVIRONMENTAL ANALYSIS

In accordance with the California Environmental Quality Act (CEQA - Public Resources Code Section 21000–21178.1), an Initial Study was prepared to analyze the proposed Oak Creek Canyon Residential project (Planning Application No. 11-0261) to determine any potential significant impacts upon the environment that would result from implementation of the project. The proposed Oak Creek Canyon Development is considered a "project" as defined by the California Environmental Quality Act, Public Resources Code § 21000 et seq. ("CEQA"). The City Council has the final authority (upon a recommendation from the Planning Commission) to certify the proposed Oak Creek Canyon Development project EIR in accordance with state law.

In the course of reviewing the proposed project, staff determined that there was substantial evidence that the Oak Creek Canyon Development may have one or more significant effects on the environment and that preparation of an Environmental Impact Report ("EIR") was therefore warranted under Public Resources Code § 21080(d) and § 21082.2(d). In accordance with state law, staff circulated a Notice of Preparation (NOP) of the Draft EIR which began a 30-day comment period on the NOP. The review period began on March 5, 2012 and concluded April 6, 2012. As part of the NOP process, the City conducted a public scoping meeting on March 13, 2012. The purpose of the scoping meeting was intended to receive input from the public on what environmental issues should be addressed in the DEIR. Approximately 70 residents attended the meeting and 25± comments relating to potential environmental impacts were provided/expressed. A copy of the comments received from the scoping meeting are provided within the DEIR.

In the months following the NOP review period and scoping meeting, staff prepared and completed the Draft EIR. A Notice of Completion (NOC) was provided to the State Office of Planning and Research (OPR) on Wednesday, November 19, 2012, as required under CEQA Guidelines § 15085 regarding the required 45-day public review period. In addition, on November 21, 2012, a Notice of Availability was published in The Californian newspaper and notice was provided to the Riverside County Clerk (and all interested parties requesting said notice) regarding the public review of the draft EIR for the proposed project. The Notice of Availability was also posted at Wildomar City Hall, Wildomar Mission Trail Library, and the Riverside County Clerk of the Board of Supervisors, and on the City of Wildomar website.

The Draft EIR (refer to Attachment A, Exhibit 1) was circulated to the public, responsible agencies and other interested parties as required by CEQA Guidelines § 15087 for a period of 45 days which began on November 19, 2012 and concluded on January 7, 2013. The DEIR was also placed at three public places for review (Wildomar City Hall, Wildomar Mission Trail Library, and the Riverside County Clerk of the Board of Supervisors). The DEIR was also posted on the City's website.

During the 45-day public review/comment period, the City received 11 comments on the Draft EIR. In accordance with state law, responses to each comment were prepared as part of the Final EIR. The Final EIR is provided for Council consideration as Attachment A, Exhibit 2. The public review comments, city responses and minor changes formulate the FEIR document. In accordance with state law, the City has prepared Findings of Fact and the Mitigation Monitoring and Reporting Program. These two items are provided within the EIR Resolution (Attachment A, Exhibits 3 and 4, respectively).

As a result of the EIR process, it has been determined that approval of the Oak Creek Canyon project will not result in significant effects on the environment because all impacts identified in the DEIR/FEIR have been mitigated through changes, alterations and mitigation measures to a less than significant level in accordance Section 15092 of the CEQA Guidelines. Therefore, based on the findings below (and outlined in the EIR Resolution) and on substantial evidence in the whole of the record, the Planning Commission is recommending the City Council: 1) adopt the Statement of Facts and Findings and certify the Final EIR (SCH No. 2012031064) for the Oak Creek Canyon Development, 2) approve and adopt the Mitigation Monitoring and Reporting Program for the Oak Creek Canyon Development, and 3) direct the Planning Director to prepare a Notice of Determination concerning certification of the Oak Creek Canyon Development EIR, within five (5) days of project approval, and file the Notice with the Riverside County Clerk for posting.

REQUIRED PROJECT FINDINGS

CEQA/EIR:

The Planning Commission, in light of the whole record before it, including but not limited to, the EIR, all documents incorporated by reference therein, any comments received and responses provided, the Statement of Facts and Findings, the Mitigation Monitoring and Reporting Program 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, hereby recommends the City Council find and determine as follows:

1) Preparation of EIR: An Environmental Impact Report was prepared for the Oak Creek Canyon Development 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 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 and other persons and agencies as required.

3) Review Period: The City has complied with CEQA Guidelines §§ 15087 and 15105 by making the Draft EIR available to the public for review for the required 45-day period of time.

4) Response to Comments: The City has responded to all written comments received during the public review period and included both comments and responses as part of the Final EIR included as Exhibit 2 to the EIR Resolution (Attachment A). In response to these comments, the City has made minor revisions to the Draft EIR. These revisions are identified in the Final EIR and do not constitute significant additional information and do not require recirculation of the Draft EIR.

5) Avoidance / Reduction Significant Effects: The EIR identifies potentially significant effects on the environment that could result if the project were adopted without changes or alterations in the project and imposition of mitigation measures. Based thereon, the Planning Commission recommends the City Council further find that:

   a) Changes, alterations, and mitigation measures have been incorporated into, or imposed as conditions of approval on, the project.

   b) These changes, alterations, and mitigation measures will avoid 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 Program included as Exhibit 4 of Attachment A to track compliance with these changes, alterations, and mitigation measures identified in the Oak Creek Canyon Development EIR.

6) Environmental Findings and Statement of Overriding Considerations: Approval of the project will not result in significant effects on the environment as all impacts will be mitigated through changes, alterations and mitigation measures to a less than significant level, pursuant to Section 15092 of the CEQA Guidelines; findings thereto are attached as Exhibit 3 of Attachment A (EIR Resolution).

7) Independent Judgment: The EIR reflects the independent judgment and analysis of the City.

General Plan Amendment:

Pursuant to Government Code Section 65350 – 65362, the Planning Commission recommends that the City Council make the following findings pertaining to the Oak Creek Canyon General Plan Amendment (Planning Application No. 11-0261):

A. The proposed General Plan Amendment will not cause any internal inconsistencies in the General Plan.

The applicant is proposing to: 1) amend the General Plan Land Use designation for Phase/Planning Area No. 9 and 18 from Medium Density Residential to Medium High Density Residential to accommodate 84 single family lots with a minimum lot size of 6,000 square feet and 88 single family lots with a minimum lot size of 4,500 square feet, respectively; 2) amend the General Plan land use map from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19; and 3) to increase the size of Phase/Planning Area No. 19 from 1.0 acres to 5.0 acres and relocate it to the southwest corner of Bundy Canyon Road and Sunset Avenue.

Phase/Planning Area No. 9

The amendment from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) for the Phase/Planning Area No. 9 will not create any inconsistencies in the General Plan. Further the proposed amendment is needed to accommodate the proposed development of 84 single family residences (one and two story). Under the MHDR designation for this phase/planning area, the parcels will range in size from a minimum of 6,000 to 10,100 square feet (depending on location) with an average lot size of 6,641 square feet. While the MHDR designation allows for densities that range from 5 – 8 units/acre, the proposed project density for this phase/planning area is about 3.5 units per acre and well under the maximum allowed under the current MDR designation of 2 – 5 units per acre. The proposed lot design for this phase/planning area has a minimum lot size requirement of 6,000 square feet which is consistent with the current requirements of the Farm Specific Plan.

Phase/Planning Area No. 18

The amendment from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) for the Phase/Planning Area No. 18 will not create any inconsistencies in the General Plan. Further, proposed amendment is needed to accommodate the proposed development of 88 single-story, single family residences within this phase/planning area. Under the MHDR designation for this phase/planning area; the parcels will range in size from a minimum of 4,500 square feet to 8,900 square feet (depending on location) with an average lot size of 5,623 square feet which meets the provisions of the General Plan. Under the current land use designation of MDR, this phase/planning area allows for the development of

single-family residences (1-or 2-story dwellings) on parcels range in size from a 5,500 square feet to 20,000 square feet. Staff believes that the requirement/condition to limit the height of residences to one-story will be in keeping with the existing residences within the general area. The average lot size proposed is just 377 square feet shy of the minimum lot size of 6,000 square feet currently allowed under the provisions of the Farm Specific Plan. When considering the density of this phase/planning area, the proposed density of 4.38 units/acre is within the existing density range of 2 – 5 units per acre of the MDR designation.

Phase/Planning Area No. 19:

The amendment from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19, and the proposal to increase the size of the phase/planning area from 1.0 acres to 5.0 acres and relocate will not create any inconsistencies in the General Plan. Further, proposed amendment will be consistent with the General Plan in that the commercial land use designation will create an expanded opportunity for residents within the Oak Creek Canyon and Farm community (and the general area) to have increased neighborhood level shopping opportunities within a close proximity to homes in accordance with the General Plan.

Change of Zone:

In accordance with the State of California, Government Code Section 65853 – 65857 and Section 17.280 of the Wildomar Zoning Ordinance, the Planning Commission hereby recommends the City Council make the following finding for the proposed Change of Zone No. 11-0261.

A. The proposed change of zone is in conformance with the adopted General Plan for the City, and the Farm Specific Plan.

1. The proposed rezone for Phase/Planning Area 9 from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single family residential development with a minimum lot size of 6,000 square feet is consistent with the General Plan land use designation of Medium Density Residential (MDR) which is intended for traditional single family residential subdivisions with a density range of 2 – 5 dwelling units per acre on lots that typically range in size from 5,500 to 20,000 square feet. In reviewing the applicant's request to subdivide Phase/Planning Area No. 9 into 84 single family residential lots on 68.3 acres, the overall density is proposed at 1.2 units per acre with a minimum lot size of 6,000 square feet which does not exceed the maximum density allowed by the General Plan.

2. The proposed rezone for Phase/Planning Area 18 from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone to allow for single family residential development with a minimum lot size of

4,500 square feet is consistent with the General Plan land use designation of Medium High Density Residential (MHDR) as proposed with General Plan Amendment No. 11-0261 as this land use designation is intended for smaller lot, single family residences with a density range of 5 to 8 dwelling units per acre with minimum lot sizes of 4,000 to 6,500 square feet. Based on the applicant's proposal to subdivide this area into 88 lots, the density of this phase/planning area would be about 4.3 units per acre, which does not exceed the maximum density allowed by the General Plan.

3. The proposed rezone for the Phase 19 Planning area from the current zoning designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial) is consistent with the General Plan in that the proposed future commercial center will allow commercial and retail uses in a manner consistent with the allowed uses encouraged by the General Plan.

Specific Plan Amendment:

In accordance with the State of California, Government Code Section 65450 - 65457 and Section 17.08 of the Wildomar Zoning Ordinance, the Planning Commission hereby recommends the City Council make the following finding for the proposed for Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261)

A. The proposed Specific Plan Amendment is consistent with the City of Wildomar General Plan and Farm Specific Plan.

1. The proposal to amend the existing Farm Specific Plan to create special development standards and design guidelines (including architectural and landscape design guidelines) to accommodate the development of a proposed 275 lot single family residential subdivision project (with private parks/recreational amenities and open space) and commercial retail site is consistent with the City of Wildomar General Plan and Farm Specific Plan in that the proposed Oak Creek Canyon project will provide new housing opportunities for residents of Wildomar and surrounding areas, and is designed to be compatible with, and enhance, surrounding neighborhoods. Further, the special development standards and design guidelines will provide for a unique residential development that will provide a variety of homeownership opportunities consistent with the General Plan Policy LU 22.4 – LU 22.10.

Tentative Tract Map No. 36388:

In accordance with Wildomar Municipal Code Title 16 and Title 17, and Government Code § 66473.1, § 66473.5 and § 66474, the Planning Commission, in light of the whole record before it, including but not limited to the 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 hearings of this matter, recommends that the City Council hereby find and determine as follows:

A. The proposed tract map is consistent with the City's General Plan and any applicable specific plan as specified in Government Code Section 65451.

Evidence: The current General Plan Land Use Designation for Phase/Planning Area Nos. 9 and 17A of the Oak Creek Canyon project site is Medium Density Residential (MDR). The MDR land use designation is intended for traditional single family residential subdivisions with a density range of 2 – 5 dwelling units per acre on lots that typically range in size from 5,500 to 20,000 square feet. In reviewing the applicant's request to subdivide Phase/Planning Area No. 9 into 84 single family residential lots on 68.3 acres, the overall density is proposed at 1.2 units per acre with a minimum lot size of 6,000 square feet. Phase/Planning Area No. 17A is proposed to be subdivided into 103 single family residential lots on 66.2 acres which results in an overall density of about 1.6 units per acre with a minimum lot size of 7,200 square feet. Based on this, the tract map for both phase/planning areas is consistent with the General Plan and Farm Specific Plan in terms of project density and minimum lot sizes.

The current General Plan Land Use Designation for Phase/Planning Area No. 18 is Medium Density Residential (MDR). The applicant desires to subdivide this phase/planning encompassing approximately 20.5 acres into 88 lots with a minimum lot size of 4,500 square feet for single-story, single family residential development. In order to achieve this, the applicant has requested approval of a General Plan Amendment (GPA) for Phase/Planning Area 18 from Medium Density Residential (MDR) to Medium High Density Residential (MHDR). The MHDR land use designation is intended for smaller lot, single family residences with a density range of 5 to 8 dwelling units per acre with minimum lot sizes of 4,000 to 6,500 square feet. Based on the applicant's proposal, the density of this phase/planning area with 88 lots would be about 4.3 units per acre. With approval of the GPA by Council, the proposed project density and design of Phase/Planning Area 18 is consistent with the General Plan and Farm Specific Plan in terms of project density and minimum lot sizes.

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 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 Farm Specific Plan.

C. The site is physically suitable for the type and proposed density of development.

Evidence: The Oak Creek Canyon project site encompasses approximately 151 acres which includes approximately 69 acres of open space. The tentative tract map proposes to subdivide the project area into 275 lots for single family residential development within three phase/planning areas (9, 17A & 18) consistent with the Farm Specific Plan No. 116. The density allowed by the MDR and MHDR land use designations allows ranges from 2 to 5 dwelling units per acre and 5 to 8 dwelling units per acre, respectively. Both land use designations allow for single family residential development via the traditional single family residential subdivision tract map setting. Further, the MDR and MHDR designations allow single family lots to be subdivided with minimum lot sizes that range from 5,500 to 20,000 square feet (MDR) and 4,500 to 6,500 square feet (MHDR), respectively. In review of the proposed tract map, the overall developable project density has been established at about 3.2 units per acre with minimum lot sizes that range from 6,000 to 7,200 square feet for Phase/Planning Area 9 and 17A, and minimum lot sizes of 4,500 square feet for Phase/Planning Area 18 with approval of the proposed General Plan Amendment for Phase/Planning Area 18. Therefore, the proposed project site 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 prepared an Initial Study that resulted in the preparation, processing and review of an Environmental Impact Report for Tentative Tract Map No. 36388. The DEIR analyzed the environmental issues required by CEQA related to fish and wildlife, including their respective habitats. The DEIR was circulated to the State of California, Office of Planning and Research (OPR) and made available for the required 45-day public review period in accordance with CEQA laws, which began on November 21, 2012 and concluded on January 7, 2013. Based on comments received from the public review period, a Final EIR (FEIR) was prepared responding to each comment received. Based on the DEIR and FEIR process, it has been determined that the design of the subdivision and proposed improvements will not likely cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat project with implementation of the proposed mitigation measures as outlined in the Mitigation Monitoring and Report Program (MMRP). 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, Subdivision Ordinance and Farm Specific Plan. 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.

PUBLIC COMMUNICATION/NOTICING

In accordance with Government Code Sections 65353, 65355 and 65090, the Planning Department, on March 15, 2013, mailed a public hearing notice to all property owners within a 600-foot radius of the Oak Creek Canyon project boundaries notifying them of the March 27, 2013 City Council hearing for the proposed project; and on March 17, 2013, published a legal notice in "The Californian", a local newspaper of general circulation, notifying the general public of the March 27, 2013 City Council meeting for the proposed project.

Just prior to the close of business, and at the March 23, 2013 City Council meeting, staff received a series of comment letters from various community members regarding the Oak Creek Canyon project. A copy of each comment letter and staff's response to each comment has been provided for Council consideration. Please refer to Attachment K.

FISCAL IMPACT

The applicant has been conditioned to establish a Maintenance CFD prior to recordation of the tract map (Planning Condition No. 49) that will result in no fiscal impact to the City's General Fund.

Submitted by:
Matthew C. Bassi
Planning Director

Approved by:
Gary Nordquist
City Manager

ATTACHMENTS

A. Resolution No. 2013-10 for Environmental Impact Report
   Exhibit 1 - Oak Creek Canyon DEIR
   Exhibit 1-A - Oak Creek Canyon DEIR Appendices
   Exhibit 2 - Oak Creek Canyon Project FEIR
   Exhibit 3 - Oak Creek Canyon Findings of Fact
   Exhibit 4 - Oak Creek Canyon Project Mitigation Monitoring Program
B. Resolution No. 2013-11 for General Plan Amendment No. 11-0261
   Exhibit 1 - Land Use Map Exhibits
C. Ordinance No. 77 for Change of Zone No. 11-0261
   Exhibit 1 - Change of Exhibits/Legal Descriptions
D. Resolution No. 2013-12 for Specific Plan Amendment No. 116-C/W, #4
   Exhibit 1 - Oak Creek Canyon SPA Document
E. PC Resolution No. 2013-13 for Tentative Tract Map No. 36388
   Exhibit 1 - Conditions of Approval
F. Tentative Tract Map No. 36388 – Full Size Plans
   Exhibit 1 - Tract Map Reductions
G. Oak Tree Inventory Exhibit
H. Conceptual Landscape Plan
I. Colored Landscape Exhibit
J. Park Landscape Plan – Colored

<u>Documents Incorporated By Reference:</u>

1. City of Wildomar General Plan and Environmental Impact Report
2. Elsinore Valley Municipal Water District Master Plan EIR

ATTACHMENT A

Resolution No. 2013-10

Environmental Impact Report

RESOLUTION NO. 2013-10

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, ADOPTING AND CERTIFYING AN ENVIRONMENTAL IMPACT REPORT (SCH# 2012031064) AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT CONSISTING OF GENERAL PLAN AMENDMENT NO. 11-0261, CHANGE OF ZONE NO. 11-0261, FARM SPECIFIC PLAN NO. 116-C/W, AMENDMENT NO. 4 (PLANNING APPLICATION NO. 11-0261) AND TENTATIVE TRACT MAP NO. 36388.

WHEREAS, the Planning Department has received an application from:

Applicant/Owner:	Bill Lo, Sunbelt Communities
Project Location:	The Farm Specific Plan Area
APN:	362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015)
Project Area:	151.23 acres, for a the following development applications:

1) General Plan Amendment (GPA) - The applicant is proposing to: 1) amend the General Plan Land Use designation for Phase/Planning Area No. 9 and 18 from Medium Density Residential to Medium High Density; 2) amend the General Plan land use map from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19; and 3) to increase the size of Phase/Planning Area No. 19 from 1.0 acres to 5.0 acres and relocate it to the southwest corner of Bundy Canyon Road and Sunset Avenue.

2) Change of Zone (CZ) – A proposal to change the zoning designations for three (3) Farm Specific Plan phase/planning areas as follows:

   a) Rezone all of the Phase 9 Planning Area from the current specific plan designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone - to allow for single family residential development with a minimum lot size of 6,000 square feet).
   b) Rezone all of the Phase 18 Planning Area from the current specific plan designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone - to allow for single family residential development with a minimum lot size of 4,500 square feet.
   c) Rezone all of the Phase 19 Planning area from the current specific plan designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial).

3. Specific Plan Amendment (SPA) – A proposal for Amendment No. 4 to the Farm Specific Plan No. 116-C/W to create special development standards and design

guidelines (including architectural and landscape design guidelines) to accommodate the development of a proposed 275 lot single family residential subdivision project (with private parks/recreational amenities and open space/trails) and an approximate 5.2 acre commercial retail site;

4. Tentative Tract Map No. 36388 – The applicant is proposing the subdivision of approximately 151.23 acres into 275 lots for the development of 275 single family residential dwelling units with private parks/recreational amenities, open space, including an approximate 5.2 acre lot for future commercial/retail development; and

WHEREAS, the proposed Oak Creek Canyon Development is considered a "project" as defined by the California Environmental Quality Act, Public Resources Code § 21000 et seq. ("CEQA"); and

WHEREAS, the City Council of the City of Wildomar, California, has the authority and has reviewed the proposed Oak Creek Canyon Development project in accordance with the California Government Code, Sections 65358, Section 65453, and 65853 and the City of Wildomar Municipal Code, Title 17; and

WHEREAS, the Planning Director determined that there was substantial evidence that the Oak Creek Canyon Development may have one or more significant effects on the environment and that preparation of an Environmental Impact Report ("EIR") was therefore warranted under Public Resources Code § 21080(d) and § 21082.2(d); and,

WHEREAS, the City circulated a Notice of Preparation (NOP) of the Draft EIR from March 5, 2012 through April 6, 2012; and

WHEREAS, the City conducted a public scoping meeting concerning the proposed project on March 13, 2012; and

WHEREAS, upon completion of the Draft EIR, the City provided Notice of Completion (NOC) to the State Office of Planning and Research on Wednesday, November 19, 2012, as required under CEQA Guidelines § 15085; and

WHEREAS, on November 21, 2012, the City published Notice of Availability in "The Californian" (a local newspaper of general circulation), and gave notice to the Riverside County Clerk, and all interested parties requesting said notice regarding the preparation and review of a draft environmental impact report (SCH# 2012031064) for the proposed project (Planning Application No. 11-0261 / TTM No. 36388), and was posted in three public places for review at 1) Wildomar City Hall, 2) Wildomar Mission Trail Library, 3) The Riverside County Clerk of the Board of Supervisors, and on the City of Wildomar website; and

WHEREAS, the Draft EIR was circulated to the public, responsible agencies and other interested parties as required by CEQA Guidelines § 15087 for a period of 45 days commencing on November 19, 2012 and closing on January 7, 2013 in accordance with CEQA Guidelines § 15105(a); and

WHEREAS, before the close of the public comment period the City received 11 comments on the Draft EIR; and

WHEREAS, the EIR consists of the following documents included as Exhibits to this Resolution: Exhibit 1: Oak Creek Canyon Development, Draft Environmental Impact Report, State Clearinghouse Number 2012031064, November 2012; and Exhibit 2: Oak Creek Canyon Final Environmental Impact Report, February 22, 2013; and Exhibit 3: Oak Creek Canyon Development Environmental Impact Report Findings of Fact; and, Exhibit 4: Oak Creek Canyon Development Mitigation Monitoring and Reporting Program; and

WHEREAS, this EIR, as authorized under CEQA Guidelines § 15150, incorporates by reference the City of Wildomar General Plan, Zoning Ordinance, and the Final EIR prepared for the project; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090, the City of Wildomar Planning Department, on March 17, 2013, gave public notice by mailing 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 the DEIR and FEIR that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090 the City of Wildomar Planning Department, on March 17, 2013, published a legal notice in “The Californian”, a local newspaper of general circulation, in compliance with State law notifying the public of the holding of a public hearing for the DEIR and FEIR that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Section 65353, the City of Wildomar City Council conducted the duly noticed public hearing on March 27, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the DEIR and FEIR and at which time the City Council received public testimony concerning the DEIR and FEIR, and continued action to the April 23, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City of Wildomar City Council conducted the duly noticed public hearing on April 23, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the DEIR and FEIR and at which time the City Council received public testimony concerning the DEIR and FEIR, and continued action to the May 8, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City of Wildomar City Council conducted the duly noticed public hearing on May 8, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the DEIR and FEIR and at which time the City Council received public testimony concerning the DEIR and FEIR, and continued action to the May 22, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City of Wildomar City Council conducted the duly noticed public hearing on May 22, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the DEIR and FEIR and at which time the City Council received public testimony concerning the DEIR and FEIR.

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

SECTION 1 CEQA FINDINGS.

The City Council, in light of the whole record before it, including but not limited to, the EIR, all documents incorporated by reference therein, any comments received and responses provided, the Statement of Facts and Findings, provided as Exhibit 3 to this Resolution, the Mitigation Monitoring and Reporting Program provided as Exhibit 4 to this Resolution, 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 hearings held on March 27, April 23, May 8, and May 22, 2013, hereby finds and determines that:

1. Preparation of EIR: An Environmental Impact Report was prepared for the Oak Creek Canyon Development 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 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 and other persons and agencies as required.

3. Review Period: The City has complied with CEQA Guidelines §§ 15087 and 15105 by making the Draft EIR available to the public for review for the required 45-day period of time.

4. Response to Comments: The City has responded to all written comments received during the public review period and included both comments and responses as part of the Final EIR included as Exhibit 2 to this resolution. In response to these comments, the City has made minor revisions to the Draft EIR. These revisions are identified in the Final EIR and do not constitute significant additional information and do not require recirculation of the Draft EIR.

5. Avoidance / Reduction Significant Effects: The EIR identifies potentially significant effects on the environment that could result if the project were adopted without changes or alterations in the project and imposition of mitigation measures. Based thereon, the City Council further finds 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 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 Program included as Exhibit 4 to this resolution to track compliance with these changes, alterations, and mitigation measures identified in the Oak Creek Canyon Development Environmental Impact Report.

6. Environmental Findings and Statement of Overriding Considerations: Approval of the project will not result in significant effects on the environment as all impacts will be mitigated through changes, alterations and mitigation measures to a less than significant level, pursuant to Section 15092 of the CEQA Guidelines; findings thereto are attached as Exhibit 3 to the resolution.

7. Independent Judgment: The EIR reflects the independent judgment and analysis of the City.

SECTION 2. CITY COUNCIL ACTION.

Based on the foregoing findings, and on substantial evidence in the whole of the record, the City Council hereby takes the following actions:

1. Certify EIR: The City Council adopts the Statement of Facts and Findings (Attached hereto as Exhibit 3 of this Resolution) and certifies the Final Environmental Impact Report (SCH# 2012031064 for the Oak Creek Canyon Residential/Commercial Development.

2. Approve and Adopt the Mitigation Monitoring and Reporting Program: The City Council approves and adopts the Mitigation Monitoring and Reporting Program for the Oak Creek Canyon Development EIR (as attached to this Resolution as Exhibit 4).

3. Notice of Determination: The City Council, in compliance with Public Resources Code § 21152 and CEQA Guidelines § 15094, directs the Planning Director to prepare a Notice of Determination concerning certification of the Oak Creek Canyon

Development EIR, and within five (5) days of project approval, file the Notice with the Riverside County Clerk for posting.

4. Location: The Final Environmental Impact Report No. 2012031064, and all documents incorporated therein and forming the record of decision therefore, is hereby filed with the City Wildomar Planning Department at the Wildomar City Hall, 23873 Clinton Keith Road, Suite #201, Wildomar, California, 92595 and be made available for public review upon request during the hours of 8 am to 5 pm, Monday – Thursday.

PASSED, APPROVED AND ADOPTED this 22nd day of May, 2013.

_____
Timothy Walker
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Debbie A. Lee, CMC
City Clerk

EXHIBIT 1 - OF ATTACHMENT A
(Oak Creek Canyon Draft Environmental Impact Report Under Separate Cover)

EXHIBIT 2 - OF ATTACHMENT A
(Oak Creek Canyon Final Environmental Impact Report Under Separate Cover)

EXHIBIT 3 - OF ATTACHMENT A
(Oak Creek Canyon EIR Findings of Fact)

FINDINGS OF FACT
(SCH# 2012031064)

FOR THE

OAK CREEK CANYON DEVELOPMENT
SPECIFIC PLAN NO. 116-C/W, AMENDMENT NO. 4
GENERAL PLAN AMENDMENT, CHANGE OF ZONE
AND TENTATIVE TRACT MAP NO. 36388
(PLANNING APPLICATION NO. 11-0261)

PREPARED BY:

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

MARCH 2013

1.0 INTRODUCTION

1.1 ORGANIZATION OF CEQA FINDINGS OF FACT

The content and format of these Findings of Fact (Findings) are designed to meet the current requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Final Environmental Impact Report (EIR) for the Oak Creek Canyon Residential Development Project (project; proposed project) identified significant environmental impacts that will result from the implementation of the proposed project. However, the City of Wildomar (City) finds that the inclusion of certain mitigation measures as part of project approval will reduce all significant impacts to a less than significant level. As required by CEQA, the City, in adopting these Findings of Fact, also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the proposed project. The City finds that the MMRP, which is incorporated by reference, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate the significant effects of the proposed project. In accordance with CEQA and the CEQA Guidelines, the City adopts these Findings of Fact as part of the certification of the Final EIR for the proposed project. Pursuant to Public Resources Code Section 21082.1(c)(3), the City also finds that the Final EIR reflects the City's independent judgment as the lead agency for the proposed project.

The Findings of Fact are organized into the following sections:

Section 1, Introduction, outlines the organization of this document and identifies the location and custodian of the record of proceedings.

Section 2, Environmental Setting and Project Description, describes the location and characteristics of the site, project overview, project design standards, project objectives and benefits, and required permits and approvals for the project.

Section 3, CEQA Review and Public Participation, describes the steps the City has undertaken to comply with the CEQA Guidelines as they relate to public input, review, and participation during the preparation of the EIR.

Section 4, No Environmental Impacts, provides a summary of those environmental issue areas where no impacts will occur.

Section 5, Less Than Significant Environmental Impacts, provides a summary of insignificant impacts and a finding adopting the EIR's conclusions of insignificance.

Section 6, Less Than Significant Environmental Impacts With Mitigation Incorporated, provides a summary of potentially significant environmental effects for which implementation of identified feasible mitigation measures will avoid or substantially reduce the environmental effects to less than significant levels.

Section 7, Significant and Unavoidable Environmental Impacts, provides a summary of potentially significant environmental effects for which implementation of feasible mitigation measures will not avoid or substantially reduce the environmental effects to less than significant levels.

Section 8, Feasibility of Project Alternatives, provides a summary of the alternatives considered for the proposed project.

Section 9, Long-Term Implications, provides a summary of the analysis of any potential long-term implications of the proposed project.

Section 10, Findings on Changes to the EIR and Recirculation, provides a brief overview of reasons for changes to the EIR and why it is not necessary to recirculate the EIR.

Section 11, Findings on Mitigation Monitoring and Reporting Program, provides a brief discussion of the project's compliance with the CEQA Guidelines regarding the adoption of a plan for monitoring and reporting compliance with mitigation measures.

1.2 STATUTORY REQUIREMENTS

The California Environmental Quality Act (Public Resources Code Section 21081 et seq.), and particularly the CEQA Guidelines (the Guidelines) (14 California Code of Regulations, Section 15091 et seq.), require:

> *(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:*
>
> *1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
>
> *2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
>
> *3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.*

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that will otherwise occur with implementation of the proposed project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the proposed project lies with another agency (CEQA Guidelines, Section 15091(a), (b)).

For those significant effects that cannot be mitigated to a less than significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the proposed project outweigh the significant effects on the environment (Public Resource Code Section 21081(b)). The CEQA Guidelines state in Section 15093: "If the specific economic, legal, social, technological, or other benefits…of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'"

LOCATION AND CUSTODIAN OF RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings of Fact, the record of proceedings for the proposed project consists of a number of documents and other evidence, including the Notice of Preparation and all other public notices issued by the City in conjunction with the proposed project; the Draft EIR, including all documents included and referenced in the appendices and in references in the Draft EIR; the Final EIR, including all documents included in the appendices and in references in the Final EIR; all written comments and public testimony presented during the public comment period on the Draft EIR; the MMRP; the findings and resolution adopted by the City relative to the certification of the Final EIR; the findings and resolutions adopted by the City in connection with the proposed project and all documents

incorporated by reference therein; all final reports, studies, memoranda, maps, staff reports, City reports, and City information packets relating to the proposed project prepared by or at the direction of the City or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA or with respect to the City's actions on the proposed project; all documents submitted to the City by other public agencies or members of the public in connection with the proposed project; the minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the proposed project; any documentary or other evidence submitted to or by the City at such information sessions, public meetings, and public hearings; and any documents cited in these Findings. The documents and other materials that constitute the record of proceedings are located at 23872 Clinton Keith Road, Suite 201, in Wildomar. The City Planning Department is the custodian of such documents and other materials that constitute the record of proceedings. The record of proceedings is provided in compliance with Public Resources Code Section 21081.6(a)(2) and California Code of Regulations Title 14, Section 15091(e).

1.3 CERTIFICATION OF FINAL EIR

Pursuant to CEQA Guidelines Section 15090, the City further finds and certifies that:

a) The Final EIR has been completed in compliance with CEQA;

b) The Final EIR has been presented to the Wildomar City Council, which constitutes the decision-making body of the lead agency, and the Council has reviewed and considered the information contained in the Final EIR prior to approving the project; and

c) The Final EIR reflects the City's independent judgment and analysis.

2.0 ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

2.1 ENVIRONMENTAL SETTING

Location

The project site is located in the City of Wildomar within Riverside County. Bounded by San Bernardino County to the north, Imperial and San Diego counties to the south, and Orange County to the west, Riverside County is located in the Inland Empire region of Southern California. The City of Wildomar is located in the southwestern portion of Riverside County along Interstate 15 (I-15) southeast of Lake Elsinore. I-15 is a major north–south highway that runs through Southern California. The proposed 137.82-acre project site is located entirely within Wildomar.

2.2 PROJECT OVERVIEW

Project Entitlements

The following applications are the requested City entitlements:

1. **General Plan Amendment** – A proposal to 1) amend the General Plan Land Use designation for Phase/Planning Area No. 9 and 18 from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) to accommodate 84 single family lots with a minimum lot size of 6,000 square feet and 88 single family lots with a minimum lot size of 4,500 square feet, respectively; and 2) amend the General Plan land use map for Phase/Planning Area No. 19 to increase the size of the phase/planning area from 1.0 acres to 5.0 acres and relocate the phase/planning area to the southwest corner of Bundy Canyon Road and Sunset Avenue.

2. **Specific Plan Amendment No. 116 (Amendment 4) to The Farm Specific Plan** – The Farm Specific Plan (Specific Plan No. 116-C/W), which was originally approved on September 24, 1974, and subsequently amended on July 28, 1981 (Resolution No. 81-269) and on January 29, 2002 (Resolution 2002-27), is a master planned community consisting of approximately 1,520 acres with residential uses assigned to occupy 776.7 acres. The remaining 576.7 acres are dedicated to open space and recreation areas consisting of a clubhouse/swimming pool, private park, and lake. Additionally, there were 37.7 acres set aside for school uses, 4.1 acres for a sewage treatment plant, 21.6 acres for commercial use, and 10.3 acres for street purposes. The proposed modification to the Specific Plan (Amendment No. 4) seeks to change the approved land uses for the planning areas identified as Phases 9, 17A, 18, and 19. These changes include the conversion of 1.1 acres from commercial use to residential/open space use, establishment of lot sizes for each residential unit of the subdivision, and creation of a 5.21-acre commercial site.

3. **Zone Change** – The proposed project site is currently zoned R-1 (One-Family Dwelling – Phase 9, 17A, and 18) and C-P-S (Scenic Highway Commercial). The proposal to change the zoning designations for three Farm Specific Plan phasing/planning areas is as follows:

    a) Rezone all of the Phase 9 Planning Area from the current specific plan designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 6,000 square feet.

    b) Rezone all of the Phase 18 Planning Area from the current specific plan designation of R-1 (One-Family Dwelling) and C-P-S (Scenic Highway Commercial) to R-4 (Planned Residential Zone) to allow for single-family residential development with a minimum lot size of 4,500 square feet.

    c) Rezone all of the Phase 19 Planning Area from the current specific plan designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.0 acres and relocate it from its current location to the southwest corner of Sunset Avenue and Bundy Canyon Road.

4. **Approval of Tentative Tract Map No. 36388** – Tentative Tract Map (TTM) 36388 includes the subdivision of the 151.23-acre proposed project site into 275 single-family lots and 17 total open space lots. The 275 single-family lots will have a lot size ranging from a minimum of 4,500 square feet to 7,200 square feet. The overall unit density of the proposed project area will be 1.8 units per acre, with a developable density of 3.5 units per acre. As proposed, the map divides the property into five development units, with units 1–4 providing for residential uses and unit 5 allowing for commercial development.

5. **Grading Permit** – A grading permit will be needed to prepare the property for development consistent with the approved tentative map. As noted on the tentative map, the proposed project estimates approximately 700,000 cubic yards of cut and fill, but does not anticipate the need for import or export of fill material.

6. **Building Permit** – Building permits will be needed to allow construction.

7. **Encroachment Permit** – Encroachment permits will be needed for any construction that must occur on public property or within publicly held easements.

PHASING OF CONSTRUCTION

Development of the proposed project will occur in at least five development units**.** While the development units are numbered 1 through 5, there is no requirement for them to be developed consecutively or in phases and the entire project could be developed as a single unit. The first phase of construction will focus on Bundy Canyon Road and the extension of utilities (water, sewer, power, etc.) necessary to provide for the entire development. Grading of one or more of the units will likely occur concurrently with

or immediately after construction of Bundy Canyon Road. The two 500,000-gallon water tanks and 20-foot-wide access road leading from Scott Road will also be constructed as part of the first phase of construction activity.

Grading

Grading will occur in each development unit to accommodate the roadways, utilities, trails, proposed homes, and other improvements. The most substantial change will be grading to accommodate a realignment of Bundy Canyon Road. The realigned roadway will move south from the current alignment and eliminate a curve that occurs in the approximate middle of the property. Grading will also occur to create the roadways, open space, drainage basins, and buildable parcels for each unit. Proposed slopes will be 2:1 or less, and approximately 700,000 cubic yards of material will be moved during the grading process. The maps and application materials indicate that all of the material will remain within the project boundaries and that no import of export of soil is anticipated.

Residential Units

The full buildout of the project proposes to construct 275 single-family residential units. The proposed residential units will be located on residential lots that will feature a minimum size of 4,500 square feet and an average size of 6,730 square feet. Development units 1, 3, and 4 are located south of Bundy Canyon Road, and development unit 2 is located north of Bundy Canyon Road.

Private Park Sites and Open Space

The project also includes the development of three private parks and the creation of approximately 76 acres of open space. Development units 1, 2, and 4 include parks. Units 2, 3, and 4 also include trails leading from the housing units to the park and to development unit 5. While no specific park design is proposed, the intended improvements include swings, slides, a climbing apparatus, benches, sidewalks, a dog park, and similar amenities suitable for small children and families. The parks are small and designed to serve the neighborhood and do not have ball fields or other amenities designed to encourage community or regional use. In addition to the three park sites, the approximate 76 acres of open space will feature trails for recreational use. The precise location of the trails in the open space area has not yet been determined.

Commercial/Retail Development

The project has set aside approximately 5.2 acres, shown as development unit 5, for a future commercial/retail development. The intent of this commercial area as described in the specific plan amendment text is to establish a neighborhood-serving retail center for local residents living within and around The Farm community. Site planning and architectural design guidelines have been included in the specific plan amendment that will ensure future development of this site will be compatible with The Farm community and the surrounding area.

2.3 Required Permits and Approvals

As required by the CEQA Guidelines, this section provides, to the extent the information is known to the City, a list of the agencies that are expected to use the EIR in their decision-making and a list of permits and other approvals required to implement the proposed project.

Lead Agency Approval

The Final EIR must be certified by the City as to its adequacy in complying with the requirements of CEQA before the City takes any action on the proposed project. The City will consider the information contained in the EIR in making a decision to approve or deny the proposed project. The analysis in the

EIR is intended to provide environmental review for the whole of the proposed project in accordance with CEQA requirements.

Other Required Permits and Approvals

A public agency other than the lead agency that has discretionary approval power over a project is known as a responsible agency, as defined by the CEQA Guidelines. The responsible agencies and their corresponding approvals for this proposed project include:

- *US Army Corps of Engineers (USACE*): A disturbance to jurisdictional waters of the United States, such as through grading or filling, could potentially trigger the need for a Section 404 permit from the USACE.

- *California Department of Fish and Wildlife (CDFW):* A 1603 Streambed Alteration Agreement may be required.

- *State Water Resources Control Board: A* Notice of Intent will be filed to obtain coverage under the General Construction Activity Storm Water Permit prior to project construction.

- *Regional Water Quality Control Board (RWQCB):* Section 401 Water Quality Certification may be required as well as permitting associated with potential recycled water for irrigation use.

- *City of Menifee:* Encroachment permit and coordination for improvements on the east side of Sunset Avenue.

– Please note that the change in agency name from the California Department of Fish and Game to the California Department of Fish and Wildlife took effect on January 1, 2013. For purposes of this document, the agency names and abbreviations are considered interchangeable.

3.0 CEQA REVIEW AND PUBLIC PARTICIPATION

The City has complied with the CEQA Guidelines during the preparation of the Draft EIR for the proposed project. The Draft EIR, dated November 2012, was prepared following input from the public, responsible agencies, and affected agencies through the Draft EIR scoping process. The "scoping" of the EIR was conducted using several of the tools available under CEQA. In accordance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was prepared and distributed to the State Clearinghouse, responsible agencies, affected agencies, and other interested parties on March 5, 2012. The NOP was posted in the Riverside County Clerk's office for 30 days. Information requested and input provided during the 30-day NOP comment period regarding the scope of the environmental document are included in the EIR. The public review period for the NOP was from March 5, 2012, to April 6, 2012, and the public review period for the NOA/Draft EIR was from November 21, 2012, to January 7, 2013.

3.1 NOTICE OF PREPARATION

Per CEQA Guidelines Section 15082, a NOP was prepared. Public outreach for the NOP included distribution using the methods described below.

Overnight and Certified Mail

The NOP was sent to 12 local agencies and the Office of Planning and Research, State Clearinghouse for distribution to three state agencies. During the public scoping/comment period, the NOP was made available for review at the following locations:

- Wildomar City Hall, 23873 Clinton Keith Road, Suite 201, Wildomar
- Mission Trail Library, 34303 Mission Trail, Wildomar

Online

The NOP was available online at http://www.cityofwildomar.org/environmental-documents.asp.

3.2 NOTICE OF AVAILABILITY AND DRAFT ENVIRONMENTAL IMPACT REPORT

Upon completion of the Draft EIR, and in accordance with CEQA Guidelines Section 15087(a), the Notice of Availability (NOA) was prepared and published. Public outreach for the Draft EIR included distribution of the NOA using the following methods:

Newspaper Publications

The City published the NOA in the legal announcement section of *The Californian* on November 21, 2012.

Overnight and Certified Mail

The NOA and Draft EIR were sent to 23 interested agencies/organizations and the Office of Planning and Research, State Clearinghouse for distribution to three state agencies. During the public review period, the EIR was made available for review at the following locations:

- Wildomar City Hall, 23873 Clinton Keith Road, Suite 201, Wildomar
- Mission Trail Library, 34303 Mission Trail, Wildomar

Online

The NOA and Draft EIR were available online at http://www.cityofwildomar.org/environmental-documents.asp.

4.0 NO ENVIRONMENTAL IMPACTS

Based on the Draft EIR, the Final EIR, and the record of proceedings, the City of Wildomar finds that the proposed project will have no environmental impacts for specific topic areas identified below. Page numbers in parentheses refer to the Draft EIR unless otherwise noted.

- Agricultural Resources (all criteria, p. ES-4)
- Cultural Resources (impacts to historical resources, pp. 3.9-16 through -18)
- Hazards and Hazardous Materials (all criteria, p. ES-4)
- Land Use and Planning (physically divide an established community, p. 3.1-6; conflict with applicable habitat conservation plan or natural community conservation plan; p. 3.1-7; cumulative impacts to land use, p. 4.0-2)

- Mineral Resources (all criteria, p. ES-4)

4.1 AGRICULTURAL RESOURCES

The proposed project site does not contain, and is not adjacent to, Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or any land subject to a Williamson Act contract.

– ***Findings:*** The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in impacts to agricultural resources.

4.2 CULTURAL RESOURCES

Impacts to Historical Structures (pp. 3.9-16 through -18)

Implementation of the proposed project would not cause a substantial adverse change in the significance of a known historical resource. The Phase I Cultural Resources Assessment performed for the proposed project identified a number of structures located within the boundaries of the proposed project area, including three lift/pump stations, and an asphalt parking lot and foundation for the old visitor center for The Farm. The identified structures fail to meet the criteria for being considered historical resources.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in impacts related to historical structures.

4.3 HAZARDS AND HAZARDOUS MATERIALS

The proposed project will not impact a designated evacuation plan or produce hazardous materials or emissions. The proposed project site is not included on any list of hazardous materials sites, and it is located approximately 4 miles from the nearest airport, Skylark Field.

– ***Findings:*** The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in impacts related to hazards or hazardous materials.

4.4 LAND USE AND PLANNING

Physically Divide an Established Community (p. 3.1-6)

The proposed project will be located on various vacant parcels in the northeastern portion of the city. While Interstate 15 currently divides the city from west to east, the proposed project site does not physically divide the city or any of its neighborhood areas. The proposed project will complement the existing development that occurs to the north, east, and south of the project site and provide a new neighborhood commercial center to this portion of the city in the future.

Conflict with Applicable Habitat Conservation Plan or Natural Community Conservation Plan (p. 3.1-7)

The proposed project will occur within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Only 0.26 acre of the 152-acre site is within a criteria cell, and this inclusion has been determined to be insignificant by the Resource Conservation Authority and does not warrant a Joint Project Review or any conservation (see Comment Letter C in the Final EIR). All of the special-status species associated with the project site are covered by the MSHCP, with mitigation through payment of MSHCP fees.

The proposed project will affect 0.82 acre of riparian habitat for which impacts must be mitigated. Payment of the MSHCP fees does not mitigate impacts to riparian and riverine habitat. See Section 6.6 of these findings.

No impact will occur relative to conflicts between the proposed project and the MSHCP. Upon city incorporation, the City of Wildomar agreed to implement the MSHCP. Implementation of the MSHCP as part of the project development review process fully mitigates for impacts to these covered species.

Cumulative Impacts to Land Use (p. 4.0-2)

The City of Wildomar General Plan and The Farm Specific Plan will be affected by the proposed project. While the proposed project would increase the number of anticipated housing units by 29 (275 proposed versus 246 existing), the large amount of open space and the overall density of the project (2.7 units per acre) make it similar to the existing 2.6 units per acre in The Farm Specific Plan. The amenities included with the proposed project, such as parks, trails, storm drainage basins, and open space, are consistent with other development in the vicinity and with the intent of The Farm Specific Plan. The project would have the cumulative effect of reinforcing and supporting adopted residential land uses planned for the area since 1974. The proposed project also has the effect of enhancing the development of the surrounding community by providing better access to these related projects and existing developments and reducing congestion and traffic in the community.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in no significant impacts related to land use (physically divide an established community; conflict with applicable habitat conservation plan or natural community conservation plan; cumulative impacts to land use).

4.5 MINERAL RESOURCES

The proposed project site is located within Mineral Zone MRZ-3, indicating that there is no current determination regarding the significance of mineral resources present.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will not result in impacts related to mineral resources.

5.0 LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS

Based on the Draft EIR, the Final EIR, and the record of proceedings, the City of Wildomar finds that the proposed project will result in less than significant environmental impacts without any mitigation measures for all of the specific topic areas identified below. Page numbers in parentheses refer to the Draft EIR unless otherwise noted.

Land Use (conflict with general plan, zoning code, or specific plan; p. 3.1-6)

Population/Housing/Employment (all criteria; pp. 3.2-7 through -8 and 4.0-2 through -3)

Traffic and Circulation (transit system, p. 3.3-59; roadway or traffic hazards, p. 3.3-59)

Air Quality (regional air quality management planning, pp. 3.4-15 through -17; air quality standard or air quality violation: short-term construction emissions, pp. 3.4-20 through -22; air quality standard or air quality violation: long-term operational emissions, pp. 3.4-23 through -26; substantial carbon monoxide pollutant concentrations, pp. 3.4-26 through -27; toxic air contaminants, pp. 3.4-27 through -28; exposure of sensitive receptors to odorous emissions; contribution to nonattainment criteria pollutants, pp. 3.4-29 through -30 and 4.0-5)

Noise (exposure to excessive groundborne vibration or noise, pp. 3.5-29 and 4.0-5; contribution to cumulative noise levels, pp. 3.5-32 and 4.0-5 through -6)

Geology and Soils (impacts associated with fault rupture and strong seismic ground shaking, p. 3.6-10; exposure to seismic-related ground failure, including liquefaction and unstable soils, p. 3.6-10; cumulative soil stability and seismic impacts, pp. 3.6-12 through -13 and 4.0-6))

Hydrology and Water Quality (interference with groundwater recharge impacts, 3.7-23; alter drainage patterns/increase stormwater runoff, pp. 3.7-24 through -27; flooding hazards, p. 3.7-27; cumulative impacts to hydrology and water quality, pp. 3.7-27 through -28 and 4.0-6 through -7)

Biological Resources (impacts to endangered, threatened, and other listed species, p. 3.8-24; impacts to the movement of native resident or migratory fish or wildlife species or within established migratory corridor, pp. 3.8-29 through -30; conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, p. 3.8-30; cumulative impacts to biological resources, pp. 3.8-32 and 4.0-7)

Cultural Resources (cumulative impacts to cultural and paleontological resources, pp. 3.9-23 and 4.0-7 through -8)

Public Services and Utilities (all criteria)

Aesthetics and Visual Resources (substantial damage to scenic resources, p. 3.11-5; substantially degrade the existing visual character of the area, pp. 3.11-5 through -6; create a new source of substantial light or glare, pp. 3.11-6 through -7)

Energy Use and Greenhouse Gases (all criteria)

5.1 LAND USE

Conflict with General Plan, Zoning Code, or Specific Plan (p. 3.1-6)

The proposed project will occur in an area that is currently vacant and surrounded by separate single-family communities. The proposed project will not physically divide an established community. The proposed project results in single-family homes on individual lots similar to the surrounding Farm Specific Plan area development, the lot sizes are similar to those approved for the original Specific Plan in 1974, and the net density per acre increases by 0.10 unit per acre. The proposed project is considered consistent with the Wildomar General Plan and Zoning Ordinance and The Farm Specific Plan.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to land use (conflict with general plan, zoning code, or specific plan).

5.2 POPULATION/HOUSING/EMPLOYMENT

All Criteria (p. pp. 3.2-7 through -8 and 4.0-2 through -3)

Buildout of the proposed project would result in population growth and the generation of employment. The proposed project represents an 11.7 percent increase in population that The Farm Specific Plan assumed and a 0.29 percent increase in the city's overall population. While the proposed commercial property could be developed with uses that would encourage employees to relocate to Wildomar, the size and location of the commercial land suggests that the uses will be small retail and service uses serving the local population. As a smaller retail use, it is likely that employees will come from the local area and will not need to relocate. The California Economic Development Department reported a 12 percent

unemployment rate in the City of Wildomar, which suggests there is an ample labor pool for retail and service uses within the proposed project.

Cumulative Population Growth (pp. 4.0-2 through -3)

Cumulative development in the vicinity of the project would increase the population and number of housing units in Wildomar and Riverside County. However, development at the proposed project site is consistent with the land use designations and growth assumed in the Land Use Element of the General Plan. The cumulative environmental and growth inducement effects are evaluated in the technical sections of the Draft EIR.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant and less than cumulatively significant impacts related to population, housing, and employment.

5.3 TRAFFIC AND CIRCULATION

Transit System (p. 3.3-59)

Implementation of the proposed project will not conflict with adopted policies, plans, or programs supporting alternative transportation. The proposed Bundy Canyon Road improvements will include area within the right-of-way for future transit stops should the Riverside Transit Authority (RTA) expand the route system at the intersection of Harvest Way and L Street. As shown on Figures 2.0-4d and 2.0-4e of the Draft EIR, an area for a future RTA stop is provided within the right-of-way on Bundy Canyon Road. The City of Wildomar has neither a developed bicycle trail system nor a plan for a bicycle system. Although the proposed project has open space and is likely to include trails, these will be recreation oriented and will connect to other trail systems. The City adopted the Multi-Use Trail System Adopt a Trail Map that shows the Sunset Avenue Regional Trail N-S-14 along the west right-of-way of Sunset Avenue. The Sunset Avenue Trail follows Sunset Avenue roadway to the south, eventually connecting to the Hampton-Hirst (HT-E-50) and Keller Road Regional Trail (W-E-20). The proposed project incorporates the 14-foot Sunset Trail easement as part of right-of-way improvements on Sunset Avenue as shown in Figure 2.0-4b and will be constructed as part of the proposed project. The Bundy Canyon Road improvements will be designed to accommodate bicycle traffic, which will ensure eventual connectivity to other roadways in the community.

Roadway or Traffic Hazards (p. 3.3-59)

Implementation of the proposed project will not result in increased hazards due to a design feature or incompatible uses. The proposed project will complete a portion of the Bundy Canyon Road realignment that is a capital improvement of the Riverside County Transportation Department. Within the proposed project, a portion of the planned Bundy Canyon Road/Scott Road improvements that have been envisioned by Riverside County will be constructed. The proposed project includes other roadways designed for access to homes and commercial and recreation areas. These roadways will be designed consistent with Chapter 16, Subdivisions, of the Wildomar Municipal Code. Section 16.08.020, General Street Design, establishes road standards, including length of cul-de-sacs, width of pavement, intersection alignment, etc. The City Engineer, Planning and Public Works Department, will review final subdivision improvement plans for consistency with City development standards. No exceptions to the City's development standards have been requested.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to traffic and circulation (transit system; roadway or traffic hazards).

5.4 AIR QUALITY

Regional Air Quality Management Planning (pp. 3.4-15 through -17)

Land use activities associated with the proposed project will not conflict with or obstruct implementation of regional air quality management planning. The South Coast Air Quality Management District (SCAQMD) adopted the *Draft Final 2007 Air Quality Management* Plan (AQMP) in 2007. Consistency with the AQMP is determined through two criteria, as follows: 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. The proposed project will also not exceed the assumptions in the AQMP in 2011 or increments based on the years of project buildout phase.

Air Quality Standard or Air Quality Violation: Short-Term Construction Emissions (pp. 3.4-20 through -22)

Construction-generated emissions will not contribute substantially to an existing or projected air quality violation. Emissions resulting from project construction will not exceed any applicable thresholds. Additionally, it is anticipated that the site will balance, and no import or export of soil will be required.

Air Quality Standard or Air Quality Violation: Long-Term Operational Emissions (pp. 3.4-23 through -26)

Subsequent land use activities associated with implementation of the proposed project will not result in long-term operational emissions that could violate or substantially contribute to a violation of federal and state standards for ozone and coarse and fine particulate matter. Emissions resulting from project operations will not exceed the SCAQMD regional criteria pollutant thresholds for operational activity.

Substantial Carbon Monoxide Pollutant Concentrations (pp. 3.4-26 through -27)

The proposed project will not contribute to localized concentrations of carbon monoxide (CO) that would exceed applicable ambient air quality standards. At buildout of the proposed project, none of the intersections in the vicinity of the proposed project site would have peak hourly traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to project area meteorology, such as air-confining structures like a tunnel or overhead freeway, to conclude that this intersection would yield higher CO concentrations if modeled in detail. As a result, the South Coast Air Basin has been designated as attainment for CO since 2007, and even very busy intersections do not result in exceedances of the carbon monoxide standard.

Toxic Air Contaminants (pp. 3.4-27 through -28)

The proposed project would not result in exposure of sensitive receptors to substantial toxic emissions. The proposed project would not exceed SCAQMD localized significance thresholds. The project site is over 2.5 miles (13,241 feet) east of Interstate 15. Therefore, the site lies beyond the CARB-recommended buffer area and future receptors would not be negatively affected by toxic air contaminants generated on Interstate 15. In addition, while the project site is located adjacent to Bundy Canyon Road, this facility is not considered a major roadway as it does not accommodate more that 100,000 daily trips on average. There are no other potential sources of air toxics in the vicinity of the project.

Exposure of Sensitive Receptors to Odorous Emissions (pp. 3.4-28 through -29)

Development of the proposed project will not result in exposure of sensitive receptors to substantial odorous emissions. The project does not contain land uses typically associated with emissions of objectionable odors. Standard construction requirements would minimize odor impacts resulting from

construction activity. The City has received no complaints of odors from the nearby wastewater treatment facility or spray field from the existing residents of The Farm community, and the proposed project will not affect current operations of the facility. There is no reason to anticipate that the wastewater treatment facility will create odors or otherwise impact the proposed project.

Contribution to Nonattainment Criteria Pollutants (pp. 3.4-29 through -30 and 4.0-5)

Construction of the proposed project, in combination with existing, approved, proposed, and reasonably foreseeable development in the South Coast Air Basin, will not significantly contribute to cumulative increases in emissions of criteria air pollutants that could contribute to future concentrations of pollutants for which the region is currently designated nonattainment. Since the proposed project is in conformance with the Air Quality Management Plan, it is appropriate to conclude that the project's incremental contribution to criteria pollutant emissions is not cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant cumulative impacts related to air quality (regional air quality management planning; air quality standard or air quality violation: short-term construction emissions; air quality standard or air quality violation: long-term operational emissions; substantial carbon monoxide pollutant concentrations; toxic air contaminants; exposure of sensitive receptors to odorous emissions; contribution to nonattainment criteria pollutants).

5.5 NOISE

Exposure to Excessive Groundborne Vibration or Noise (pp. 3.5-29 and 4.0-5)

The implementation of proposed project may expose persons to or generate minimal, short-duration groundborne vibration or groundborne noise levels. As there are no structures on site, and no structures within 25 feet of any area being developed as part of the proposed project, the actual ground vibration will be less than the acceptable standard.

Contribution to Cumulative Noise Levels (pp. 3.5-32 and 4.0-5 through -6)

Implementation of the proposed project would result in predicted increases of 0.0 to 1.0 dB in 2035, and such low levels of increase are considered barely perceptible. The proposed project would not result in a substantial increase in traffic noise levels along primarily affected area roadways.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to noise (exposure to excessive groundborne vibration or noise; contribution to cumulative noise levels).

5.6 GEOLOGY AND SOILS

Impacts Associated with Fault Rupture and Strong Seismic Ground Shaking (p. 3.6-10)

The potential for the project site to be exposed to hazards associated with fault rupture or strong seismic ground shaking is considered unlikely. There are no known active faults in the vicinity of the project site nor are there any Alquist-Priolo Special Earthquake Study Zones on or near the site. As no known faults exist at the project site, the potential for ground rupture from a fault and associated strong seismic ground shaking is considered to be low. Furthermore, the proposed project would be designed in accordance with California Building Code requirements that address structural seismic safety.

Exposure to Seismic-Related Ground Failure, Including Liquefaction and Unstable Soils (p. 3.6-10)

The project site does not include soils which may be subject to seismic-related ground failure, including liquefaction and landslide. Studies indicate that saturated, loose to medium dense, near surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential. A review of geologic literature and geologic mapping did not include the presence of landslides on or adjacent to the site. The proposed project is underlain by very hard gabbroic bedrock, which is generally not susceptible to landslides.

Cumulative Soil Stability and Seismic Impacts (pp. 3.6-12 through -13 and 4.0-6)

The proposed project will either ensure that grading at the periphery is a match to existing topography to avoid subsidence or erosion, or provide appropriate engineered retaining walls at the project boundary. With compliance with existing codes and standards, including the California Building Code and implementation of the mitigation measure associated with Impact 3.6.3, the proposed project's contribution to cumulative impacts related to the area's geology would be less than cumulatively considerable.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to geology and soils (impacts associated with fault rupture and strong seismic ground shaking; exposure to seismic-related ground failure, including liquefaction and unstable soils; cumulative soil stability and seismic impacts).

5.7 HYDROLOGY AND WATER QUALITY

Interference with Groundwater Recharge Impacts (p. 3.7-23)

The proposed project would introduce impervious surfaces in the form of structures and parking lots to a previously undeveloped piece of land. This would result in an incremental reduction in recharge of the local groundwater aquifer. The 5.21-acre commercial site represents approximately 3 percent of the total site area, and even if fully covered with impervious surface, would not result in significant coverage of the project area. The open space areas will remain undeveloped, although some small percentage may be covered by trails.

Alter Drainage Patterns/Increase Stormwater Runoff (pp. 3.7-24 through -27)

Development of the proposed project will alter the existing drainage pattern of the site and may impact stormwater runoff rates and volumes compared to existing conditions. The project does not increase the flow rate for the post-project conditions and in fact reduces it in most cases. The proposed storm drain system would mitigate flows for increased runoff, and the off-site flows will be conveyed through the subsurface storm drain without adversely impacting the project site. Therefore, the project would not result in downstream erosion and/or flooding impacts as a result of increased flow rates, and volumes leading to Lake Elsinore will not be reduced.

Flooding Hazards (p. 3.7-27)

The project site is not within the 100-year floodplain or in an area designated by the Federal Emergency Management Agency (FEMA) as a special flood hazard area. In addition, the project includes a storm drain system that will provide flood protection to the project site for 100-year storm events. Therefore, the project would not place development within the 100-year floodplain and would not expose people or structures to significant risk of flooding.

Cumulative Impacts to Hydrology/Water Quality (pp. 3.7-27 through -28 & 4.0-6 through -7)

The proposed project, when considered in combination with existing, approved, proposed, and reasonably foreseeable development in the Santa Margarita and Santa Ana watersheds, would alter cumulative drainage conditions, rates, volumes, and water quality, which could result in potential flooding and stormwater quality impacts within the overall watersheds. However, the proposed project's storm drain system and implementation of a Water Quality Management Plan would reduce the project's contributions to cumulative runoff, water quality, and flooding impacts.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to hydrology and water quality (flooding hazards; alter drainage patterns/increase stormwater runoff; interference with groundwater recharge impacts; cumulative impacts to hydrology and water quality).

5.8 BIOLOGICAL RESOURCES

Impacts to Endangered, Threatened, or Other Listed Species (p. 3.8-24)

Implementation of the proposed project will not result in impacts to endangered, threatened, and other listed species. All of the special-status species associated with the project site are covered by the Western Riverside County MSHCP. Upon city incorporation, the City of Wildomar agreed to implement the MSHCP.

Impacts to the Movement of Native Resident or Migratory Fish or Wildlife Species or Within Established Migratory Corridor (pp. 3.8-29 through -30)

Implementation of the proposed project could interfere substantially with the movement of native resident or migratory fish or wildlife species. As proposed, the project would avoid both Cottonwood Canyon Creek and its associated riparian area. The creek is currently crossed by Bundy Canyon Road, and the proposed project will widen Bundy Canyon Road consistent with Riverside County Transportation Commission plans for the thoroughfare. Widening the existing road crossing will affect the creek as well as the riparian area. (See Section 6.6 of these findings.)

Conflict with Any Local Policies or Ordinances Protecting Biological Resources, Such as a Tree Preservation Policy or Ordinance (p. 3.8-30)

Implementation of the proposed project may result in a conflict with a local policy or ordinance protecting biological resources. There are native trees growing on the site. Upon city incorporation, the City of Wildomar adopted County Ordinance 559, as amended, regulating the removal of trees. The ordinance regulates tree removal above the 5,000-foot elevation. The project site is below the 2,000-foot elevation; therefore, a permit will not be required. Most of the trees on the project site are associated with riparian areas. (See Section 6.6 of these findings for mitigation on the removal of oak trees.)

Cumulative Impacts to Biological Resources (pp. 3.8-32 and 4.0-7)

Though the development of the proposed project will continue the urbanization of the area that began long before incorporation of the city, mitigation measures associated with Impact 3.8.8 (see Section 6.6 of these findings) will reduce the project's contribution to cumulative biological impacts.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to biological resources (impacts to endangered, threatened, and other listed species; impacts to the movement of native resident or migratory fish or wildlife species or within an established migratory corridor; conflict with any local policies

or ordinances protecting biological resources, such as a tree preservation policy or ordinance; cumulative impacts to biological resources).

5.9 CULTURAL AND PALEONTOLOGICAL RESOURCES

Cumulative Impacts to Cultural and Paleontological Resources (pp. 3.9-23 and 4.0-7 through -8)

While it is possible that grading and development will result in the accidental discovery of paleontological and cultural resources, mitigation measures associated with Impacts 3.9.2, 3.9.3, and 3.9.4 (see Section 6.7 of these findings) and state and federal laws already in place will set in motion actions designed to mitigate these potential impacts. The proposed project is adjacent to existing development that has disturbed the soil and likely already affected any cultural or paleontological resources.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to cultural and paleontological resources (cumulative impacts to cultural and paleontological resources).

5.10 PUBLIC SERVICES AND UTILITIES

Increased Demand for Fire Protection and Emergency Medical Services (p. 3.10-5)

Implementation of the proposed project will not result in the need for additional fire protection and emergency services in order to maintain acceptable service levels. However, the proposed project may result in a slight increase in demand for fire protection and emergency medical services. Wildomar General Plan Policy S-5.1 directs the City to develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through specified minimum standards and the inclusion of certain safety features.

Significant Risk of Loss Due to Wildland Fire (pp. 3.10-5 through -6)

While the proposed project is located within an area that is identified as being exposed to a very high risk of wildfire, it is more specifically located in an area that is developed and well served by fire prevention services.

Adequate Fire Flow (pp. 3.10-6 through -7)

While the proposed project will result in an additional need for water supply, this additional need will not require the creation of additional water supply infrastructure. Implementation of the proposed project may result in additional need for water supply and infrastructure to provide adequate fire flows for fire protection. The provision of these facilities could cause environmental impacts.

Increased Demand for Law Enforcement Services (p. 3.10-9)

Implementation of the proposed project will not result in a significant increased demand for law enforcement services and will not result in the need for new or physically altered law enforcement facilities, the construction of which could cause significant environmental impacts. Upon completion, the proposed project will represent an approximate 2.7 percent increase in the population of Wildomar and an approximate 2.5 percent increase in the number of homes in the city. This incremental increase in the city's population and in the number of homes within the city will not warrant the construction of any new facilities for the Riverside County Sheriff's Department (RCSD). Because development associated with the proposed project is in an already developed area, the RCSD will not be required to expand its service area to accommodate the proposed project upon completion.

Increased Demand for School Facilities (p. 3.10-13)

The proposed project will not result in significant increased enrollment in the local school district ultimately resulting in the need for construction of additional school facilities. The proposed project will represent an increase in Lake Elsinore Unified School District (LEUSD) enrollment of less than 1 percent, which would not be sufficient growth to warrant the construction of new facilities. The fees enacted within the LEUSD of $3.10 per square foot of residential development and $0.47 per square foot of commercial development will be collected for the proposed project and will act to fully mitigate any impact the proposed project will have on the LEUSD's facilities.

Water Supply Demand and Environmental Effects (pp. 3.10-16 through -17)

Implementation of the proposed project will slightly increase demand for water supply, which could result in significant effects on the physical environment. However, adequate water supply sources exist, and the proposed project's and the Elsinore Valley Municipal Water District's (EVMWD) water conservation provisions would ensure adequate water service. With estimated water consumption at 248.7 acre-feet annually, the proposed project will represent an increase in water consumption by the EVMWD of 1.08 percent in years of low water consumption, 0.78 percent in years of high water consumption, and a 0.94 percent increase over the historic average water consumption of EVMWD's customers.

The proposed project will connect to The Farm Mutual Water Company water system, which will deliver the EVMWD water to the proposed project. The proposed project will extend the existing 10-inch water line in Bundy Canyon Road from Harvest Way West to Harvest Way East. A 16-inch water line will extend from the water storage tanks to the proposed commercial area to the east end of lot 313, as shown on Figure 2.0-4e. The 16-inch water line is needed for the 3,000 gallon per minute fire flow required for commercial development. In the residential areas of the proposed project, 8- or 12-inch water lines may be used, as residential development has a lower fire flow requirement per the California Fire Code. A water booster pump connected to the 10-inch water line in Bundy Canyon Road will be used to pump water from the existing 10-inch line into the two new 500,000-gallon water storage tanks.

Final water line sizing is dependent on a number of factors, including length of street, number of hydrants, anticipated water pressure, and fire flow requirements. The exact size of the water line is determined during preparation of subdivision improvement plans for construction of the facility and is reviewed and approved by The Farm as part of their review of the construction documents.

With the exception of the new water storage tanks, all of the water system improvements will be underground and within road rights-of-way or within utility easements shown on the proposed subdivision map (see Figures 2.0-4a through 2.0-4e). The water system will be looped within the proposed project, enabling portions of the system to be turned off as needed for maintenance.

From a construction standpoint, the physical difference in water pipe size between 8-, 10-, or 12-inch water line does not affect the width or depth of the trench and therefore the environmental impacts of construction are identical. The project roadways will be graded as part of the overall grading plan (see Figures 2.0-4c through 2.0-4e). Construction impacts associated with the installation of water system improvements are addressed through application of mitigation measures MM 3.3.4 (traffic management plan, page 3.3-60), MM 3.4.2a and MM 3.4.2b (air quality, page 3.4-19), MM 3.5.4a through MM 3.5.4c (noise, page 3.5-27), and MM 3.9.2a through MM 3.9.2g (cultural resources, page 3.9-19).

Water Supply Infrastructure (p. 3.10-17)

Implementation of the proposed project would increase demand for water supply and thus require additional water supply infrastructure that could result in a physical impact to the environment. The Farm Mutual Water Company has reviewed the proposed project and indicated that they can provide service to the proposed project with minimal improvements (see Attachment D to the Final EIR). The Elsinore Valley Municipal Water District will be able to supply the estimated increase in the amount of water required by the proposed project to the Farm Mutual Water Company.

Waste Discharge Requirements (p. 3.10-22)

Implementation of the proposed project will not result in wastewater discharge that would exceed the wastewater treatment requirements of the San Diego Regional Water Quality Control Board (RWQCB). The EVMWD is not exceeding any limits established in its current Urban Water Management Plan and will be required by the San Diego RWQCB to remain in compliance after any future expansion of flow capacity. Therefore, the proposed project is not expected to exceed wastewater treatment requirements or orders of the San Diego Regional Water Quality Control Board.

Wastewater Conveyance and Treatment (p. 3.10-23)

The proposed project will slightly increase wastewater flows. However, the increase represented by the proposed project will not require any additional infrastructure or treatment capacity beyond what is planned in the EVMWD master sewer and water plans. This increase in wastewater flow associated with the proposed project is equivalent to a 1.1 percent increase in the average annual wastewater flows of the EVMWD. The increase would not be enough to require additional wastewater treatment facilities.

The proposed project will construct an 8,600-foot portion of the EVMWD's planned gravity system improvement that extends from The Farm Road west in Bundy Canyon Road to a point near Valley Vista Circle. The 10-inch sewer main is identified as project Gravity Sewer Improvement RP-23 in the EVMWD Wastewater Master Plan. The impacts of the Wastewater Master Plan were evaluated in the Elsinore Valley Municipal Water District Program Environmental Impact Report: Water Distribution Master Plan and Wastewater Master Plan (SCH 2008111100). The sewer line will be located entirely within the existing road prism of Bundy Canyon Road. The 10-inch line is shown on Figure 2.0-4c in Section 2.0, Project Description, of the Draft EIR. The sewer main represents a 0.45 percent increase in the approximate 348 miles of sewer mains operated by the Elsinore Valley Municipal Water District. Management for construction of the sewer connection is the responsibility of the EVMWD, consistent with the district's construction standards.

Increased Solid Waste Disposal (pp. 3.10-26 through -27)

Implementation of the proposed project will generate increased amounts of solid waste that will need to be disposed of in landfills or recycled. There is sufficient capacity at the landfills to accept the anticipated 1,221 cubic yards of potential solid waste from the proposed project.

Compliance with Federal, State, and Local Statutes for Solid Waste (p. 3.10-27)

Implementation of the proposed project could fail to comply with federal, state, and local statutes and regulations related to solid waste. Through compliance with the California Department of Resources Recycling and Recovery (CalRecycle) source reduction and recycling element (SRRE) and City ordinances, the proposed project will comply with federal, state, and local regulations regarding solid waste.

Increased Demand for Parks and Recreation Facilities (pp. 3.10-30 through -31)

Implementation of the proposed project would accommodate a slight increase in population that will be served by the park and recreation facilities to be built as part of the proposed project. Per City ordinance, the new population will generate demand for 2.7 acres of parkland. The proposed project includes 4.7 acres of parkland, which exceeds the requirement of the City ordinance and the Quimby Act. Further, the parks and open space needs of the residents will also be met by the total of 76 acres of open space that includes trails. While the parks will be owned and operated by the proposed project's homeowners association, they will not be fenced. The parks will also not have community-serving features such as soccer fields or baseball diamonds intended for league play.

Cumulative Demand for Fire Protection and Emergency Medical Services (pp. 3.10-7and 4.0-8)

The Riverside County Fire Department was contacted and determined that with standard development conditions in place, the department can provide service to the project area. Growth in the project area was previously addressed, and the proposed project is consistent with the development potential for the area.

Cumulative Demand for Law Enforcement Services (pp. 3.10-10 and 4.0-8)

The Riverside County Sheriff's Department was contacted and determined that law enforcement service can be provided to the project area. Growth in the project area and the related need for law enforcement services was addressed previously, and the proposed project is consistent with the development potential for the area.

Cumulative Schools Impacts (pp. 3.10-14 and 4.0-8)

All new development associated with the proposed project will be required to pay the applicable development impact fees. Furthermore, any significant expansion of school facilities or development of new school facilities would be subject to the appropriate CEQA environmental review, which would identify any site-specific impacts and provide mitigation to reduce those impacts.

Cumulative Water Supply Impacts (pp. 3.10-18 and 4.0-9)

The Draft EIR calculated future water demands based on predictions contained with the 2011 Urban Water Management Plan. These calculated future water demands of the proposed project will be met by the Elsinore Valley Municipal Water District's planned future demand for water deliveries.

Cumulative Wastewater Service Impacts (pp. 3.10-23 through -24 and 4.0-9)

The proposed project will construct all of the wastewater collection systems necessary to meet its needs. No future phases of the project will require additional wastewater collection or treatment facilities.

Cumulative Solid Waste Impacts (pp. 3.10-28 and 4.0-9 through -10)

There is adequate capacity in the landfills that receive solid waste from the City of Wildomar. The approximate 1,221 cubic yards of solid waste generated by the proposed project will not significantly affect the life span of the receiving landfills. Further, compliance with the SRRE will reduce or divert solid waste from the landfills.

Cumulative Park and Recreation Demands (pp. 3.10-31 and 4.0-10)

The proposed project provides more parkland and open space than required to meet the City's ordinance. Further, the project will maintain its own parkland and open space.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to public services and utilities.

5.10 AESTHETICS AND VISUAL RESOURCES

Substantial Damage to Scenic Resources (p. 3.11-5)

The proposed project will not have a substantial adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings. The proposed project will include the removal of some of the trees and rock outcroppings currently located on the project site to accommodate the new homes. While the changes will affect the views of the property from the surrounding area, the trees and rock outcroppings are not unique to the area, nor are they formally recognized as a scenic vista by any local or regional government agency. Approximately 76 acres of the site will remain as open space and largely untouched by the development. While there will be trails and some minor improvements such as the road leading to the water storage tanks in the open space, these improvements will be similar to others made in the area to support existing development.

Substantially Degrade the Existing Visual Character of the Area (pp. 3.11-5 through -6)

While the potential project will result in changes to the existing visual character of the project site, these changes will not lead to a significant degradation of the existing visual character of the area. The proposed project will construct single-family residences, a small commercial area, and several local parks in a currently undeveloped area that is surrounded by residential land uses on nearly all sides. With the exception of an undeveloped area directly west of the project site, the project density of 1.8 units per gross acre (3.5 units per acre net developable area) will be consistent with the current density range of 2–5 units per acre of the existing residential development in the surrounding area. As part of the development review process, the City of Wildomar will evaluate the design of the commercial land as part of plot plan review procedures. The Oak Creek Specific Plan includes commercial design guidelines so aesthetics and design will be part of the review process. The proposed project also includes the preservation of approximately 76 acres of open space. The developed open space will continue to retain the characteristics of the natural environment of the area while allowing new natural scenic resources to develop.

Create a New Source of Substantial Light or Glare (pp. 3.11-6 through -7)

The proposed project will not result in any new significant sources of glare or light that would adversely affect the day or nighttime views of the area. The proposed project will include residential and eventually commercial structures as potential sources of glare. Building materials (e.g., reflective glass and polished surfaces) are the most substantial sources of glare. The amount of glare depends on the intensity and direction of sunlight, which is more acute at sunrise and sunset because the angle of the sun is lower during these times. The City's Light Pollution Ordinance, Chapter 8.64 of the Wildomar Municipal Code, establishes limits on the types of fixtures and size of bulbs for aspects of the development. Compliance with the ordinance will result in a less than significant impact on nighttime light pollution.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to aesthetics and visual resources (substantial damage to scenic resources; substantially degrade the existing visual character of the area; create a new source of substantial light or glare).

5.11 ENERGY USE AND GREENHOUSE GASES

Inefficient, Wasteful, and Unnecessary Consumption of Energy (pp. 3.12-14 through -15)

The construction and operation of the proposed project will not result in inefficient, wasteful, and unnecessary consumption of energy. Construction of the proposed project would constitute a small percentage of typical annual fuel usage in the state as reported by the California Energy Commission. The proposed project would increase electricity and natural gas consumption, but not at a level that would

be considered substantial in relation to regional energy supplies. The project would not result in energy demands that would require the development of new energy sources or affect service to existing customers.

GHG Emissions (pp. 3.12-15 through -16)

The proposed project will not generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment. The proposed project would not exceed the threshold of 6.6 metric tons of CO_2e per service population per year.

Conflict with Applicable Plan, Policy, or Regulation (pp. 3.12-16 through -19)

Implementation of the proposed project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The proposed project is consistent with or otherwise not in conflict with the California Air Resources Board (CARB) Scoping Plan recommended measures and actions. As such, a qualitative assessment of the project impacts based on consistency with the CARB Scoping Plan supports the conclusion that the project's GHG emissions are not cumulatively considerable. Results of the analysis indicate that the proposed project will not exceed the applicable quantitative thresholds.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to energy use and greenhouse gases.

6.0 LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS WITH MITIGATION INCORPORATED

Based on the Draft EIR, the Final EIR, and the record of proceedings, the City of Wildomar makes the following findings associated with significant, potentially significant, and cumulatively significant impacts that can be mitigated to a less than significant level through implementation of proposed mitigation measures, for all of the specific topic areas identified below. Page numbers in parentheses refer to the Draft EIR unless otherwise noted.

Traffic and Circulation (roadway facilities, pp. 3.3-38 through -59; emergency access, pp. 3.3-60 through -61; cumulative traffic impacts on local roadways and state highways, pp. 3.3-64 through -68 and 4.0-3 through -4)

Air Quality (short-term construction-generated emissions of criteria air pollutants, pp. 3.4-17 through -18)

Noise (exposure to excessive noise levels, pp. 3.5-25 through -26; result in a permanent increase in ambient noise levels, p. 3.5-29; result in a temporary increase in ambient noise levels, p. 3.5-30)

Geology and Soils (impacts associated with liquefaction or collapse, p. 3.6-11; expansive soils, pp. 3.6-11 through -12)

Hydrology and Water Quality (degrade water quality or violate standards, pp. 3.7-15 through -22)

Biological Resources (impacts to non-listed sensitive species, p. 3.8-25; impacts to sensitive biological communities, including riparian habitat, pp. 3.8-27 through -28; impacts to jurisdictional wetlands, p. 3.8-28; conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan, pp. 3.8-30 through -31)

Cultural and Paleontological Resources (impacts to archeological resources, pp. 3.9-18 through -19; impacts to paleontological resources, p. 3.9-20; impacts to human remains, p. 3.9-21)

Aesthetics and Visual Resources (cumulative impacts to scenic resources, existing visual character, and light and glare, pp. 3.11-7 and 4.0-10)

6.1 TRAFFIC AND CIRCULATION

Roadway Facilities (pp. 3.3-38 through -59)

Implementation of the proposed project would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. Based on the City of Wildomar specialized significance criteria, several intersections were found to be impacted by the project under Existing plus Project and Opening Year 2015 (but not Horizon Year 2035) conditions.

Emergency Access (pp. 3.3-60 through -61)

Implementation of the proposed project could result in temporary blockages of Bundy Canyon Road and other roadways, causing an impact on emergency access. All of the roadways proposed with the project meet the City's design standards for access. During construction, however, the roadways may be temporarily blocked or subject to detours and delays, which could temporarily affect emergency access.

Cumulative Traffic Impacts on Local Roadways and State Highways (pp. 3.3-64 through -68 and 4.0-3 through -4)

When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed project would contribute to cumulative traffic volumes in the region that result in significant impacts to level of service and operations.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant and potentially cumulatively considerable impacts to traffic and circulation (roadway facilities; emergency access; cumulative traffic impacts on local roadways and state highways). The following mitigation measures shall be implemented to reduce the severity of the impacts:

Mitigation Measures

MM 3.3.1 The project applicant shall be required to implement the following traffic improvements:

Sellers Road/Bundy Canyon Road

- Install a traffic signal.
- Construct an eastbound left turn lane and two additional through lanes.
- Construct a westbound left turn lane.

Monte Vista Drive/Bundy Canyon Road

- Install a traffic signal.

Harvest Way West/Bundy Canyon Road

- Install a traffic signal.

- Stripe a shared northbound through-right turn lane in place of the existing de facto right turn lane.
- Construct a southbound left turn lane and shared through-right turn lane.
- Construct an eastbound left turn lane and two additional through lanes.
- Construct two additional westbound through lanes.

Harvest Way East/Bundy Canyon Road

- Install a traffic signal.
- Construct an eastbound left turn lane and two additional through lanes.
- Construct a westbound left turn lane.

Sunset Avenue/Bundy Canyon Road

- Install a traffic signal.
- Construct an eastbound left turn lane and two additional through lanes.
- Construct a westbound left turn lane.
- Ensure a northbound and southbound lane of traffic along the frontage of the commercial parcel.
- Coordinate improvements with the City of Menifee.

MM 3.3.4 The project applicant will prepare and implement a Traffic Management Plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period.

MM 3.3.5 The project applicant shall be required to implement, or pay a fair share of the costs of the implementation of, the following traffic improvements:

Murrieta Road/Scott Road

- Install a traffic signal.
- Construct an eastbound left turn lane.
- Restripe the southbound shared left-right turn lane as a right turn lane and construct two left turn lanes.
- Construct an additional eastbound through lane.

- Construct an additional westbound through lane and a dedicated right turn lane.

I-215 Southbound Ramps/Scott Road

- Restripe the southbound shared left-through lane as a left turn lane and construct a second left turn lane and second right turn lane.
- Construct three additional eastbound through lanes.
- Eliminate the westbound left turn lane and construct two additional through lanes and a right turn lane.

It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee.

I-215 Northbound Ramps/Scott Road

- Construct a second northbound right turn lane and restripe the shared left-through lane as a through lane.
- Construct two southbound right turn lanes.
- Construct a second eastbound left turn lane and two additional through lanes.
- Construct two additional westbound through lanes and a shared through-right turn lane.

It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. This project's payment of the TUMF is considered adequate mitigation.

Residual Impact

After the implementation of mitigation measures MM 3.3.1, MM 3.3.4, and MM 3.3.5, the proposed project's traffic impacts would be less than significant and less than cumulatively considerable.

6.2 AIR QUALITY

Short-Term Construction-Generated Emissions of Criteria Air Pollutants (pp. 3.4-17 though -18)

Construction-generated emissions could result in an air quality violation concerning localized significance. Emissions of PM_{10} and $PM_{2.5}$ associated with the proposed project exceed localized significance thresholds for construction

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to air quality (short-term construction-generated emissions of criteria air pollutants). The following mitigation measures shall be implemented to reduce the severity of the impact:

Mitigation Measures

MM 3.4.2a The following measures shall be incorporated into project plans and specifications and complied with by the project applicant at all times during construction:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph).
- The construction contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day. (As shown in Table XI-A in Appendix 3.4-1, implementation of this measure is estimated to reduce PM_{10} and $PM_{2.5}$ fugitive dust emissions by approximately 61 percent.)
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour (mph) or less to reduce PM_{10} and $PM_{2.5}$ fugitive dust haul road emissions by approximately 44 percent.

MM 3.4.2b Prior to issuance of a grading permit, the grading plans shall reference that a sign will be posted on-site stating that construction workers need to shut off engines after 5 minutes of idling. The California Air Resources Board, in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, imposes a requirement that heavy-duty trucks accessing the site shall not idle for greater than 5 minutes at any location. This measure is intended to apply to construction traffic.

Residual Impact

After the implementation of mitigation measures MM 3.4.2a and MM 3.4.2b, the proposed project's air quality impacts would be less than significant.

6.3 NOISE

Exposure to Excessive Noise Levels *(*pp. 3-5-25 through -26)

The completed proposed project may expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The results of the noise impact analysis prepared for the proposed project indicate the future unmitigated exterior noise levels for the lots analyzed will range from 72.8 to 75.0 dBA CNEL. Based on the calculated noise level impacts presented, future traffic-related noise levels are expected to exceed the City of Wildomar exterior noise level standard of 65 dBA CNEL.

Result in a Permanent Increase in Ambient Noise Levels *(*p. 3.5-29)

Completion of the proposed project may result in a substantial permanent increase in ambient noise levels in the project vicinity. The proposed project's incremental off-site traffic noise level contributions will be considered barely perceptible. However, future uses within the commercial area of the proposed project near the intersection of Bundy Canyon Road and Sunset Avenue have the potential to produce unacceptable operational noise levels.

Result in a Temporary Increase in Ambient Noise Levels *(*p. 3.5-30)

Construction of the proposed project may result in a temporary increase in ambient noise levels in the project vicinity. Using a drop-off rate of 6 dBA per doubling of distance, noise levels are estimated at 83 dBA L_{eq} at 100 feet, at 77 dBA at 200 feet, and at 71 dBA at 400 feet. This noise level impact represents a worst-case condition when grading equipment is operating near the project boundaries and adjacent to the noise-sensitive residential areas adjacent to the project site.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to noise (exposure to excessive noise levels; result in a permanent increase in ambient noise levels; result in a temporary increase in ambient noise levels). The following mitigation measures shall be implemented to reduce the severity of the impacts:

Mitigation Measures

MM 3.5.1a The project applicant shall construct at least a 6.5-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 33–50 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials:

- Masonry block
- Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot
- Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot
- Earthen berm
- Any combination of these construction materials

The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.

MM 3.5.1b The project applicant shall construct a 6.0-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials:

1. Masonry block
2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot

3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot

4. Earthen berm

5. Any combination of these construction materials

The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.

MM 3.5.1c The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first-floor elevations, with upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 29 at second-floor elevations for lots 33–50, 89–96, 131–144, 152–164, and 198–222.

MM 3.5.1d The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first- and second-floor elevations for lots 1–3, 145–151, 173, 197, and 223–224.

MM 3.5.1e All window and door assemblies used throughout the project shall be free of cutouts and openings and shall be well fitted and well weather-stripped.

MM 3.5.1f A final noise study shall be prepared prior to obtaining building permits for lots 1–3, 33–50, 89–96, 131–151, 152–164, 173, and 197–224. This report will finalize the noise requirements based upon precise grading plans and actual building design specifications. The report may result in the need for additional building-specific architectural treatments to meet the interior noise specifications of the City.

MM 3.5.3 The project applicant shall ensure that future commercial uses do not result in exterior noise levels at the nearest sensitive receptor that exceeds 65 dB or interior noise levels that exceed 45 dB. Examples of design features that can be used to reduce noise impacts associated with any future commercial use include, but are not limited to, noise barriers (walls), limited hours of operation, reconfiguration of site design, or restriction of uses or types of use.

MM 3.5.4a Pursuant to Section 9.48.020 of the City of Wildomar Municipal Code establishing noise regulations, from June through September, construction can occur from 6:00 AM through 6:00 PM. During the period of October through May, construction activities can occur from 7:00 AM through 6:00 PM (Municipal Code Section 9.48.020I(1)(2)). Hours of construction during these seasons shall be limited to these time frames.

MM 3.5.4b During all project site excavation and grading, 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 receptors nearest the project site.

MM 3.5.4c The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

MM 3.5.4d Homeowners adjacent to project construction areas shall be notified via US mail and postings on the construction site at least 24 hours prior to the commencement of major construction-related noise impacts, such as grading, which may affect them.

Residual Impact

After the implementation of mitigation measures MM 3.5.1a through MM 3.5.1f, MM 3.5.3, and MM 3.5.4a through MM 3.5.4d, the proposed project's noise impacts would be less than significant.

6.4 GEOLOGY AND SOILS

Impacts Associated with Liquefaction or Collapse (p. 3.6-11)

The proposed project site is located in an area of shallow alluvium underlain by gabbroic bedrock. The earth materials on the site are composed of artificial fill, undocumented or previously placed by others, topsoil, Quaternary alluvium, Quaternary older alluvium, and Cretaceous gabbro bedrock. The areas of undocumented artificial fill, alluvium, and portions of the old alluvium are not suitable to support the structures of the proposed project. Furthermore, all the earth materials on the project site are prone to potential settlement. This potential could result in a significant impact if the soils in question are not over-excavated to the underlying competent Cretaceous gabbro within the areas of the proposed structures, fill, or improvements.

Expansive Soils (pp. 3.6-11 through -12)

Soils testing indicates that non-expansive and expansive soils are present within the proposed project site. The City requires that site-specific soils reports accompany a building permit application request, which ensures that the type of building proposed is consistent with the actual soils present on the proposed building location.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to geology and soils (expansive soils; impacts associated with liquefaction or collapse). The following mitigation measure shall be implemented to reduce the severity of the impacts:

Mitigation Measure

MM 3.6.3 All existing undocumented artificial fill, topsoil, Quaternary alluvium, Quaternary older alluvium, and unsuitable upper intensely weathered Cretaceous gabbro should be over-excavated to underlying competent Cretaceous gabbro within the areas of proposed structures, fill, or improvements. Anticipated removal depths range from approximately 2 to 14 feet below the existing surface.

Residual Impact

After the implementation of mitigation measure MM 3.6.3, the proposed project's geology and soils impacts would be less than significant.

6.5 HYDROLOGY AND WATER QUALITY

Degrade Water Quality or Violate Standards (pp. 3.7-15 though -22)

Construction and operation of the proposed project will not result in erosion and water quality degradation of downstream surface water and groundwater resources.

The proposed project has the potential to result in the generation of new dry weather runoff containing pollutants and to increase the concentration and/or total load of the pollutants in wet weather stormwater runoff. Should construction of the proposed project require dewatering, the project applicant would be required to submit a Notice of Intent, as well as a Best Management Practices Plan, to comply with the general permit. The BMP Plan would include disposal practices to ensure compliance with the general permit, such as the use of sediment basins or traps, dewatering tanks, or gravity or pressurized bag filters. Monitoring and reporting would also be performed to ensure compliance with the permit. A variety of design features intended to ensure water quality may be included in the final Preliminary Water Quality Management Plan (WQMP) adopted for the proposed project.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to hydrology and water quality (degrade water quality or violate standards). The following mitigation measure shall be implemented to reduce the severity of the impacts:

Mitigation Measure

MM 3.7.1 Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) and be consistent with the *Riverside County Stormwater Quality Best Management Practice Design Handbook* to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Area-wide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device. The project will be responsible for maintenance of the basins to ensure they drain within 72 hours of a storm event.

Residual Impact

After the implementation of mitigation measure MM 3.7.1, the proposed project's hydrology and water quality impacts would be less than significant.

6.6 BIOLOGICAL RESOURCES

Impacts to Non-Listed Sensitive Species (p. 3.8-25)

Raptors and Migratory Birds

Habitats on and adjacent to the project site may provide suitable nesting habitat for birds protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Fish and Game Code. Therefore, removal of trees and vegetation during construction activities could result in noise, dust, human disturbance, and other direct/indirect impacts to nesting raptors and migratory bird species in the project vicinity.

Burrowing Owl

Project implementation may also result in the loss of western burrowing owls through destruction of active nesting sites, as well as incidental burial of adults, young, and eggs.

Impacts to Sensitive Biological Communities, Including Riparian Habitat *(*pp. 3.8-27 through -28)

Sensitive habitats include those that are of special concern to resource agencies and those that are protected under the MSHCP, CEQA, Section 1600 of the Fish and Game Code, and Section 404 of the Clean Water Act (CWA). Project grading to support development may result in the loss of riparian habitat from proposed vegetation disturbance or removal. A 1602 Streambed Alteration Agreement for removal of or disturbance to riparian habitat and waters of the State (e.g., stream, lake, or river) from the California Department of Fish and Game (CDFG) may be required for the proposed project. This agreement would include measures to minimize and restore riparian habitat.

Impacts to Jurisdictional Wetlands (p. 3.8-28)

Implementation of the proposed project would result in the loss of jurisdictional waters of the United States and waters of the State. Although the jurisdictional delineation for the project has not been verified by any state or federal agency, potentially jurisdictional water features have been described on the project site. All water features mapped on the project site are assumed to be considered jurisdictional by the US Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), and the CDFG.

Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan *(*pp. 3.8-30 through -31)

Implementation of the proposed project would result in disturbance and degradation of riparian/riverine habitat, as defined in Section 6.1.2 of the MSHCP. The MSHCP delineates particular areas of concern through the identification of specific areas known as criteria cells. Areas identified as criteria cells typically contain certain restrictions on development and land alterations. A small portion of the proposed project (0.26 acre) is located within a portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to biological resources (impacts to non-listed sensitive species; impacts to sensitive biological communities, including riparian habitat; impacts to jurisdictional wetlands; conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state

habitat conservation plan). The following mitigation measures shall be implemented to reduce the severity of the impacts:

Mitigation Measures

– **MM 3.8.2** The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, then preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds.

  – If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment) at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest. Alternative exclusion zones may be established through consultation with the CDFG and the USFWS. The exclusion zones shall remain in force until all young have fledged.

  – Reference to this requirement and to the Migratory Bird Treaty Act shall be included in the construction specifications.

  – If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.

– **MM 3.8.3a** Per MSHCP Species-Specific Objective 6, pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present will be conducted for all covered activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. If owls are found on site during the pre-ground-disturbance survey, the City shall immediately notify both the Regional Conservation Authority (RCA) and the wildlife agencies. A conservation strategy will then be developed by the wildlife agencies and the RCA in accordance with the CDFW's "Staff Report on Burrowing Owl Mitigation."

  – The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be conducted between December 1 and January 31. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed.

  – Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) out from the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.

– **MM 3.8.3b** Based on the burrowing owl survey results, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance if owls are found to be present:

  - If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) shall be avoided from February 1 through August 31 by a minimum of a 75-meter (250 feet) buffer or until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.

- If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through noninvasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by the CDFG (2012).

- The RCA and wildlife agencies do not support passive relocation of burrowing owls except in narrow circumstances where there is suitable adjacent conserved land available. There is currently no suitable land adjacent to the project site. If relocation of the owls is approved for the site by the wildlife agencies, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:

    - The location of the nest and owls proposed for relocation.

    - The location of the proposed relocation site.

    - The number of owls involved and the time of year when the relocation is proposed to take place.

    - The name and credentials of the biologist who will be retained to supervise the relocation.

    - The proposed method of capture and transport for the owls to the new site.

    - A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).

    - A description of efforts and funding support proposed to monitor the relocation.

- If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (i.e., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort (e.g., killing of young).

– **MM 3.8.4** The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a US Army Corps of Engineers (USACE) approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFG, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure.

– Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.

– **MM 3.8.5a** The jurisdictional delineation shall be verified by the USACE and the California Department of Fish and Wildlife for waters of the State, and submitted to the City for review.

– **MM 3.8.5b** The project applicant shall ensure that the project will result in no net loss of waters of the United States and waters of the State by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation.

  – Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities; these programs are generally administered by government agencies or nonprofit organizations that have established an agreement with the regulatory agencies to use in-lieu fee payments collected from permit applicants; and/or (c) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity.

  – Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.

– **MM 3.8.8a** If riparian/riverine habitats covered under the MSHCP cannot be avoided, the project applicant shall submit a Determination of Biological Equivalent or Superior Preservation (DBESP), as outlined in Section 4.2 of the MSHCP Permittee Implementation Guidance Manual, to the City for approval.

  – The project applicant shall ensure that the project will result in no net loss of riparian/riverine habitats by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the DBESP. Mitigation accomplished under mitigation measure **MM 3.8.5b** may apply to meet the standards where appropriate.

– **MM 3.8.8b** The project applicant shall submit plans that illustrate how disturbance to the portion of the project site located within the portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan will be avoided for City for approval.

– **MM 3.8.8c** The project applicant shall submit fees to the City in accordance to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the MSHCP Mitigation Fee Area and the Stephens' Kangaroo Rat Mitigation Fee Area.

Residual Impact

After the implementation of mitigation measures MM 3.8.2, MM 3.8.3a and MM 3.8.3b, MM 3.8.4, MM 3.8.5a and MM 3.8.5b, and MM 3.8.8a through MM 3.8.8c, the proposed project's biological resources impacts would be less than significant.

6.7 Cultural and Paleontological Resources

Impacts to Archeological Resources (pp. 3.9-18 through -19)

Implementation of the proposed project could result in a substantial adverse change in the significance of an archaeological resource, as well as the potential disturbance of currently undiscovered cultural resources (i.e., prehistoric archaeological sites, historical archaeological sites, and isolated artifacts and features) and human remains. Although only two small archaeological sites were observed within proposed project boundaries, one of which has been determined to not be considered a significant archaeological resource according to CEQA/California Register criteria, the property is situated in an area considered to be a highly sensitive cultural landscape with a possibility of significant subsurface cultural elements.

Impacts to Paleontological Resources (p. 3.9-20)

Excavations could occur in association with development of the proposed project that could affect paleontological resources buried within the project site. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown paleontological resources within project boundaries. Unanticipated and accidental paleontological discoveries during project implementation have the potential to affect significant paleontological resources.

Impacts to Human Remains (p. 3.9-21)

No human remains have been identified within the project site; however, implementation of the proposed project could result in the inadvertent disturbance of currently undiscovered human remains. Any discovery of human remains would trigger state law governing the treatment of human remains.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially significant impacts to cultural and paleontological resources (impacts to archeological resources; impacts to paleontological resources; impacts to human remains). The following mitigation measures shall be implemented to reduce the severity of the impacts:

Mitigation Measures

MM 3.9.2a At least 30 days prior to the issuance of the first grading permit, the project applicant shall enter into a Cultural Resources Treatment and Monitoring Agreement with the Pechanga Band of Luiseno Indians. 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; and 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 Pechanga Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.

MM 3.9.2b Should any cultural resources be uncovered during the grading and construction phases of the proposed project, work shall be halted or relocated to an area outside of the area in which the resource was found while the project archaeologist and the Pechanga representative identify the resource and reassess the area. If the resource found is determined to be an historical or unique archeological resource, a time allotment sufficient to allow for the implementation of avoidance measures or appropriate mitigation shall be made available. Work on the proposed project may continue in other areas of the project site while any historical or unique archeological resource mitigation takes place.

MM 3.9.2c Prior to beginning project construction, 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 in consultation with the Pechanga Tribe. The project archaeologist shall be responsible for updating the State DPR forms and completing an Archaeological Monitoring Report detailing the results of the monitoring program, including the final disposition of CA-RIV-8282 and CA-RIV-1256, updated DPR forms, a complete catalog list of resources collected during monitoring activities, and any other pertinent information related to the project. A final copy of the study shall be sent to the project applicant, the City of Wildomar, the Eastern Information Center, and the Pechanga Tribe.

MM 3.9.2d Prior to beginning project construction, the project applicant shall file an archaeological monitoring 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 to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in mitigation measure MM 3.9.2, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the Pechanga Tribe in order to evaluate the significance of any archaeological resource discovered on the property. Tribal and archaeological monitors shall be allowed to monitor all grading, excavation, and groundbreaking activities, and shall also have the authority to temporarily stop and redirect grading activities.

MM 3.9.2e The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the Pechanga Tribe for proper treatment and disposition. The Tribe maintains a 36 CFR Part 79 standard facility and requests that all artifacts, not including human remains, sacred/ceremonial items, or grave goods, be curated at that facility. Further, all sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

MM 3.9.2f Significant site CA-RIV-8282 cannot be avoided as the preferred option per CEQA. As there are no large boulder outcrops or other predominant features located within this site, no measures are necessary for relocation. However, because the archaeological testing plan identified cultural resources on the surface and at least 35 centimeters in depth, controlled grading will occur within the boundaries of CA-RIV-8282 in order to observe any buried features, artifacts, or human remains that were not identified during testing. A plan detailing the controlled grading will be prepared in consultation with the Pechanga Tribe describing the process and duration of the grading in this area prior to grading in the CA-RIV-8282 area.

MM 3.9.2g Significant site CA-RIV-1256 will be avoided through design of the project. Prior to development in the area, the project archaeologist and the Pechanga Tribe will fence the area to be protected. No impacts to the area should occur during grading. Upon completion of the grading in this area, the fencing will be removed. The Pechanga Tribe and the project applicant will develop a long-term management plan for CA-RIV-1256.

MM 3.9.3 Prior to issuance of a grading permit, the project applicant shall present a letter to the Chief Building Official indicating that a qualified paleontologist has been retained to carry out a paleontological monitoring and salvage program. The contracting paleontologist shall be present to monitor all initial ground-disturbing activities in native soils or sediments, including all vegetation removal. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work in the immediate vicinity shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the project applicant shall consider the recommendations of the qualified paleontologist. The City, the qualified paleontologist, and the project applicant shall consult and agree upon implementation of a measure or measures that the City, the qualified paleontologist, and the project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by the project applicant, qualified paleontologist, and the

City, as well as the Native American tribal representative if relevant, as to the appropriate preservation or mitigation measures.

MM 3.9.4 In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken:

(1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

a. The Riverside County Coroner shall be contacted to determine whether an investigation into the cause of death is required; and

b. If the Riverside County Coroner determines the remains are Native American:

i. The Coroner shall contact the Native American Heritage Commission within 24 hours.

ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

iii. The most likely descendent 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 Section 5097.98; or

(2) 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 subsurface disturbance.

a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission;

b. The descendant identified fails to make a recommendation; or

c. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

Residual Impact

After the implementation of mitigation measures MM 3.9.2a through MM 3.9.2g, MM 3.9.3, and MM 3.9.4, the proposed project's cultural and paleontological resources impacts would be less than significant.

6.8 AESTHETICS AND VISUAL RESOURCES

Cumulative Impacts to Scenic Resources, Existing Visual Character, and Light and Glare (pp. 3.11-7 and 4.0-10)

The proposed project, in conjunction with identified improvements to Bundy Canyon Road, could be perceived to have an adverse cumulative effect on scenic resources because of the need to remove oak

trees along the corridor. The proposed project may result in a loss of mature oak trees on the project site. In addition, the oak tree canopy along Bundy Canyon Road, located between Palm Avenue and Harvest Way East, may be impacted by the combination of the proposed project and the Riverside Transportation Commission's Bundy Canyon Road/Scott Road widening project. When taken together, the loss of oak trees and their habitat could be perceived to have an adverse cumulative effect on the visual character of the area.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in potentially cumulatively considerable impacts to aesthetics and visual resources (cumulative impacts to scenic resources, existing visual character, and light and glare). The following mitigation measure shall be implemented to reduce the severity of the impacts:

Mitigation Measure

MM 3.11.4 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 dripline of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes:

1) A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a).

2) The removal of all oak trees 5 inches or more in diameter at breast height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three (3) native oak trees of 5 gallons or larger size (or other appropriate tree specie as determined by the Planning Director, City Landscape Architect and applicant's Arborist) shall be planted for each oak tree removed that is greater than or equal to 5 inches diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted.

3) A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals.

4) Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the dripline of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan.

5) Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.

Residual Impact

After the implementation of mitigation measure MM 3.11.4, the proposed project's aesthetics and visual resources impacts would be less than cumulatively considerable.

7.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

The EIR determined that the proposed project does not have significant and unavoidable environmental effects.

8.0 FEASIBILITY OF PROJECT ALTERNATIVES

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are feasible, and therefore merit in-depth consideration, and which are infeasible. The alternatives analyzed in the Draft EIR were ultimately chosen based on each alternative's ability to feasibly attain the basic project objectives while avoiding or reducing one or more the project's significant effects. The EIR discussed several alternatives to the proposed project in order to present a reasonable range of alternatives. The alternatives evaluated included:

Alternative 1 – No Project Alternative, p. 5.0-2

Alternative 2 – Reduced Density Alternative, pp. 5.0-2 though -3

8.1 ALTERNATIVE 1 – NO PROJECT ALTERNATIVE

CEQA Guidelines Section 15126.6(e) requires that a "No Project" alternative be evaluated in an EIR. In the case where the project is a development project on identifiable property, such as the proposed project, the No Project analysis must discuss the circumstance under which the project does not proceed. The comparison is that of the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. The analysis allows the decision-makers to compare the impacts of approving the project with the impacts of not approving the project (CEQA Guidelines Section 15126.6(e)(3)(B)). It is important to note that the project area is both designated and zoned for development within The Farm Specific Plan. While taking no action on the proposed project would not result in this project moving forward, it is reasonable to assume that a project would be proposed at some point in the future consistent with The Farm Specific Plan.

The following analysis compares the No Project Alternative to the significant environmental impacts of the proposed project.

1. Land Use (p. 5.0-3)

The No Project Alternative would not result in changes to The Farm Specific Plan to allow an increase in density. While the Draft EIR does not consider the change to the Specific Plan a significant impact, leaving the plan unaltered would result in no impact. For purposes of this alternative, no impact is considered as having less of an impact to land use than the proposed project.

2. Population, Housing, and Employment (p. 5.0-3)

Section 3.2, Population/Housing/Employment, of the Draft EIR notes that the proposed project could generate 895 residents at full buildout. The Draft EIR determined that this represents a 2.73 percent increase in the current population, which is considered a less than significant impact. However, the No

Project Alternative would not result in any population or employment growth and therefore has impacts less than those of the proposed project.

3. Traffic and Circulation (pp. 5.0-3 though -4)

The No Project Alternative would not result in any new trips associated with construction or operation of new buildings, similar to those of the proposed project, as no homes or commercial uses would occur and there would be no new traffic. This alternative would not realign Bundy Canyon Road; however, the alignment would eventually occur as part of the Riverside County Regional Transportation Commission project already under way. As there would be no additional traffic, the project would not result in new signals at the Sellers Road, Monte Vista Drive, Harvest Way West, Harvest Way East, and Sunset Avenue intersections with Bundy Canyon Road. As noted in Table 3.3-11 of Section 3.3, Traffic and Circulation, of the Draft EIR, these intersections would operate at an unacceptable level of service in 2015 without the project. However, it is likely that many if not all of the intersections would be improved as part of the overall Bundy Canyon/Scott Road improvement project. Because there would be no new trips associated with the No Project Alternative, the impacts to traffic and circulation are considered less than those of the proposed project.

4. Air Quality (p. 5.0-4)

The air quality analysis for the proposed project identified that construction activities, such as clearing, excavation, and grading, and operation of the project would result in vehicle trips, resulting in significant emissions of nitrogen oxides (NOx) and reactive organic gases (ROG). While overall impacts are considered less than significant, the No Project Alternative would not result in any change in air quality impacts and would therefore result in less impact when compared to the proposed project.

5. Noise (p. 5.0-4)

As discussed in Section 3.5, Noise, of the Draft EIR, the proposed project has mitigation designed to protect proposed homes from the traffic projected to use the existing and expanded Bundy Canyon Road. Impact 3.5.3 also requires additional study for future uses at the commercial site. While the mitigation measures can reduce the impacts of the proposed project, the No Project Alternative would not expose residents to noise impacts associated with Bundy Canyon Road. Noise impacts are considered less than those of the proposed project.

6. Geology and Soils (p. 5.0-4)

The soil types on the project site are identified in Section 3.6, Geology and Soils, of the Draft EIR. As noted in Impact 3.6.3, there is undocumented artificial fill on the site that would need to be removed to allow for stable construction. Although mitigation measures reduce the impacts of the proposed project to a less than significant level, the soil impacts of the No Project Alternative are less than those of the proposed project.

7. Hydrology and Water Quality (p. 5.0-4)

The proposed project will result in additional impervious surface, including roadways, homes, driveways, and buildings. As discussed in Section 3.7, Hydrology and Water Quality, of the Draft EIR, the project proposes to collect all on-site stormwater flows via four major subsurface storm drain systems that will convey the flows to one of eight on-site extended detention basins. The stormwater drainage system and retention areas are also intended to address water quality issues associated with the runoff. While all impacts can be reduced to a less than significant level, the No Project Alternative does not result in additional construction of impervious surfaces, and impacts to hydrology and water quality would be less than the proposed project.

8. Biological and Natural Resources (p. 5.0-4)

The biological assessment for the site identified the potential for disturbance to nesting raptors and migratory birds associated with construction and operation. The No Project Alternative would not result in site disturbance and therefore would have no possibility of affecting nesting habitat. Although mitigation measures outlined in Section 3.8, Biological and Natural Resources, of the Draft EIR are typical of construction projects and will reduce the impacts of the proposed project to a less than significant level, the No Project Alternative would have no impact to biological resources when compared to the proposed project.

9. Cultural and Paleontological Resources (p. 5.0-5)

Cultural resources have been identified on the project site. Development of the site would have the potential for disturbance of undiscovered and presently unknown cultural and paleontological resources at the time the site is graded. While mitigation measures outlined in Impact 3.9.2 reduces impact to cultural and paleontological resources to a less than significant level, the No Project Alternative would not result in site disturbance and would not have the potential to disturb unknown resources. The alternative would therefore have less of an impact than the proposed project.

10. Public Services and Utilities (p. 5.0-5)

Section 3.10, Public Services and Utilities, of the Draft EIR determined that the proposed project would not have a significant impact on public services. However, because there would be no development and therefore no demand on existing services, the No Project Alternative would have less of an impact on public services than the proposed project.

11. Aesthetics and Visual Resources (p. 5.0-5)

Impact 3.11.4 of Section 3.11, Aesthetics and Visual Resources, of the Draft EIR determined that the proposed project would have an impact on oak trees adjacent to Bundy Canyon Road. While mitigation included in the Draft EIR will reduce this impact to a less than significant level, the No Project Alternative would not impact oak trees and would therefore have less of an impact than the proposed project.

12. Energy Use and Greenhouse Gases (p. 5.0-5)

The proposed project will generate greenhouse gases but at a level that is considered less than significant, as discussed in Impact 3.12.2 of Section 3.12, Energy Use and Greenhouse Gases, of the Draft EIR. The No Project Alternative would not generate any new greenhouse gasses and would therefore have less of an impact than the proposed project.

Cumulative (p. 5.0-5)

The No Project Alternative would leave the property in its current state, keep The Farm Specific Plan in its current form, and would not result in improvements to Bundy Canyon Road. While this alternative would result in no impacts to the environment, it also fails to meet any of the project objectives. However, because alternative is the only alternative that reduces or eliminates any of the mitigation measures, the No Project Alternative is the environmentally superior alternative.

Findings: While Alternative 1, the No Project Alternative, would not result in any significant environmental impacts, the City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that this alternative does not meet any of the following objectives of the proposed project:

- Provide a residential development that would assist the City in meeting its existing and future housing needs

- Provide a project that minimizes its impact on site resources and existing residents through site design

- Create the opportunity for future commercial/retail services to become established in the area and serve local residents

- Provide private park and recreational amenities for the future Oak Creek Canyon residents

- Improve existing public access through the site by improving Bundy Canyon Road

8.2 ALTERNATIVE 2 – REDUCED DENSITY ALTERNATIVE

The original application materials requested a project with 315 single-family lots with minimum parcel sizes of 4,000 to 7,200 square feet. The Notice of Preparation (NOP) was circulated with the original project. While the NOP was being circulated, the project applicant met with the neighbors and residents of The Farm community and reduced the project to the 275 single-family parcels and a minimum parcel size of 4,500 square feet. Ordinarily, this reduction in project features would be the reduced density alternative; however, the applicant modified the proposed project to reflect fewer parcels and larger parcel sizes as discussed with the public. This modified project then became the proposed project for purposes of the Draft EIR.

The Reduced Density Alternative was evaluated to determine whether a smaller project would result in fewer changes to Bundy Canyon Road or a reduction in necessary utilities such as water and sewer. As envisioned in this alternative, the proposed 4,500-square-foot lots identified for Unit 1 would be developed as 7,200-square-foot lots.

The following analysis compares the Reduced Density Alternative to the significant environmental impacts of the proposed project.

1. Land Use (p. 5.0-6)

The Reduced Density Alternative would not result in changes to The Farm Specific Plan to allow an increase in density or the increase in commercial land area. While the Draft EIR does not consider the change to the Specific Plan a significant impact, leaving the plan unaltered would result in no impact. For purposes of this alternative, no impact is considered as having less of an impact to land use than the proposed project.

2. Population, Housing, and Employment (p. 5.0-6)

Section 3.2, Population/Housing/Employment, of the Draft EIR notes that the proposed project could generate 895 residents at full buildout. The Draft EIR determined that this represents a 2.73 percent increase in the current population, which is considered a less than significant impact. The Reduced Density Alternative would generate 843 residents, which is less than the proposed project and represents a 2.62 increase in the population of Wildomar. The smaller commercial area could also result in fewer potential jobs; however, the jobs projection for both the proposed project and this alternative is too speculative to determine. As this alternative would result in fewer residents and therefore less demand on services, this alternative is considered to have less of an impact than the proposed project.

3. Traffic and Circulation (p. 5.0-7)

The Reduced Density Alternative would result in fewer trips than the proposed project. Table 3.3-6 in Section 3.3, Traffic and Circulation, of the Draft EIR estimates 3,933 daily trips from the proposed project. Using the same generation assumptions provided in Table 3.3-5 and assuming that the commercial site

would develop as a gas station/car wash only, this alternative would generate 3,702 daily trips, which represents a modest 6.25 percent decrease in the number of trips. The five intersections that require traffic signals would all require signals with or without the proposed project by 2015 (see Table 3.3-11). The slight decrease in the number of trips does not reduce or eliminate the need for the signals, as identified by the increase in delay shown in Table 3.3-10. Trips associated with construction would be marginally decreased, as fewer homes would be constructed and less commercial area developed. Overall, the Reduced Density Alternative would result in fewer overall trips, but would not significantly reduce the traffic impact when compared to the proposed project. Impacts are therefore considered similar to the proposed project.

4. Air Quality (p. 5.0-7)

The air quality analysis for the proposed project identified that construction activities, such as clearing, excavation, and grading, and operation of the project would result in vehicle trips, resulting in significant emissions of NOx and ROG. The Reduced Density Alternative would likely result in a similar amount of grading to create the streets and parcels. As noted above, trips associated with this alternative would be fewer, although not significantly reduced from the proposed project. There would be fewer vehicle trips associated with the commercial development; however, this reduction may be offset because area residents would not benefit from shorter trips for commercial needs. Overall, the fewer homes associated with the Reduced Density Alternative will result in slightly less of an air quality impact than the proposed project.

5. Noise (p. 5.0-7)

As discussed in Section 3.5, Noise, of the Draft EIR, the proposed project has mitigation designed to protect proposed homes from the traffic projected to use the existing and expanded Bundy Canyon Road. Impact 3.5.3 also requires additional study for future uses at the commercial site. As this alternative would allow for development within the units identified on the subdivision map, the mitigation established for the proposed project would remain in place. The mitigation for noise from Bundy Canyon Road is not solely the result of traffic from the proposed project, but rather the high traffic volumes anticipated on this connector between Interstate 15 (I-15) and Interstate 215 (I-215). While the Reduced Density Alternative may result in fewer residents subject to noise from the roadway, overall the noise impacts associated with the alternative would be similar to those of the proposed project.

6. Geology and Soils (p. 5.0-7)

The soil types on the project site are identified in Section 3.6, Geology and Soils, of the Draft EIR. As noted in Impact 3.6.3, there is undocumented artificial fill on the site that would need to be removed to allow for stable construction. Although mitigation measures reduce the impacts of the proposed project to a less than significant level, the soil impacts of the Reduced Density Alternative are similar to those of the proposed project.

7. Hydrology and Water Quality (p. 5.0-8)

The proposed project will result in additional impervious surface, including roadways, homes, driveways, and buildings. As discussed in Section 3.7, Hydrology and Water Quality, of the Draft EIR, the project proposes to collect all on-site stormwater flows via four major subsurface storm drain systems that will convey the flows to one of eight on-site extended detention basins. The stormwater drainage system and retention areas are also intended to address water quality issues associated with the runoff. The Reduced Density Alternative would result in slightly less impervious surface associated with the commercial development and fewer homes. It is likely that the amount of impervious surface associated with streets and sidewalks would remain similar to that of the proposed project. The largest single difference in impervious surface between this alternative and the proposed project will be the commercial area. If this area remains undeveloped, it may result in less of a need for some of the proposed storm drainage basin(s) or possibly a smaller footprint and design capacity for the basins. However, it is also likely that

the system would be designed to accommodate future development of this property, which would result in a storm drainage system similar to the proposed project. Overall, the Reduced Density Alternative would result in impacts to hydrology and water quality similar to the proposed project.

8. Biological and Natural Resources (p. 5.0-8)

The biological assessment for the site identified the potential for disturbance to nesting raptors and migratory birds associated with construction and operation. The Reduced Density Alternative would result in similar site disturbance and impacts to biological resources as the proposed project. The mitigation measures outlined in Section 3.8, Biological and Natural Resources, of the Draft EIR are typical for construction projects and would likely also be applied to the Reduced Density Alternative. As the amount of area graded for this alternative is similar to the proposed project, the impacts to biological resources would also be similar.

9. Cultural and Paleontological Resources (p. 5.0-8)

Cultural resources have been identified on the project site. Development of the site would have the potential for disturbance of undiscovered and presently unknown cultural and paleontological resources at the time the site is graded. Because this alternative would also result in excavation and grading, it is likely that the mitigation measures outlined in Impact 3.9.2 of this Draft EIR would also be applied to this alternative. As the area of disturbance for the Reduced Density Alternative would be similar to that of the proposed project, impacts to cultural resources would also be similar to those of the proposed project.

10. Public Services and Utilities (p. 5.0-8)

Section 3.10, Public Services and Utilities, of the Draft EIR determined that the proposed project would not have a significant impact on public services. The addition of population to the City of Wildomar will result in an incremental increase in the demand for public services. As fewer new residents would result from this alternative, there would be proportionately less demand for services. The Reduced Density Alternative would be expected to have less of an impact on public services than the proposed project.

11. Aesthetics and Visual Resources (pp. 5.0-8 through -9)

Impact 3.11.4 of Section 3.11, Aesthetics and Visual Resources, of the Draft EIR determined that the proposed project would have an impact on oak trees adjacent to Bundy Canyon Road. As this alternative would also result in the realignment of Bundy Canyon Road, the Reduced Density Alternative would also result in impact to the oak trees. While mitigation included in the Draft EIR will reduce this impact to a less than significant level, this alternative would result in removal of the oak trees and would therefore have the same impact as that of the proposed project.

12. Energy Use and Greenhouse Gases (p. 5.0-9)

The proposed project will generate greenhouse gases but at a level that is considered less than significant, as discussed in Impact 3.12.2 of Section 3.12, Energy Use and Greenhouse Gases, of the Draft EIR. The Reduced Density Alternative would generate less greenhouse gases because there would be fewer homes and less traffic associated with the residential and commercial components. The larger commercial area associated with the proposed project could reduce trips by residents of the proposed project and therefore reduce greenhouse gases. The smaller commercial area associated with the Reduced Density Alternative would have fewer services and would not reduce trips or reduce greenhouse gases as much as the proposed project. However, as the commercial uses have not been identified, it is not possible to determine whether the commercial development would in fact reduce greenhouse gases by appealing to residents and resulting in shorter trips. Overall, the fewer homes and smaller commercial project would result in fewer trips. Therefore, the Reduced Density Alternative would have less of an impact on greenhouse gases than the proposed project.

Cumulative (p. 5.0-9)

The Reduced Density Alternative would result in fewer homes and a smaller commercial area. This alternative would not require modification of The Farm Specific Plan and could be constructed with the current entitlements. The smaller commercial area would result in less opportunity for local commercial, meaning that both existing and future residents would have to drive farther for services. The reduction in the number of vehicle trips associated with this alternative is not sufficient to reduce the number of traffic signals or intersection improvements needed along Bundy Canyon Road. The amount of grading, development, and impact associated with this alternative is similar to that of the proposed project. Overall, while the Reduced Density Alternative does slightly reduce some impacts, the extent of physical impact on the existing environment is considered similar to that of the proposed project.

Findings Alternative 2, the Reduced Density Alternative, would not result in any significant environmental impacts and would meet all the project objectives. The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that this alternative is less desirable than the proposed project. It is rejected because while it would reduce the scale of some of the proposed project's impacts, it would not reduce any of these impacts to a degree that would change the significance of the impacts.

9.0 LONG-TERM IMPLICATIONS

CEQA Guidelines Section 15126.2(d) requires that an EIR evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined in CEQA Guidelines Section 15126.2(d) as follows:

> *…the way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth…Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also…the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.*

The Draft EIR evaluated whether the proposed project will induce economic, population, or housing growth directly, secondarily, and on The Farm Specific Plan.

9.1 Growth Inducement Potential

Implementation of the proposed project would involve the development of 275 single-family homes in the City of Wildomar. This project will require a modification of The Farm Specific Plan, a rezoning of the project site, and the approval of Tentative Tract Map 36388.

The proposed project also includes construction of public improvements necessary to support the subdivision, including two 500,000-gallon water tanks and an access road, a realigned portion of Bundy Canyon Road, and internal and external roadway improvements to City of Wildomar standards. The Draft EIR does not address the future development of the contained commercial property except in a conceptual manner, as there are no proposed land uses or specific development plans for the commercial portion of the site at this time.

9.2 Secondary Effects of Growth

Development of the proposed project would result in additional water storage, more travel lanes for a small portion of Bundy Canyon Road, and the extension of additional electrical and sewer lines into The Farm Specific Plan area for the proposed project. The project area has been zoned for medium-density residential development, and as shown in Figure 2.0-2, much of the area surrounding the proposed

project is already subdivided for residential development. Extension of utilities into this area of the city will allow for future development consistent with the existing General Plan and zoning designations; however, the growth potential is limited in this area by topography, existing development, and jurisdictional boundaries.

Construction of a portion of Bundy Canyon Road is consistent with the Bundy Canyon Road/Scott Road Improvement Project improvements proposed by the Riverside County Transportation Commission (RCTC) and will eventually result in additional traffic capacity. The additional capacity could increase the amount of traffic traveling between Interstate 15 in the west and Interstate 215 (via Scott Road) in the east. The eventual widening of Bundy Canyon Road between I-15 and I-215 is part of the regional transportation improvements managed by the RCTC and numerous cities in Riverside County. A Draft EIR for the Bundy Canyon Road improvements was circulated for public review in January 2013 (SCH 2007051156). The Bundy Canyon Road improvements will extend from I-15 in the west to I-215 in the east. The proposed project contains only a small portion of the overall road length contained within the project boundaries.

9.3 Growth Impact of the Requested Change in Density for The Farm Specific Plan

The net density for the proposed project will average 7.0 units per acre for the 41.30 acres of residentially developable land. This is an increase of 2.5 units per acre from the existing 4.5 units per acre allowed in The Farm Specific Plan for the same area. This increase results in an allowable increase in the number of homes from 243 to 290 for the project area. The proposed project is requesting 275 dwelling units, which is less than The Farm Specific Plan would allow. Note that both the existing Farm Specific Plan and the proposed project keep most of the project area in open space or roadways (105.5 acres of streets and open space for the existing Farm Specific Plan and 113.7 for the proposed project), which, when combined with biological and topographical constraints, substantially reduces the potential number of dwelling units.

When considered with the remainder of The Farm Specific Plan, however, the gross density does not change from the existing 1.3 dwelling units per acre and the overall net density increases from 2.6 to 2.7 units per acre. This overall increase in density is not considered a significant change in the allowable density, allowing a difference of only 40 units over the 739 existing net acres and representing an increase of approximately 2 percent. The increase in density associated with the proposed project is localized to only the area affected by the proposed project and would not result in any changes to existing allowable density for the remainder of The Farm Specific Plan. The overall changes to The Farm Specific Plan requested by the proposed project are small and would not result in substantial new growth or development within the Specific Plan area.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to growth inducement.

9.4 Irreversible Environmental Changes

The mitigation measures described in detail in this Draft EIR are similar to other construction-related requirements in the City of Wildomar. The specific location of the traffic signal and roadway improvements is based on the traffic impact analysis. The physical installation of traffic signals is similar to other intersections in the city and results in the need for excavation for footings, the installation of metal traffic signal support poles, and the use of power to operate the signals. Depending on the type of signal, there may also be detectors placed in the roadway surface to trigger the signal. The intersection improvements will involve sidewalk, curb, and gutter, with a small amount of pavement and paint used for turn lanes. The improvements at each intersection will be consistent with the City of Wildomar development standards as well as with the design expectations for Bundy Canyon Road.

There are no unique or extraordinary mitigation measures or requirements necessary for this development project to reduce environmental impacts to a less than significant level.

Findings: The City finds, based on the Draft EIR, the Final EIR, and the whole of the record, that the proposed project will result in less than significant impacts related to irreversible environmental changes.

10.0 FINDINGS ON CHANGES TO THE EIR AND RECIRCULATION

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of a Draft EIR, but before certification. Such new information includes: (i) significant changes to the project; (ii) significant changes in the environmental setting; or (iii) significant additional data or other information. Section 15088.5 further provides that "[n]ew 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."

No new or substantial changes to the Draft EIR were proposed as a result of the public comment process. The Final EIR responds to comments and makes changes, clarifications or additions to the Draft EIR in order to help clarify the project and its impacts in response to public or agency comments. The minor changes, clarifications, or additions to the Draft EIR do not identify any new significant impacts or substantial increase in the severity of any environmental impacts, and do not include any new mitigation measures that would have a potentially significant impact. Therefore, recirculation of the EIR is not required.

11.0 FINDINGS ON MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

Pursuant to CEQA and CEQA Guidelines Sections 15091(d) and 15097, the lead agency (in the case of the proposed project, the City of Wildomar) for a proposed project must adopt a program for monitoring or reporting mitigation measures identified in the EIR, if the lead agency makes findings of significant impacts during the process of certifying the EIR. The primary purpose of the Mitigation Monitoring and Reporting Program (MMRP) is to ensure that the mitigation measures identified in the EIR are implemented, thereby reducing or avoiding identified environmental impacts. Due to the specialized nature of some of the mitigation measures identified in the EIR, the City may delegate responsibilities to environmental monitors or other professionals, as warranted.

MITIGATION MONITORING AND REPORTING PROGRAM

The purpose of the MMRP is to ensure the effective implementation of the mitigation measures imposed by the City for the proposed project. In addition, the MMRP provides a means of identifying corrective actions, if necessary, before irreversible environmental damage occurs. The MMRP includes:

- A brief description of each impact expected to occur from the proposed project;
- Mitigation measure(s) associated with each impact;
- Responsible monitoring party;
- Responsible implementing party;
- Implementation phase (i.e., pre-construction, construction, prior to occupancy, post-occupancy); and

- Completion date and initials of reviewing party.

As the lead agency for the proposed project, the City will be required to comply with all applicable plans, permits, and conditions of approval for the proposed project, in addition to implementation of the MMRP. The mitigation measures presented in the MMRP will be implemented as indicated to avoid or minimize environmental impacts as a result of the proposed project.

The Draft EIR was released for public and agency review on November 21, 2012, with the 45-day review period ending on January 7, 2013. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. The Draft EIR was provided to interested public agencies and the public and was made available for review on the City's website, at Wildomar City Hall, 23873 Clinton Keith Road in Wildomar, and at the Mission Trail Community Library, 34303 Mission Trail, Wildomar, CA 92595.

EXHIBIT 4 - OF ATTACHMENT A
(Oak Creek Canyon Mitigation Monitoring and Reporting Program)

Oak Creek Canyon (Project No. 11-0261) Mitigation Monitoring and Reporting Program

1 INTRODUCTION

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the **Oak Creek Canyon Residential Development** (Planning Application No. 11-0261) project. This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment". An MMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

2 MITIGATION MONITORING AND REPORTING PROGRAM

As lead agency, the City of Wildomar will be responsible for monitoring compliance with all mitigation measures. Different departments within the city are responsible for aspects of the project. The MMRP identifies the department with the responsibility for ensuring the measure is completed however it is expected that one or more departments will coordinate efforts to ensure compliance.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below:

1. **Mitigation Measure:** The mitigation measures are taken from the EIR, in the same order that they appear in the EIR.
2. **Timing:** Identifies at which stage of the project the mitigation must be completed.
3. **Monitoring Responsibility:** Identifies the department within the City with responsibility for mitigation monitoring.
4. **Verification (Date and Initials):** Provides a contact who reviewed the mitigation measure and the date the measure was determined complete.

Mitigation **M**onitoring and **R**eporting **P**rogram

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
3.1 Land Use – None Required	**N/A**	**N/A**	**N/A**
3.2 Population, Housing and Employment – None Required	**N/A**	**N/A**	**N/A**
3.3 Traffic			
MM 3.3.1 The project applicant shall be required to implement the following traffic improvements: <u>*Sellers Road/Bundy Canyon Road*</u> • Install a traffic signal. <u>*Monte Vista Drive/Bundy Canyon Road*</u> • Install a traffic signal. <u>*Harvest Way West/Bundy Canyon Road*</u> • Install a traffic signal. • Stripe a shared northbound through-right turn lane in place of the existing de facto right turn lane. • Construct a southbound left turn lane and shared through-right turn lane. • Construct an eastbound left turn lane and two additional through lanes. • Construct two additional westbound through lanes. <u>*Harvest Way East/Bundy Canyon Road*</u> • Install a traffic signal. • Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane. <u>*Sunset Avenue/Bundy Canyon Road*</u> • Install a traffic signal. • Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane.	*Prior to issuance of Final Map, a subdivision improvement agreement will be executed that will establish the precise timing for the improvements. All improvements shall be in place prior to full build out of the project.*	*City of Wildomar Public Works Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
• Ensure a northbound and southbound lane of traffic along the frontage of the commercial parcel. • Coordinate improvements with the City of Menifee.			
MM 3.3.4 The project applicant will prepare and implement a Traffic Management Plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period.	*Prior to filing of a final map*	*City of Wildomar Public Works and Planning Departments*	
MM 3.3.5 The project applicant shall be required to implement, or pay a fair share of the costs of the implementation of, the following traffic improvements: *Murrieta Road/Scott Road* • Install a traffic signal. • Construct an eastbound left turn lane. • Restripe the southbound shared left-right turn lane as a right turn lane and construct two left turn lanes. • Construct an additional eastbound through lane. • Construct an additional westbound through lane and a dedicated right turn lane. *I-215 Southbound Ramps/Scott Road* • Restripe the southbound shared left-through lane as a left turn lane and construct a second left turn lane and second right turn lane. • Construct three additional eastbound through lanes.	*Prior to issuance of building permits.*	*City of Wildomar Public Works and Building Departments*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
• Eliminate the westbound left turn lane and construct two additional through lanes and a right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. <u>*I-215 Northbound Ramps/Scott Road*</u> • Construct a second northbound right turn lane and restripe the shared left-through lane as a through lane. • Construct two southbound right turn lanes. • Construct a second eastbound left turn lane and two additional through lanes. • Construct two additional westbound through lanes and a shared through-right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. This project's payment of the TUMF is considered adequate mitigation.			
3.4. Air Quality			
MM 3.4.2a The following measures shall be incorporated into project plans and specifications and complied with by the project applicant at all times during construction: • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph). • The construction contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least	*As a condition of project approval, and implemented during ground-disturbing activities*	*City of Wildomar Public Works and Building Departments*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
three times a day, preferably in the mid-morning, afternoon, and after work is done for the day. (As shown in Table XI-A in **Appendix 3.4-1**, implementation of this measure is estimated to reduce PM_{10} and $PM_{2.5}$ fugitive dust emissions by approximately 61 percent.) • The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour (mph) or less to reduce PM_{10} and $PM_{2.5}$ fugitive dust haul road emissions by approximately 44 percent.			
MM 3.4.2b Prior to issuance of a grading permit, the grading plans shall reference that a sign will be posted on-site stating that construction workers need to shut off engines after 5 minutes of idling. The California Air Resources Board, in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, imposes a requirement that heavy-duty trucks accessing the site shall not idle for greater than 5 minutes at any location. This measure is intended to apply to construction traffic	*As a condition of project approval, and implemented during ground-disturbing activities*	*City of Wildomar Public Works and Building Departments*	
3.5 Noise			
MM 3.5.1a The project applicant shall construct at least a 6.5-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 33–50 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1) Masonry block 2) Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot	*Prior to a Certificate of Occupancy for lots 33–50 (Phase 18 planning area)*	*City of Wildomar Public Works and Building Departments*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
3) Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot 4) Earthen berm 5) Any combination of these construction materials The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.			
MM 3.5.1b The project applicant shall construct a 6.0-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1) Masonry block 2) Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot 3) Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot 4) Earthen berm 5) Any combination of these construction materials 6) The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.	*Prior to a Certificate of Occupancy for lots 89–96, 131–144, 150–164 (Phase 9 planning area) and 198–222 (Phase 17A planning area)*	*City of Wildomar Planning and Building Departments*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
MM 3.5.1c The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first-floor elevations, with upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 29 at second-floor elevations for lots 33–50, 89–96, 131–144, 152–164, and 198–222.	*Prior to a Certificate of Occupancy (as a part of building permit requirements) for lots 33–50, 89–96, 131–144, 152–164, and 198–222*	*City of Wildomar Planning and Building Departments*	
MM 3.5.1d The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first- and second-floor elevations for lots 1–3, 145–151, 173, 197, and 223–224.	*Prior to a Certificate of Occupancy (as a part of building permit requirements) for lots 1–3, 145–151, 173, 197, and 223–224*	*City of Wildomar Planning and Building Departments*	
MM 3.5.1e All window and door assemblies used throughout the project shall be free of cutouts and openings and shall be well fitted and well weather-stripped.	*Prior to a Certificate of Occupancy (as a part of building permit requirements)*	*City of Wildomar Planning and Building Departments*	
MM 3.5.1f A final noise study shall be prepared prior to obtaining building permits for lots 1–3, 33–50, 89–96, 131–151, 152–164, 173, and 197–224. This report will finalize the noise requirements based upon precise grading plans and actual building design specifications. The report may result in the need for additional building-specific architectural treatments to meet the interior noise specifications of the City.	*As a part of building permit requirements*	*City of Wildomar Planning and Building Departments*	
MM 3.5.3 The project applicant shall ensure that future commercial uses do not result in exterior noise levels at the nearest sensitive receptor that exceeds 65 dB or interior noise levels that exceed 45 dB. Examples of design features that can be used to reduce noise impacts associated with any future commercial use include, but are not limited to, noise barriers (walls), limited hours of operation, reconfiguration of site design, or restriction of uses or types of use.	*Prior to approval of a Plot Plan or Conditional Use Permit for any commercial development within the Phase 19 planning area*	*City of Wildomar Planning and Building Departments*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
3.6 Geology and Soils			
MM 3.6.3 All existing undocumented artificial fill, topsoil, Quaternary alluvium, Quaternary older alluvium, and unsuitable upper intensely weathered Cretaceous gabbro should be over-excavated to underlying competent Cretaceous gabbro within the areas of proposed structures, fill, or improvements. Anticipated removal depths range from approximately 2 to 14 feet below the existing surface.	*During grading and building activities*	*City of Wildomar City Public Works and Building Departments*	
3.7 Hydrology and Water Quality			
MM 3.7.1 Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) and be consistent with the *Riverside County Stormwater Quality Best Management Practice Design Handbook,* to ensure that potential water quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site	*Prior to the issuance of a grading permit*	*City of Wildomar Engineering Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device. The project will be responsible for maintenance of the basins to ensure they drain within 72 hours of a storm event.			
3.8 Biological and Natural Resources			
MM 3.8.2 The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, then preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment) at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest. Alternative exclusion zones may be established through consultation with the CDFG and the USFWS. The exclusion zones shall remain in force until all young have fledged. Reference to this requirement and to the Migratory Bird Treaty Act shall be included in the construction specifications.	*The project applicant shall incorporate requirements into all rough and/or precise grading plan documents. The project applicant's construction inspector shall monitor to ensure that measures are implemented during construction.*	*City of Wildomar Planning and Public Works Departments*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.			
MM 3.8.3a Per MSHCP Species-Specific Objective 6, pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present will be conducted for all covered activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. If owls are found on site during the pre-ground-disturbance survey, the City shall immediately notify both the Regional Conservation Authority (RCA) and the wildlife agencies. A conservation strategy will then be developed by the wildlife agencies and the RCA in accordance with the CDFW's "Staff Report on Burrowing Owl Mitigation." The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be conducted between December 1 and January 31. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) out from the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.	*30-days prior to any vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department*	
MM 3.8.3b Based on the burrowing owl survey results, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance if owls are found to be present: • If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) shall be avoided from February 1 through August 31 by a minimum of a 75-meter (250 feet) buffer or until fledging has occurred. Following	*Prior to any vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)

fledging, owls may be passively relocated by a qualified biologist.
• If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through noninvasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by the CDFG (2012).
• The RCA and Wildlife agencies do not support passive relocation of burrowing owls except in narrow circumstances where there is suitable adjacent conserved land available. There is currently no suitable land adjacent to the project. If relocation of the owls is approved for the site by the Wildlife Agencies, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:
  • The location of the nest and owls proposed for relocation.
  • The location of the proposed relocation site.
  • The number of owls involved and the time of year when the relocation is proposed to take place.
  • The name and credentials of the biologist who will be retained to supervise the relocation.
  • The proposed method of capture and transport for the owls to the new site.
  • A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).			

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
• A description of efforts and funding support proposed to monitor the relocation. • If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (i.e., parking areas), active burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort (e.g., killing of young).			
MM 3.8.4 The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a US Army Corps of Engineers (USACE) approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFG, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.	*Prior to project vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department and Public Works Department*	
MM 3.8.5a The jurisdictional delineation shall be verified by the USACE and the California Department of Fish and Wildlife for waters of the State and submitted to the City for review.	*Prior to any vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department and Public Works Department*	
MM 3.8.5b The project applicant shall ensure that the project will result in no net loss of waters of the United States and waters of the State by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation. Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities; these programs are generally administered by government agencies or nonprofit organizations that have established an agreement with the	*Prior to any vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department and Public Works Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
regulatory agencies to use in-lieu fee payments collected from permit applicants; and/or (c) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity.			
MM 3.8.8a If riparian/riverine habitats covered under the MSHCP cannot be avoided, the project applicant shall submit a Determination of Biological Equivalent or Superior Preservation (DBESP), as outlined in Section 4.2 of the MSHCP Permittee Implementation Guidance Manual, to the City for approval. The project applicant shall ensure that the project will result in no net loss of riparian/riverine habitats by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the DBESP. Mitigation accomplished under mitigation measure **MM 3.8.5b** may apply to meet the standards where appropriate.	*Prior to any vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department and Public Works Department*	
MM 3.8.8b The project applicant shall submit plans that illustrate how disturbance to the portion of the project site located within the portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan will be avoided for City for approval.	*Prior* to *any vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department and Public Works Department*	
MM 3.8.8c The project applicant shall submit fees to the City in accordance to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the MSHCP Mitigation Fee Area and the Stephens' Kangaroo Rat Mitigation Fee Area.	*Prior to any vegetation removal or ground-disturbing activities*	*City of Wildomar Planning Department*	
3.9 Cultural and Paleontological Resources			
MM 3.9.2a At least 30 days prior to the issuance of the first grading permit, the project applicant shall enter into a Cultural Resources Treatment and Tribal Monitoring Agreement with the Pechanga Band of Luiseno Indians.	*Prior to ground-disturbing activities*	*City of Wildomar Planning and Building Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
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; and 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 Pechanga Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit..			
MM 3.9.2b Should any cultural resources be uncovered during the grading and construction phases of the proposed project, work shall be halted or relocated to an area outside of the area in which the resource was found while the project archaeologist and the Pechanga representative identify the resource and reassess the area. If the resource found is determined to be an historical or unique archeological resource, a time allotment sufficient to allow for the implementation of avoidance measures or appropriate mitigation shall be made available. Work on the proposed project may continue in other areas of the project site while any historical or unique archeological resource mitigation takes place.	*During all grading and construction activities*	*City of Wildomar Planning Department* and *Public Works Department*	
MM 3.9.2c Prior to beginning project construction, 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 in consultation with the Pechanga Tribe. The project archaeologist shall be responsible for updating the State DPR forms and completing an Archaeological Monitoring Report detailing the results of the monitoring program, including the final disposition of CA-RIV-8282 and CA RIV-	*During all grading and construction activities*	*City of Wildomar Planning Department* and *Public Works Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
1256, updated DPR forms, a complete catalog list of resources collected during monitoring activities, and any other pertinent information related to the project. A final copy of the study shall be sent to the project applicant, the City of Wildomar, the Eastern Information Center, and the Pechanga Tribe.			
MM 3.9.2d Prior to beginning project construction, the project applicant shall file an archaeological monitoring 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 to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in mitigation measure MM 3.9.2, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the Pechanga Tribe in order to evaluate the significance of any archaeological resource discovered on the property. Tribal and archaeological monitors shall be allowed to monitor all grading, excavation, and groundbreaking activities, and shall also have the authority to temporarily stop and redirect grading activities.	*During all grading and construction activities*	*City of Wildomar Planning Department* and *Public Works Department*	
MM 3.9.2e The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the Pechanga Tribe for proper treatment and disposition. The Tribe maintains a 36 CFR Part 79 standard facility and requests that all artifacts, not including human remains, sacred/ceremonial items, or grave goods, be curated at that facility. Further, all sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.	*During all grading and construction activities*	*City of Wildomar Planning Department* and *Public Works Department*	
MM 3.9.2f Significant site CA-RIV-8282 cannot be avoided as the preferred option per CEQA. As there are no large boulder outcrops or other predominant features located within this site, no measures are necessary for relocation.	*During all grading and construction activities*	*City of Wildomar Planning Department* and *Public Works Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
However, because the archaeological testing plan identified cultural resources on the surface and at least 35 centimeters in depth, controlled grading will occur within the boundaries of CA-RIV-8282 in order to observe any buried features, artifacts, or human remains that were not identified during testing. A plan detailing the controlled grading will be prepared in consultation with the Pechanga Tribe describing the process and duration of the grading in this area prior to grading in the CA-RIV-8282 area.			
MM 3.9.2g Significant site CA-RIV-1256 will be avoided through design of the project. Prior to development in the area, the project archaeologist and the Pechanga Tribe will fence the area to be protected. No impacts to the area should occur during grading. Upon completion of the grading in this area, the fencing will be removed. The Pechanga Tribe and the project applicant will develop a long-term management plan for CA-RIV-1256.	*During all grading and construction activities*	*City of Wildomar Planning Department* and *Public Works Department*	
MM 3.9.3 Prior to issuance of a grading permit, the project applicant shall present a letter to the Chief Building Official indicating that a qualified paleontologist has been retained to carry out a paleontological monitoring and salvage program. The contracting paleontologist shall be present to monitor all initial ground-disturbing activities in native soils or sediments, including all vegetation removal. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work in the immediate vicinity shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the project applicant shall consider the recommendations of the qualified paleontologist. The City, the qualified paleontologist, and the project applicant shall consult and agree upon	*As a condition of project approval, and implemented prior to issuance of a grading permit and during ground-disturbing activities*	*City of Wildomar Planning Department and Public Works Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
implementation of a measure or measures that the City, the qualified paleontologist, and the project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by the project applicant, qualified paleontologist, and the City, as well as the Native American tribal representative if relevant, as to the appropriate preservation or mitigation measures.			
MM 3.9.4 In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: 1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Riverside County Coroner shall be contacted to determine whether an investigation into the cause of death is required; and b. If the Riverside County Coroner determines the remains are Native American: i. The Coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. iii. The most likely descendent 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	*As a condition of project approval, and implemented prior to issuance of a grading permit and during ground-disturbing activities*	*City of Wildomar Planning Department and Public Works Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
Section 5097.98; or 2) 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 subsurface disturbance. a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; b. The descendant identified fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.			
3.10 Public Services and Utilities – None Required	**N/A**	**N/A**	**N/A**
3.11 Aesthetics and Visual Resources			
MM 3.11.4 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 dripline of trees within the area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes: 1) A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a). 2) The removal of all oak trees 5 inches or more in diameter	*Prior to any ground disturbance activities*	*City of Wildomar Planning Department and Public Works Department*	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
at breast height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three (3) native oak trees of 5 gallons or larger size (or other appropriate tree specie as determined by the Planning Director, City Landscape Architect and applicant's Arborist) shall be planted for each oak tree removed that is greater than or equal to 5 inches diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted. 3) A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals. 4) Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the dripline of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan. 5) Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and			

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
approved by the City.			
3.12 Energy Use and Greenhouse Gas – None Required	**N/A**	**N/A**	**N/A**

ATTACHMENT B

Resolution No. 2013-11
General Plan Amendment

RESOLUTION NO. 2013 - 11

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT (PLANNING APPLICATION NO. 11-0261) TO: 1) AMEND THE GENERAL PLAN LAND USE MAP FROM MEDIUM DENSITY RESIDENTIAL TO MEDIUM HIGH DENSITY RESIDENTIAL FOR PHASE/PLANNING AREAS NO. 9 AND 18; 2) TO AMEND THE GENERAL PLAN LAND USE MAP FROM MEDIUM DENSITY RESIDENTIAL (ON A PORTION OF APN: 362-080-004) TO COMMERCIAL RETAIL FOR PHASE/PLANNING AREA NO. 19 AND 3) INCREASE THE SIZE OF PHASE/PLANNING AREA NO. 19 FROM 1.0 ACRES TO 5.0 ACRES AND RELOCATE THE PHASE/PLANNING AREA TO THE SOUTHWEST CORNER OF BUNDY CANYON ROAD AND SUNSET AVENUE (ON A PORTION OF APN: 362-080-004) FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

WHEREAS, the Planning Department has received an application for a General Plan Amendment filed by:

Applicant/Owner:	Bill Lo, Sunbelt Communities
Project Location:	The Farm Specific Plan Area
APN:	362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015)
Project Area:	151.23 acres

WHEREAS, the City Council of the City of Wildomar, California, has the authority and has reviewed the proposed Oak Creek Canyon Development project and General Plan Amendment No. 11-0261 as proposed in accordance with the California Government Code, Sections 65358, Section 65453, and 65853 and the City of Wildomar Municipal Code, Title 17; and

WHEREAS, the proposed Oak Creek Canyon Development is considered a "project" as defined by the California Environmental Quality Act, Public Resources Code § 21000 et seq. ("CEQA"); and

WHEREAS, the Planning Director determined that there was substantial evidence that the Oak Creek Canyon Development may have one or more significant effects on the environment and that preparation of an Environmental Impact Report ("EIR") was therefore warranted under Public Resources Code § 21080(d) and § 21082.2(d); and,

WHEREAS, the City circulated a Notice of Preparation (NOP) of the Draft EIR from March 5, 2012 through April 6, 2012; and

WHEREAS, the City conducted a public scoping meeting concerning the proposed project on March 13, 2012; and

WHEREAS, upon completion of the Draft EIR, the City provided Notice of Completion (NOC) to the State Office of Planning and Research on Wednesday, November 19, 2012, as required under CEQA Guidelines § 15085 and provided Notice of Availability on November 21, 2012, as required under CEQA Guidelines § 15087; and,

WHEREAS, on November 21, 2012, the City published Notice of Availability in "The Californian" (a local newspaper of general circulation), and gave notice to the Riverside County Clerk, and all interested parties requesting said notice regarding the preparation and review of a draft environmental impact report (SCH# 2012031064) for the proposed project (Planning Application No. 11-0261 / TTM No. 36388), and was posted in three public places for review at 1) Wildomar City Hall, 2) Wildomar Mission Trail Library, 3) The Riverside County Clerk of the Board of Supervisors, and on the City of Wildomar website; and

WHEREAS, the Draft EIR was circulated to the public, responsible agencies and other interested parties as required by CEQA Guidelines § 15087 for a period of 45 days commencing on November 19, 2012 and closing on January 7, 2013 in accordance with CEQA Guidelines § 15105(a); and

WHEREAS, before the close of the public comment period the City received 11 comments on the Draft EIR; and

WHEREAS, the EIR consists of the following documents included as Exhibits to this Resolution: Exhibit 1: Oak Creek Canyon Development, Draft Environmental Impact Report, State Clearinghouse Number 2012031064, November 2012; and Exhibit 2: Oak Creek Canyon Final Environmental Impact Report, February 22, 2013; and Exhibit 3: Oak Creek Canyon Development Environmental Impact Report Findings of Fact; and, Exhibit 4: Oak Creek Canyon Development Mitigation Monitoring and Reporting Program; and

WHEREAS, this EIR, as authorized under CEQA Guidelines § 15150, incorporates by reference the City of Wildomar General Plan, Zoning Ordinance, and the Final EIR prepared for the project; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090, the City of Wildomar Planning Department, on March 17, 2013, gave public notice by mailing 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 the General Plan Amendment No. 11-0261 that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090 the City of Wildomar Planning Department, on March 17, 2013, published a legal notice in "The Californian", a local newspaper of general circulation, in compliance with State law notifying the public of the holding of a public hearing for the General Plan Amendment No. 11-0261 that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on March 27, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the General Plan Amendment No. 11-0261, and at which time the City Council received public testimony concerning General Plan Amendment No. 11-0261, and continued action to the April 23, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on April 23, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the General Plan Amendment No. 11-0261, and at which time the City Council received public testimony concerning General Plan Amendment No. 11-0261, and continued action to the May 8, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on May 8, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the General Plan Amendment No. 11-0261, and at which time the City Council received public testimony concerning General Plan Amendment No. 11-0261, and continued action to the May 22, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on May 22, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to the proposed the General Plan Amendment No. 11-0261, and at which time the City Council received public testimony concerning General Plan Amendment No. 11-0261.

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

SECTION 1. CEQA:

The approval of this General Plan Amendment is in compliance with requirements of the California Environmental Quality Act ("CEQA"), in that on May 22, 2013, at a duly noticed public hearing, the City Council approved and certified an Environmental Impact Report reflecting its independent judgment and analysis and documenting the environmental impacts and mitigation measures related to the project. 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 Rd., Suite 201, Wildomar, CA 92595.

SECTION 2. GENERAL PLAN AMENDMENT FINDINGS.

Pursuant to Government Code Section 65350 – 65362, the City Council makes the following findings pertaining to the Oak Creek Canyon General Plan Amendment (Planning Application No. 11-0261):

A. The proposed General Plan Amendment will not cause any internal inconsistencies in the General Plan.

The applicant is proposing to: 1) amend the General Plan Land Use designation for Phase/Planning Area No. 9 and 18 from Medium Density Residential to Medium High Density Residential to accommodate 84 single family lots with a minimum lot size of 6,000 square feet and 88 single family lots with a minimum lot size of 4,500 square feet, respectively; 2) amend the General Plan land use map from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19; and 3) to increase the size of Phase/Planning Area No. 19 from 1.0 acres to 5.0 acres and relocate it to the southwest corner of Bundy Canyon Road and Sunset Avenue.

Phase/Planning Area No. 9

The amendment from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) for the Phase/Planning Area No. 9 will not create any inconsistencies in the General Plan. Further the proposed amendment is needed to accommodate the proposed development of 84 single family residences (one and two story). Under the MHDR designation for this phase/planning area, the parcels will range in size from a minimum of 6,000 to 10,100 square feet (depending on location) with an average lot size of 6,641 square feet. While the MHDR designation allows for densities that range from 5 – 8 units/acre, the proposed project density for this phase/planning area is about 3.5 units per acre and well under the maximum allowed under the current MDR designation of 2 – 5 units per acre. The proposed lot design for this phase/planning area has a minimum lot size requirement of 6,000 square feet which is consistent with the current requirements of the Farm Specific Plan.

Phase/Planning Area No. 18

The amendment from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) for the Phase/Planning Area No. 18 will not create any inconsistencies in the General Plan. Further, proposed amendment is needed to accommodate the proposed development of 88 single-story, single family residences within this phase/planning area. Under the MHDR designation for this phase/planning area; the parcels will range in size from a minimum of 4,500 square feet to 8,900 square feet (depending on location) with an average lot size of 5,623

square feet which meets the provisions of the General Plan. Under the current land use designation of MDR, this phase/planning area allows for the development of single-family residences (1-or 2-story dwellings) on parcels range in size from a 5,500 square feet to 20,000 square feet. The requirement/condition to limit the height of residences to one-story will be in keeping with the existing residences within the general area. The average lot size proposed is just 377 square feet shy of the minimum lot size of 6,000 square feet currently allowed under the provisions of the Farm Specific Plan. When considering the density of this phase/planning area, the proposed density of 4.38 units/acre is within the existing density range of 2 – 5 units per acre of the MDR designation.

Phase/Planning Area No. 19:

The amendment from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19, and the proposal to increase the size of the phase/planning area from 1.0 acres to 5.0 acres and relocate will not create any inconsistencies in the General Plan. Further, proposed amendment will be consistent with the General Plan in that the commercial land use designation will create an expanded opportunity for residents within the Oak Creek Canyon and Farm community (and the general area) to have increased neighborhood level shopping opportunities within a close proximity to homes in accordance with the General Plan.

SECTION 3. CITY COUNCIL ACTION:

The City Council approves General Plan Amendment No. 11-0261 to do the following:

1) Amend the General Plan Land Use designation for Phase/Planning Area No. 9 and 18 from Medium Density Residential to Medium High Density Residential to accommodate 84 single family lots with a minimum lot size of 6,000 square feet and 88 single family lots with a minimum lot size of 4,500 square feet, respectively, as illustrated herein and attached hereto to this Resolution as Exhibit 1; and

2) Amend the General Plan land use map from Medium Density Residential (on a portion of APN: 362-080-004) to Commercial Retail for Phase/Planning Area No. 19 as illustrated herein and attached hereto to this Resolution as Exhibit 1; and

3) Increase the size of Phase/Planning Area No. 19 from 1.0 acres to 5.0 acres and relocate it to the southwest corner of Bundy Canyon Road and Sunset Avenue, as illustrated herein and attached hereto to this Resolution as Exhibit 1.

PASSED, APPROVED AND ADOPTED this 22nd day of May, 2013.

_____
Timothy Walker
Mayor

APPROVED AS TO FORM:

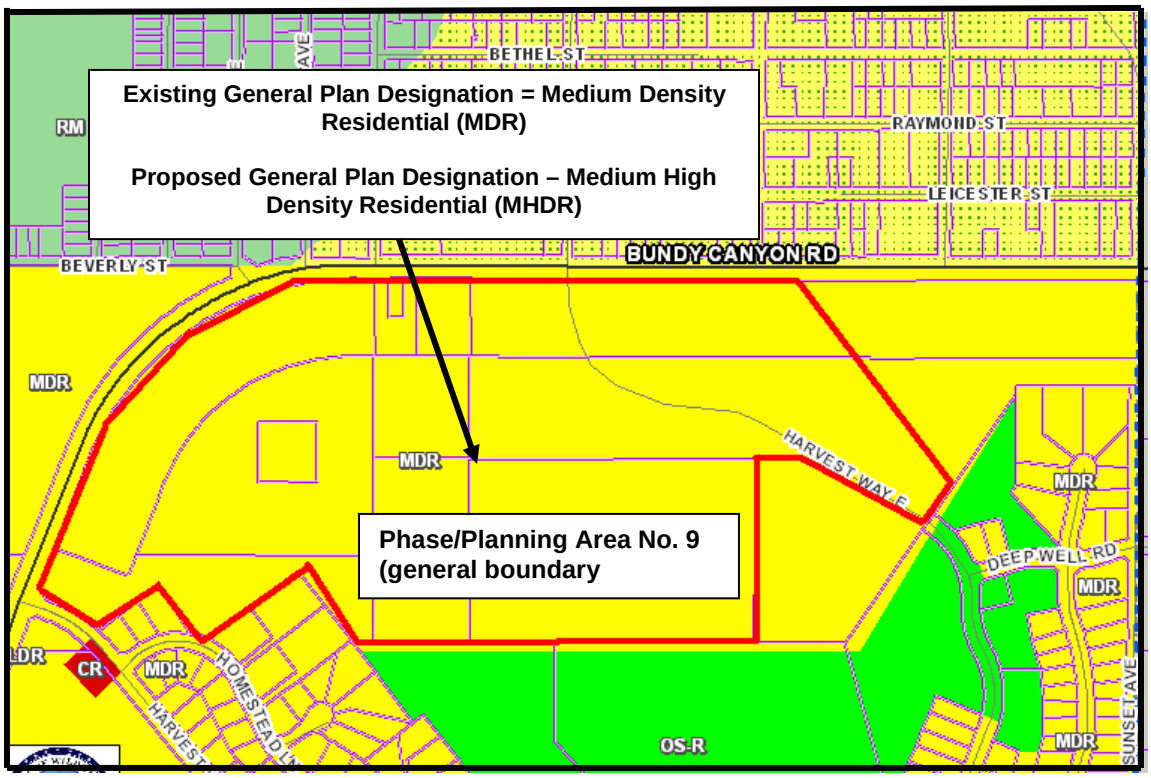
_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Debbie A. Lee, CMC
City Clerk

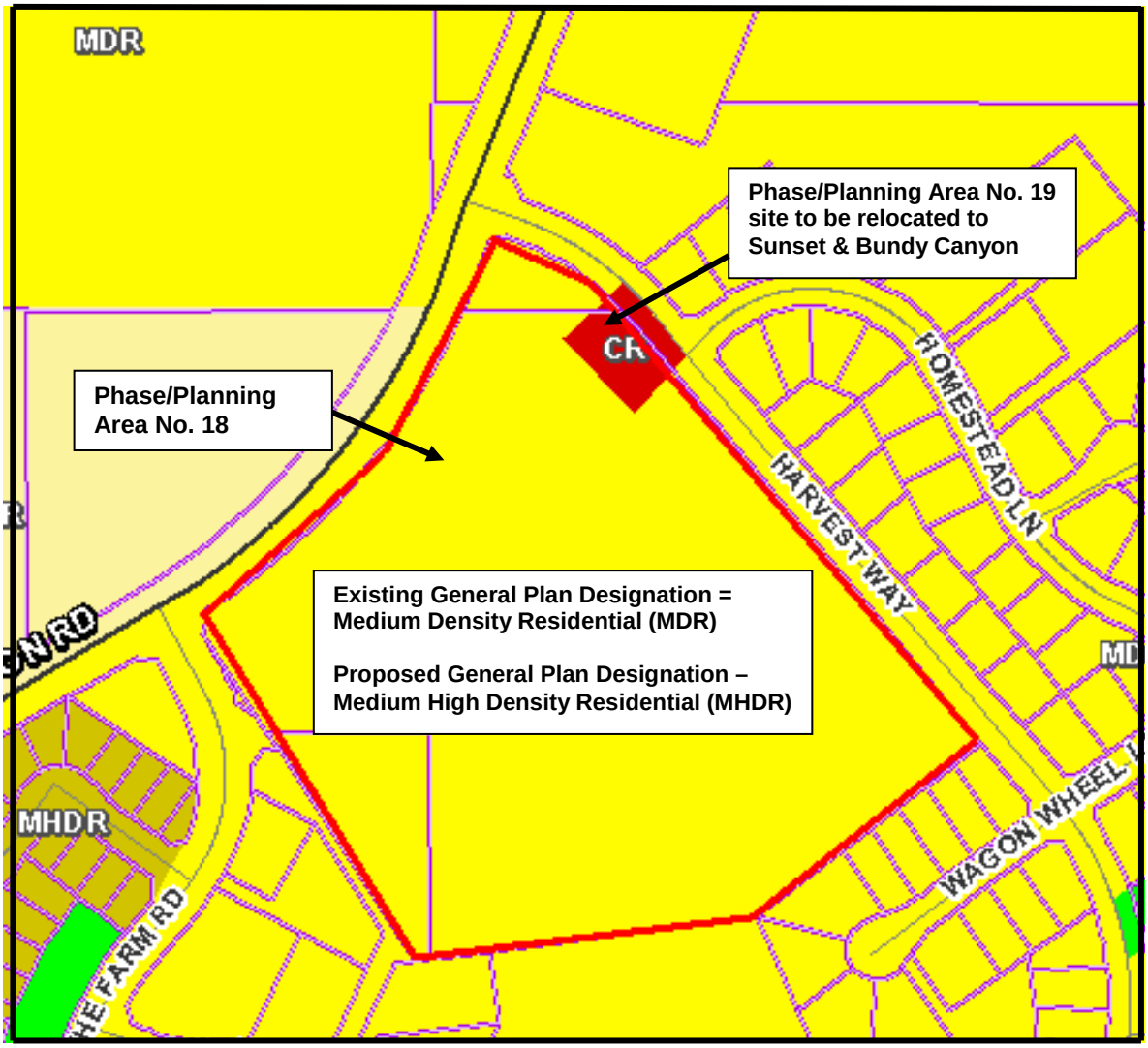
EXHIBIT 1
ATTACHMENT B

Existing and Proposed Land Use
Phase/Planning Area No. 9 Land Use Amendment Exhibit



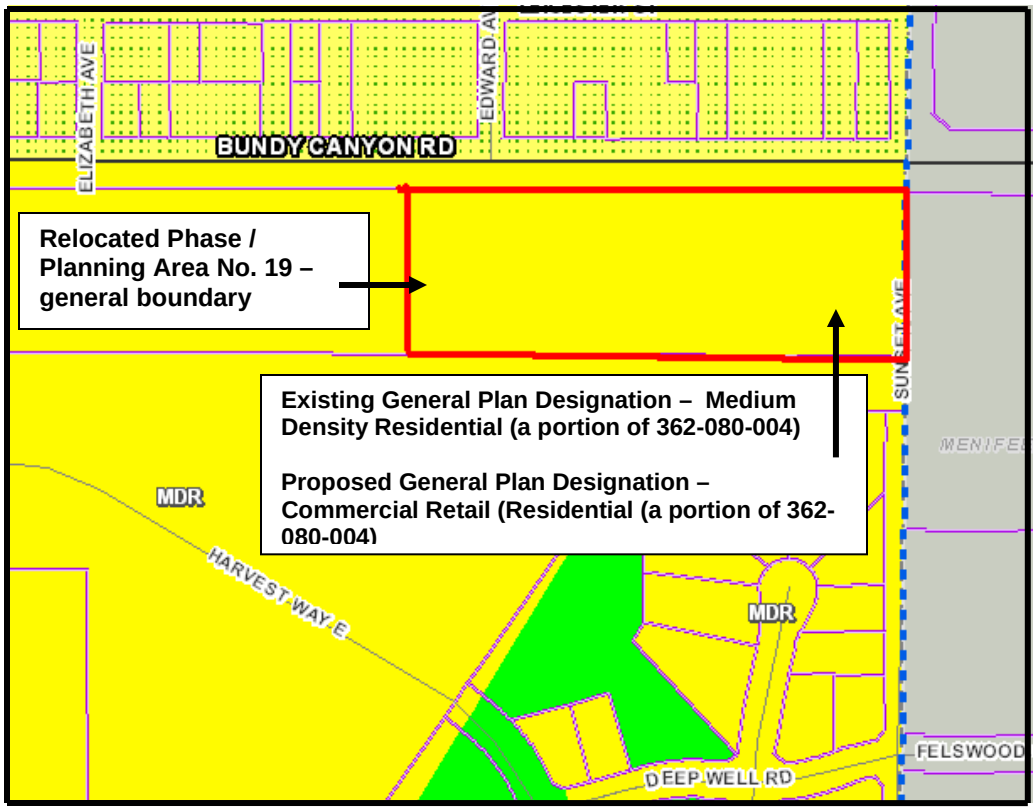
Existing and Proposed Land Use

Phase/Planning Area No. 18 Land Use Amendment Exhibit



Existing and Proposed Land Use

Phase/Planning Area No. 19 Land Use Amendment Exhibit



ATTACHMENT C
City Council Ordinance No. 77

ORDINANCE NO. 77

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING A CHANGE OF ZONE (PLANNING APPLICATION NO. 11-0261) TO CHANGE THE ZONING MAP FROM: 1) R-1 (ONE-FAMILY DWELLING) TO R-4 (PLANNED RESIDENTIAL ZONE) FOR PHASE/PLANNING AREA NO. 9; 2) R-1 (ONE-FAMILY DWELLING) TO R-4 (PLANNED RESIDENTIAL ZONE) FOR PHASE/PLANNING AREA NO. 18; AND 3) C-P-S (SCENIC HIGHWAY COMMERCIAL) TO C-1/C-P (GENERAL COMMERCIAL) FOR PHASE/PLANNING AREA NO. 19 FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

THE CITY COUNCIL OF THE CITY OF WILDOMAR DOES ORDAIN AS FOLLOWS:

SECTION 1. CEQA. The approval of this Change of Zone is in compliance with requirements of the California Environmental Quality Act ("CEQA"), in that on May 22, 2013, at a duly noticed public hearing, the City Council approved and certified an Environmental Impact Report reflecting its independent judgment and analysis and documenting the environmental impacts and mitigation measures related to the project. 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 Rd., Suite 201, Wildomar, CA 92595.

SECTION 2. Change of Zone Findings. In accordance with the State of California, Government Code Section 65853 – 65857 and Section 17.280 of the Wildomar Zoning Ordinance, the City Council makes the following finding for the proposed Change of Zone No. 11-0261.

A. The proposed change of zone is in conformance with the adopted General Plan for the City, and the Farm Specific Plan.

1. The proposed rezone for Phase/Planning Area 9 from the zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone) to allow for single family residential development with a minimum lot size of 6,000 square feet is consistent with the General Plan land use designation of Medium Density Residential (MDR) which is intended for traditional single family residential subdivisions with a density range of 2 – 5 dwelling units per acre on lots that typically range in size from 5,500 to 20,000 square feet. In reviewing the applicant's request to subdivide Phase/Planning Area No. 9 into 84 single family residential lots on 68.3 acres, the overall density is proposed at 1.2 units per acre with a minimum lot size of 6,000 square feet which does not exceed the maximum density allowed by the General Plan.

2. The proposed rezone for Phase/Planning Area 18 from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone to allow for single family residential development with a minimum lot size of 4,500 square feet is consistent with the General Plan land use designation of Medium High Density Residential (MHDR) as proposed with General Plan Amendment No. 11-0261 as this land use designation is intended for smaller lot, single family residences with a density range of 5 to 8 dwelling units per acre with minimum lot sizes of 4,000 to 6,500 square feet. Based on the applicant's proposal to subdivide this area into 88 lots, the density of this phase/planning area would be about 4.3 units per acre, which does not exceed the maximum density allowed by the General Plan.

3. The proposed rezone for the Phase 19 Planning area from the current zoning designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial) is consistent with the General Plan in that the proposed future commercial center will allow commercial and retail uses in a manner consistent with the allowed uses encouraged by the General Plan.

SECTION 3: Amendment to Zoning Map. The City Council, based on the finding above, hereby approves the following changes to the Zoning Map, as attached hereto and described herein in Exhibit 1 to this Ordinance:

1) Rezone all of the Phase 9 Planning Area from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone - to allow for single family residential development with a minimum lot size of 6,000 square feet);

2) Rezone all of the Phase 18 Planning Area from the current zoning designation of R-1 (One-Family Dwelling) to R-4 (Planned Residential Zone - to allow for single family residential development with a minimum lot size of 4,500 square feet; and

3) Rezone all of the Phase 19 Planning area from the current zoning designation of C-P-S (Scenic Highway Commercial) to C-1/C-P (General Commercial). The applicant is also proposing to increase the size of Phase 19 from 1.1 acres to approximately 5.0 acres and relocate it from its current location to the southwest corner of Sunset Avenue and Bundy Canyon Road.

SECTION 4. Effective Date of Ordinance. This Ordinance shall take effect and be in full force and operation thirty (30) days after its second reading and adoption.

SECTION 5. Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section,

subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 6. City Clerk Action

The City Clerk is authorized and directed to cause this Ordinance to be published within fifteen (15) days after its passage in a newspaper of general circulation and circulated within the City in accordance with Government Code Section 36933(a) or, to cause this Ordinance to be published in the manner required by law using the alternative summary and pasting procedure authorized under Government Code Section 39633(c).

PASSED, APPROVED AND ADOPTED this 22nd day of May, 2013.

_____
Timothy Walker
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

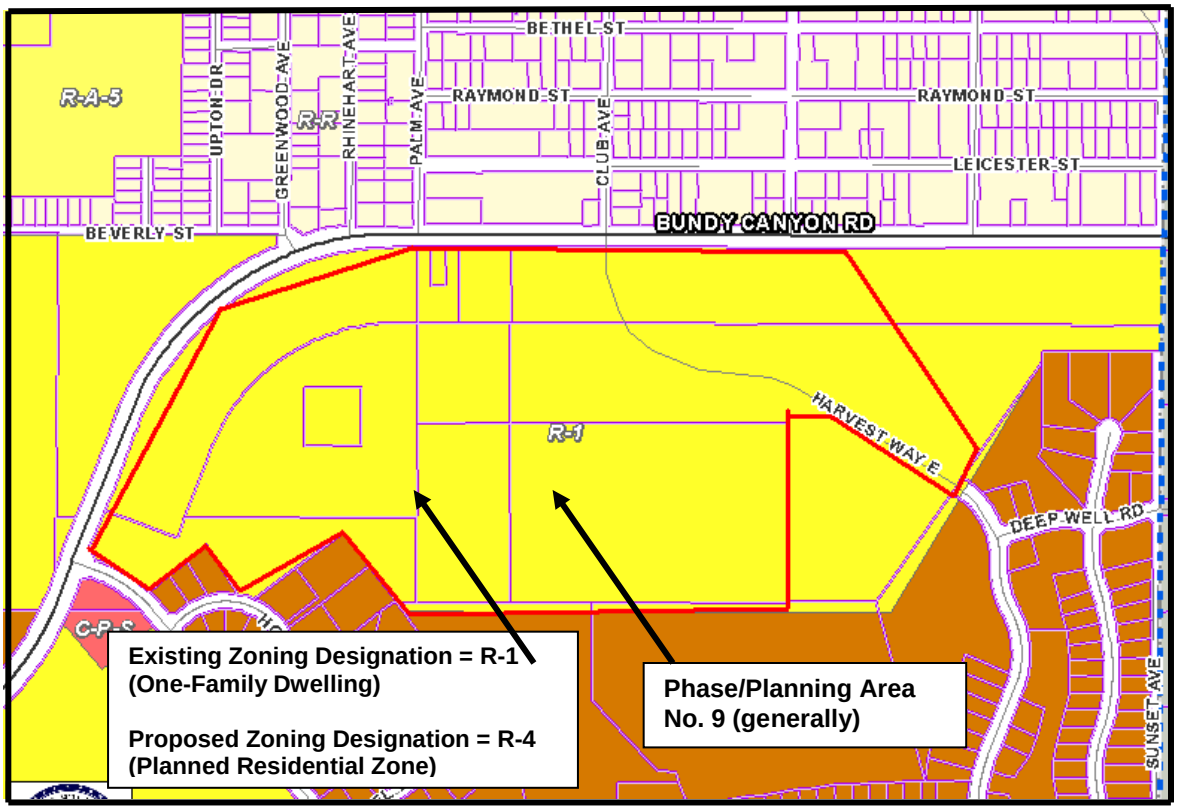
ATTEST:

_____
Debbie A. Lee, CMC
City Clerk

EXHIBIT 1 OF ORDINANCE NO. ____

CHANGE OF ZONE NO. 11-0261 - MAPS AND LEGAL DESCRIPTIONS

Phase/Planning Area No. 9 Zone Change Exhibit



Phase/Planning Area No. 9 Legal Description:

LEGAL DESCRIPTION OF THE PROPERTY LYING IN SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN:

BEGINNING AT THE NORTHEAST CORNER OF SECTION 19; THENCE S00°23'01"W 37.86 FEET;

THENCE S00°23'01"W 367.14 FEET TO THE CORNER OF TRACT NO. 18456 AS SHOWN IN M.B. 139/13-17;

THENCE N89°39'07"W 424.79 FEET TO THE CORNER OF TRACT NO. 18456 AS SHOWN ON M.B.139/13-17 SAID POINT BEING THE POINT OF BEGINNING;

THENCE S00°36'03"W 29.37 FEET;

THENCE S31°39'15"W 1077.47 FEET;

THENCE N89°37'00"W 330.81 FEET;

THENCE N00°17'49"E 24.65 FEET;

THENCE N89°55'35"W 1347.76 FEET TO A POINT ON THE BOUNDARY OF TRACT NO.6379 M.B.99/83-91;

THENCE N36°55’48”W 348.27 FEET TO THE NORTHERLY CORNER OF SAID TRACT;

THENCE S53°04’47”W 397.48 FEET TO A POINT ON THE RIGHT OF WAY OF HOMESTEAD LANE AS SHOWN ON SAID TRACT;

THENCE NORTHWESTERLY ALONG A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 255.00 FEET THROUGH A CENTRAL ANGLE OF 13°26’39” AND A LENGTH OF 59.83 FEET;

THENCE N33°34’38”W 210.12 FEET TO THE NORTHERLY CORNER OF TRACT NO.6379 M.B.99/83-91;

THENCE S50°26’35”W 265.13 FEET TO A POINT ON THE 33.00 FOOT RIGHT OF WAY OF SAID TRACT;

THENCE S42°33’32”W 33.00 FEET TO THE CENTER LINE OF HARVEST WAY (WEST);

THENCE N47°42’53”W 172.15 FEET TO THE CENTER LINE OF BUNDY CANYON ROAD;

THENCE N43°31’52”E 315.41 FEET TO THE BEGINNING OF A CURVE;

THENCE NORTHEASTERLY ALONG A CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 2900.00 FEET THROUGH A CENTRAL ANGLE OF 46°35’16” AND A LENGTH OF 2358.02 FEET;

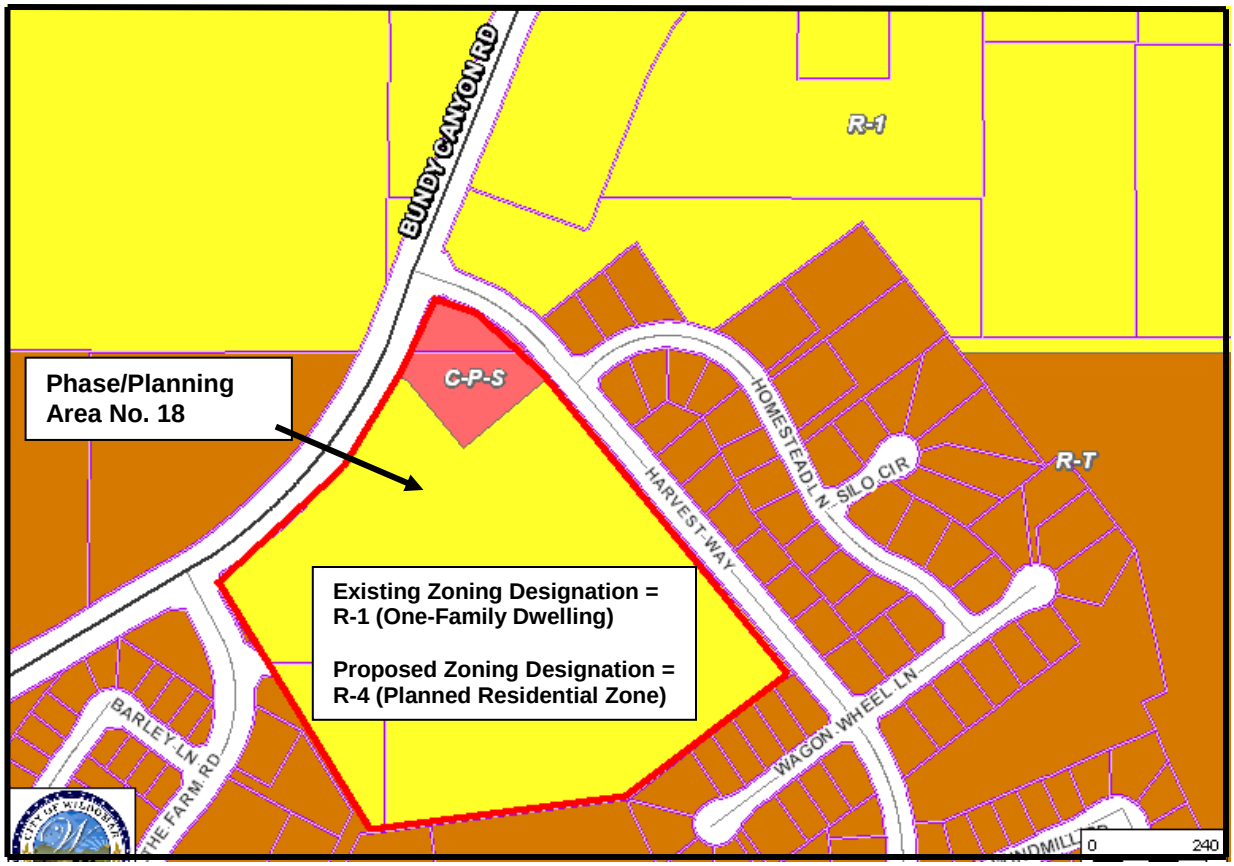
THENCE S89°52’52”E 511.67 FEET;

THENCE S00°31’03”W 205.65 FEET;

THENCE S20°24’16”E 221.69 FEET;

THENCE N83°03’13”E 388.80 FEET TO THE POINT OF BEGINNING.

Existing and Proposed Zoning
Phase/Planning Area No. 18 Zone Change Exhibit



Phase 18 Planning Area Legal Description:

LEGAL DESCRIPTION OF THE PROPERTY LYING IN SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN:

BEGINNING AT THE NORTHEAST CORNER OF SECTION 19; THENCE S00°23'01"W 37.86 FEET;

THENCE S00°23'01"W 367.14 FEET TO THE CORNER OF TRACT NO. 18456 AS SHOWN IN M.B. 139/13-17;

THENCE N89°39'07"W 424.79 FEET TO THE CORNER OF TRACT NO. 18456 AS SHOWN ON M.B.139/13-17;

THENCE S00°36'03"W 29.37 FEET;

THENCE S31°39'15"W 1077.47 FEET;

THENCE N89°37'00"W 330.81 FEET;

THENCE N00°17'49"E 24.65 FEET;

THENCE N89°55'35"W 1347.76 FEET TO A POINT ON THE BOUNDARY OF TRACT NO.6379 M.B.99/83-91;

THENCE N36°55'48"W 348.27 FEET TO THE NORTHERLY CORNER OF SAID TRACT;

THENCE S53°04'47"W 397.48 FEET TO A POINT ON THE RIGHT OF WAY OF HOMESTEAD LANE AS SHOWN ON SAID TRACT;

THENCE NORTHWESTERLY ALONG A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 255.00 FEET THROUGH A CENTRAL ANGLE OF 13°26’39” AND A LENGTH OF 59.83 FEET;

THENCE N33°34’38”W 210.12 FEET TO THE NORTHERLY CORNER OF TRACT NO.6379 M.B.99/83-91;

THENCE S50°26’35”W 265.13 FEET TO A POINT ON THE 33.00 FOOT RIGHT OF WAY OF SAID TRACT;

THENCE S42°33’32”W 33.00 FEET TO THE CENTER LINE OF HARVEST WAY (WEST) TO THE POINT OF BEGINNING;

THENCE S42°33’32”W 33.00 FEET TO THE SOUTHWESTERLY LINE OF HARVEST WAY (WEST);

THENCE SOUTHEASTERLY ALONG A CURVE CONCAVE TO SOUTHWEST HAVING A RADIUS OF 467.00 FEET

THROUGH A CENTRAL ANGLE OF 07°38’27” AND A LENGTH OF 62.28 FEET;

THENCE S39°47’23”E 854.96 FEET TO THE CORNER OF TRACT NO.6379 M.B.99/83-91;

THENCE S53°04’19”W 452.21 TO THE CORNER OF SAID TRACT;

THENCE S82°25’01”W 549.87 FEET TO THE CORNER OF TRACT 6378 M.B.91/19-25;

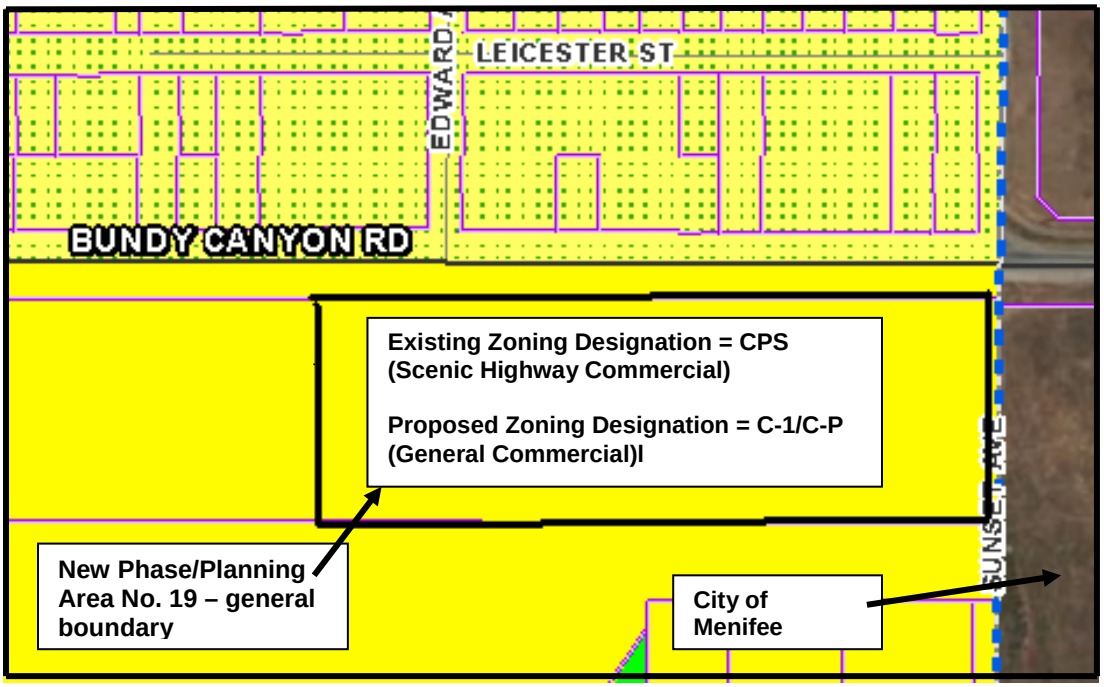
THENCE N32°30’36”W 723.82 FEET TO THE CENTER LINE OF BUNDY CANYON ROAD;

THENCE NORTHEASTERLY ALONG A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 2600.00 FEET THROUGH A CENTRAL ANGLE OF 12°18’51” AND A LENGTH OF 558.80 FEET;

THENCE N43°31’52”E 274.76 FEET TO THE INTERSECTION OF HARVEST WAY (WEST);

THENCE S47°42’53”E 172.15 FEET TO THE POINT OF BEGINNING.

Existing and Proposed Zoning Phase/Planning Area No. 19
Zone Change Exhibit (a portion of APN: 362-080-004)



Phase 19 Planning Area Legal Description:

LEGAL DESCRIPTION OF THE PROPERTY LYING IN SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN:

BEGINNING AT THE NORTHEAST CORNER OF SECTION 19; THENCE S00°23'01"W 37.86 FEET TO THE POINT OF BEGINNING;

THENCE S00°23'01"W 367.14 FEET TO THE CORNER OF TRACT NO. 18456 AS SHOWN IN M.B. 139/13-17;

THENCE N89°39'07"W 424.79 FEET TO THE CORNER OF TRACT NO. 18456 AS SHOWN ON M.B.139/13-17;

THENCE S83°03'13"W 388.80 FEET;

THENCE N20°24'16"W 221.69 FEET;

THENCE N00°31'03"E 205.65 FEET TO THE CENTER LINE OF BUNDY CANYON ROAD;

THENCE S89°52'52"E 888.62 FEET TO THE POINT OF BEGINNING.

ATTACHMENT D

Resolution No. 2013-12
Oak Creek Canyon Specific Plan Amendment

RESOLUTION NO. 2013 - 12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING FARM SPECIFIC PLAN NO. 116-C/W, AMENDMENT NO. 4 TO ESTABLISH SPECIAL DEVELOPMENT STANDARDS AND DESIGN GUIDELINES FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

WHEREAS, the Planning Department has received an application for a Specific Plan Amendment to the Farm Specific Plan No. 116-C/W, Amendment No. 4 (Planning Application No. 11-0261) by:

Applicant/Owner:	Bill Lo, Sunbelt Communities
Project Location:	The Farm Specific Plan Area
APN:	362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015)
Project Area:	151.23 acres; and

WHEREAS, Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 (Planning Application No. 11-0261), is a proposal to amend the Farm Specific Plan to create special development standards and design guidelines for a proposed 275 lot single family residential subdivision project, including private parks/recreational amenities, open space and a 5 acre commercial site; and

WHEREAS, the City Council of the City of Wildomar, California, has the authority and has reviewed the proposed Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261), in accordance with the California Government Code, Sections 65450 - 65457 and the City of Wildomar Municipal Code, Title 17; and

WHEREAS, the proposed Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261), is considered a "Project" as defined by the California Environmental Quality Act, Public Resources Code §21000 et seq. ("CEQA"); and

WHEREAS, the Planning Director determined that there was substantial evidence that the proposed Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261), may have one or more significant effects on the environment and that preparation of an Environmental Impact Report ("EIR") was therefore warranted under Public Resources Code § 21080(d) and § 21082.2(d); and,

WHEREAS, the City circulated a Notice of Preparation (NOP) of the Draft EIR from March 5, 2012 through April 6, 2012; and

WHEREAS, the City conducted a public scoping meeting concerning the proposed project on March 13, 2012; and

WHEREAS, upon completion of the Draft EIR, the City provided Notice of Completion (NOC) to the State Office of Planning and Research on Wednesday, November 19, 2012, as required under CEQA Guidelines § 15085 and provided Notice of Availability on November 21, 2012, as required under CEQA Guidelines § 15087; and,

WHEREAS, on November 21, 2012, the City published Notice of Availability in "The Californian" (a local newspaper of general circulation), and gave notice to the Riverside County Clerk, and all interested parties requesting said notice regarding the preparation and review of a draft environmental impact report (SCH# 2012031064) for the proposed project (Planning Application No. 11-0261 / TTM No. 36388), and was posted in three public places for review at 1) Wildomar City Hall, 2) Wildomar Mission Trail Library, 3) The Riverside County Clerk of the Board of Supervisors, and on the City of Wildomar website; and

WHEREAS, the Draft EIR was circulated to the public, responsible agencies and other interested parties as required by CEQA Guidelines § 15087 for a period of 45 days commencing on November 19, 2012 and closing on January 7, 2013 in accordance with CEQA Guidelines § 15105(a); and

WHEREAS, before the close of the public comment period the City received 11 comments on the Draft EIR; and

WHEREAS, this EIR, as authorized under CEQA Guidelines § 15150, incorporates by reference the City of Wildomar General Plan, Zoning Ordinance, and the Final EIR prepared for the project; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090, the City of Wildomar Planning Department, on March 17, 2013, gave public notice by mailing 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 Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261) that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090 the City of Wildomar Planning Department, on March 17, 2013, published a legal notice in "The Californian", a local newspaper of general circulation, in compliance with State law notifying the public of the holding of a public hearing for Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261) that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on March 27, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed specific plan amendment, and continued action to the April 23, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on April 23, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed specific plan amendment, and continued action to the May 8, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on May 8, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed specific plan amendment, and continued action to the May 22, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on May 22, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed specific plan amendment.

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

SECTION 1. CEQA:

The approval of this Specific Plan Amendment is in compliance with requirements of the California Environmental Quality Act ("CEQA"), in that on May 22, 2013, at a duly noticed public hearing, the City Council approved and certified an Environmental Impact Report reflecting its independent judgment and analysis and documenting the environmental impacts and mitigation measures related to the project. 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 Rd., Suite 201, Wildomar, CA 92595.

SECTION 2. SPECIFIC PLAN AMENDMENT FINDING.

In accordance with the State of California, Government Code Section 65450 - 65457 and Section 17.08 of the Wildomar Zoning Ordinance, the City Council makes the following finding for the proposed for Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261):

A. The proposed Specific Plan Amendment is consistent with the City of Wildomar General Plan and Farm Specific Plan.

The proposal to amend the existing Farm Specific Plan to create special development standards and design guidelines (including architectural and landscape design guidelines) to accommodate the development of a proposed 275 lot single family residential subdivision project (with private parks/recreational amenities and open space) and commercial retail site is consistent with the City of Wildomar General Plan and Farm Specific Plan in that the proposed Oak Creek Canyon project will provide new housing opportunities for residents of Wildomar and surrounding areas, and is designed to be compatible with, and enhance, surrounding neighborhoods. Further, the special development standards and design guidelines will provide for a unique residential development that will provide a variety of homeownership opportunities consistent with the General Plan Policy LU 22.4 – LU 22.10.

SECTION 3. CITY COUNCIL ACTION:

The City Council approves Farm Specific Plan Amendment No. 116-C/W, Amendment No. 4 for the Oak Creek Canyon project (Planning Application No. 11-0261) to create special development standards and design guidelines (including architectural and landscape design guidelines) to accommodate the development of a proposed 275 lot single family residential subdivision project (with private parks/recreational amenities and open space) and commercial retail site, as provided herein and attached hereto to this Resolution as Exhibit 1.

PASSED, APPROVED AND ADOPTED this 22nd day of May, 2013.

_____
Timothy Walker
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Debbie A. Lee, CMC
City Clerk

EXHIBIT 1 – ATTACHMENT D

FARM/OAK CREEK CANYON SPECIFIC PLAN AMENDMENT DOCUMENT (UNDER SEPARATE COVER)

ATTACHMENT E

Resolution No. 2013-13
Tentative Tract Map No. 36388

RESOLUTION NO. 2013 - 13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILDOMAR, CALIFORNIA, APPROVING TENTATIVE TRACT MAP NO. 36388 FOR THE SUBDIVISION OF APPROXIMATELY 151.23 ACRES INTO 275 LOTS FOR FUTURE SINGLE FAMILY RESIDENTIAL DEVELOPMENT (WITH PRIVATE PARKS, OPEN SPACE/TRAILS, AND RECREATIONAL AMENITIES), AND ONE (1) LOT FOR FUTURE COMMERCIAL/RETAIL DEVELOPMENT SUBJECT TO CONDITIONS FOR THE OAK CREEK CANYON RESIDENTIAL/COMMERCIAL PROJECT

WHEREAS, the Planning Department has received an application for Tentative Tract Map No. 36388) for the subdivision of approximately 151.23 acres into 275 lots for future single family residential development located generally on the north and south side of Bundy Canyon Road between Sunset Avenue to the east and Farm Road to the west filed by:

Applicant/Owner:	Mr. Bill Lo, Sunbelt Communities
Project Location:	The Farm Specific Plan Project Area
APN(s):	362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015
Project Area:	151.23 acres

WHEREAS, in accordance with the California Government Code Section 66452 – 66452.22 (Subdivision Map Act) and the City of Wildomar Subdivision Ordinance (Title 16), and the City of Wildomar Zoning Ordinance (Title 17) the City Council of the City of Wildomar, California, has the authority and has reviewed the proposed Tentative Tract Map No. 36388 for the Oak Creek Canyon Development project; 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 resolutions for Tentative Tract Map No. 36388 containing staff's recommendation to the Planning Commission at least three (3) days prior to the below referenced noticed public hearing; and

WHEREAS, the proposed Tentative Tract Map No. 36388 for the Oak Creek Canyon Development is considered a "Project" as defined by the California Environmental Quality Act, Public Resources Code §21000 et seq. ("CEQA"); and

WHEREAS, the Planning Director determined that there was substantial evidence that Tentative Tract Map No. 36388 for the Oak Creek Canyon Development may have one or more significant effects on the environment and that preparation of an Environmental Impact Report ("EIR") was therefore warranted under Public Resources Code § 21080(d) and § 21082.2(d); and,

WHEREAS, the City circulated a Notice of Preparation (NOP) of the Draft EIR from March 5, 2012 through April 6, 2012; and

WHEREAS, the City conducted a public scoping meeting concerning the proposed project on March 13, 2012; and

WHEREAS, upon completion of the Draft EIR, the City provided Notice of Completion (NOC) to the State Office of Planning and Research on Wednesday, November 19, 2012, as required under CEQA Guidelines § 15085 and provided Notice of Availability on November 21, 2012, as required under CEQA Guidelines § 15087; and,

WHEREAS, on November 21, 2012, the City published Notice of Availability in "The Californian" (a local newspaper of general circulation), and gave notice to the Riverside County Clerk, and all interested parties requesting said notice regarding the preparation and review of a draft environmental impact report (SCH# 2012031064) for the proposed project (Planning Application No. 11-0261 / TTM No. 36388), and was posted in three public places for review at 1) Wildomar City Hall, 2) Wildomar Mission Trail Library, 3) The Riverside County Clerk of the Board of Supervisors, and on the City of Wildomar website; and

WHEREAS, the Draft EIR was circulated to the public, responsible agencies and other interested parties as required by CEQA Guidelines § 15087 for a period of 45 days commencing on November 19, 2012 and closing on January 7, 2013 in accordance with CEQA Guidelines § 15105(a); and

WHEREAS, before the close of the public comment period the City received 11 comments on the Draft EIR; and

WHEREAS, this EIR, as authorized under CEQA Guidelines § 15150, incorporates by reference the City of Wildomar General Plan, Zoning Ordinance, and the Final EIR prepared for the project; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090, the City of Wildomar Planning Department, on March 17, 2013, gave public notice by mailing 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 Tentative Tract Map No. 36388 for the Oak Creek Canyon Development (Planning Application No. 11-0261) that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Sections 65353, 65355 and 65090 the City of Wildomar Planning Department, on March 17, 2013, published a legal notice in "The Californian", a local newspaper of general circulation, in compliance with State law notifying the public of the holding of a public hearing for Tentative Tract Map

No. 36388 for the Oak Creek Canyon Development (Planning Application No. 11-0261) that would be considered by the City of Wildomar City Council; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on March 27, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to, Tentative Tract Map No. 36388 for the Oak Creek Canyon Development (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed tentative tract map, and continued action to the April 23, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on April 23, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to Tentative Tract Map No. 36388 for the Oak Creek Canyon Development (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed tentative tract map, and continued action to the May 8, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on May 8, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to Tentative Tract Map No. 36388 for the Oak Creek Canyon Development (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed tentative tract map, and continued action to the May 22, 2013 meeting; and

WHEREAS, in accordance with Government Code Section 65353, the City Council of the City of Wildomar conducted the duly noticed public hearing on May 22, 2013, at which time interested persons had an opportunity to testify in support of, or opposition to Tentative Tract Map No. 36388 for the Oak Creek Canyon Development (Planning Application No. 11-0261), and at which time the City Council received public testimony concerning the proposed tentative tract map.

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

SECTION 1. CEQA:

The approval of this Tentative Tract Map is in compliance with requirements of the California Environmental Quality Act ("CEQA"), in that on May 22, 2013, at a duly noticed public hearing, the City Council approved and certified an Environmental Impact Report reflecting its independent judgment and analysis and documenting the environmental impacts and mitigation measures related to the project. 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 Rd., Suite 201, Wildomar, CA 92595.

SECTION 2. TENTATIVE TRACT MAP FINDINGS.

In accordance with Wildomar Municipal Code Title 16 and Title 17, and Government Code § 66473.1, § 66473.5 and § 66474, 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, hereby finds and determines as follows:

1. 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 current General Plan Land Use Designation for Phase/Planning Area Nos. 9 and 17A of the Oak Creek Canyon project site is Medium Density Residential (MDR). The MDR land use designation is intended for traditional single family residential subdivisions with a density range of 2 – 5 dwelling units per acre on lots that typically range in size from 5,500 to 20,000 square feet. In reviewing the applicant's request to subdivide Phase/Planning Area No. 9 into 84 single family residential lots on 68.3 acres, the overall density is proposed at 1.2 units per acre with a minimum lot size of 6,000 square feet. Phase/Planning Area No. 17A is proposed to be subdivided into 103 single family residential lots on 66.2 acres which results in an overall density of about 1.6 units per acre with a minimum lot size of 7,200 square feet. Based on this, the tract map for both phase/planning areas is consistent with the General Plan and Farm Specific Plan in terms of project density and minimum lot sizes.

   The current General Plan Land Use Designation for Phase/Planning Area No. 18 is Medium Density Residential (MDR). The applicant desires to subdivide this phase/planning encompassing approximately 20.5 acres into 88 lots with a minimum lot size of 4,500 square feet for single-story, single family residential development. In order to achieve this, the applicant has requested approval of a General Plan Amendment (GPA) for Phase/Planning Area 18 from Medium Density Residential (MDR) to Medium High Density Residential (MHDR). The MHDR land use designation is intended for smaller lot, single family residences with a density range of 5 to 8 dwelling units per acre with minimum lot sizes of 4,000 to 6,500 square feet. Based on the applicant's proposal, the density of this phase/planning area with 88 lots would be about 4.3 units per acre. With approval of the GPA by Council, the proposed project density and design of Phase/Planning Area 18 is consistent with the General Plan and Farm Specific Plan in terms of project density and minimum lot sizes.

2. 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 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 Farm Specific Plan.

3. The site is physically suitable for the type and proposed density of development.

   Evidence: The Oak Creek Canyon project site encompasses approximately 151 acres which includes approximately 69 acres of open space. The tentative tract map proposes to subdivide the project area into 275 lots for single family residential development within three phase/planning areas (9, 17A & 18) consistent with the Farm Specific Plan No. 116. The density allowed by the MDR and MHDR land use designations allows ranges from 2 to 5 dwelling units per acre and 5 to 8 dwelling units per acre, respectively. Both land use designations allow for single family residential development via the traditional single family residential subdivision tract map setting. Further, the MDR and MHDR designations allow single family lots to be subdivided with minimum lot sizes that range from 5,500 to 20,000 square feet (MDR) and 4,500 to 6,500 square feet (MHDR), respectively. In review of the proposed tract map, the overall developable project density has been established at about 3.2 units per acre with minimum lot sizes that range from 6,000 to 7,200 square feet for Phase/Planning Area 9 and 17A, and minimum lot sizes of 4,500 square feet for Phase/Planning Area 18 with approval of the proposed General Plan Amendment for Phase/Planning Area 18. Therefore, the proposed project site is physically suitable for the type and proposed density of development.

4. 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 prepared an Initial Study that resulted in the preparation, processing and review of an Environmental Impact Report for Tentative Tract Map No. 36388. The DEIR analyzed the environmental issues required by CEQA related to fish and wildlife, including their respective habitats. The DEIR was circulated to the State of California, Office of Planning and Research (OPR) and made available for the required 45-day public review period in accordance with CEQA laws, which began on November 21, 2012 and concluded on January 7, 2013. Based on comments received from the public review period, a Final EIR (FEIR) was prepared responding to each comment received. Based on the DEIR and FEIR process, it has been determined that the design of the subdivision and proposed improvements will not likely cause substantial environmental damage or

substantially and avoidably injure fish or wildlife or their habitat project with implementation of the proposed mitigation measures as outlined in the Mitigation Monitoring and Report Program (MMRP). Therefore, the proposed tract map meets this finding.

5. 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, Subdivision Ordinance and Farm Specific Plan. 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.

6. 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.

SECTION 3. CITY COUNCIL ACTION

The City Council hereby approves Tentative Tract Map No. 36388 (Planning Application No. 11-0261) subject to conditions as provided herein and attached hereto to this Resolution as Exhibit 1.

PASSED, APPROVED AND ADOPTED this 22nd day of May, 2013.

_____
Timothy Walker
Mayor

APPROVED AS TO FORM:

_____
Thomas D. Jex
City Attorney

ATTEST:

_____
Debbie A. Lee, CMC
City Clerk

EXHIBIT 1 of ATTACHMENT D
CONDITIONS OF APPROVAL – Oak Creek Canyon Residential/Commercial Project

Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261)

APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015

City Council Approval Date: May 22, 2013		Expiration Date: May 22, 2016		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
PLANNING DEPARTMENT CONDITIONS				
General Conditions				
1. In compliance with Section 15094 of the CEQA Guidelines, a Notice of Completion shall be filed with the Riverside County Clerk within five (5) days of project approval by the City Council The Notice shall include the required California Department of Fish and Game (Code Section 711.4.d.3) fee, and the Riverside County Clerk administrative fee. The applicant shall submit to the Planning Department a check or money order made payable to the Riverside County Clerk in the amount of **$3,045.25** no later than **May 23, 2013**. Failure to pay the required fee will result in the project being deemed null and void (California Fish and Game Code Section 711.4(c). The above fee is broken down as follows: a. California Department of Fish & Game = $2,995.25 b. Riverside County Clerk Admin. Fee = $50.00	May 23, 2013	Planning Department	N/A	
2. The applicant shall review and sign below verifying the "Acceptance of the Conditions of Approval" and return the signed conditions to the Planning Department no later than **May 29, 2013**. Applicant Signature: Date:	May 29, 2013	Planning Department	N/A	

EXHIBIT 1 of ATTACHMENT D CONDITIONS OF APPROVAL – Oak Creek Canyon Residential/Commercial Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
City Council Approval Date: May 22, 2013	**Expiration Date: May 22, 2016**			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
3.	The applicant shall indemnify, protect, defend, and hold harmless, the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including, but not limited to arbitrations, mediations, and other such procedures), (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, the any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in the defense of the Action.	On-Going	Planning Department	ALL PHASES	
4.	Approval of Tentative Tract Map No. 36388 (Planning Application No. 11-0261) shall expire on **May 22, 2016** if the final tract map has not been recorded. The applicant may file	March 22, 2016	Planning Department	ALL PHASES	

	with the Planning Department a request for a one-year time extension as permitted in the Wildomar Subdivision and Zoning Ordinance provided a written request is made with the required EOT application, plans and fees no later than **March 22, 2016** (60 days prior to expiration). In accordance with the State of California Subdivision Map Act, the applicant may record multiple final maps for TTM 36388.				
5.	Within 35 days of approval of Tentative Tract Map No. 36388 (Project No. 11-0261) by the City Council, any outstanding deposit account balance shall be paid in full by the applicant.	June 26, 2013	Planning Department	N/A	
6.	In accordance with the procedures set forth in Government Code Section 66020, the applicant has 90 days from the approval date by City Council to protest the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of this approval or conditional approval.	On-Going	Planning Department	ALL PHASES	
7.	The project shall be subdivided and developed in accordance with the tentative tract map approved by the City Council on May 22, 2013. The applicant may request a minor modification/revision to the final tract map(s) as permitted in the City's Subdivision Ordinance and Zoning Ordinance and State of California Subdivision Map Act. In addition and in accordance with the Oak Creek Canyon residential development standards and design guidelines, the residential lots within Phase/Planning Area No. 18 shall be restricted to single-story dwelling units only.	On-Going	Planning Department	ALL PHASES	
8.	If human remains are encountered during grading activities, State Health and Safety Code Section 7050.5 states that no	On-Going	Planning Department	ALL PHASES	

	further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable timeframe. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.				
9.	If during ground disturbance activities unique cultural resources are discovered, that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance. (1) All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the Native American tribal representative and the planning director to discuss the significance of the find. (2) At the meeting, the significance of the discoveries shall be discussed and after consultation with the Pechanga and Soboba Band representatives and the archaeologist, a	On-Going	Planning Department	ALL PHASES	

	decision shall be made, with the concurrence of the planning director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources. (3) Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation.				
Environmental Impact Report (EIR) Mitigation Measures:					
10.	**MM 3.3.1** The project applicant shall be required to implement the following traffic improvements: *Sellers Road/Bundy Canyon Road* • Install a traffic signal. *Monte Vista Drive/Bundy Canyon Road* • Install a traffic signal. *Harvest Way West/Bundy Canyon Road* • Install a traffic signal. • Stripe a shared northbound through-right turn lane in place of the existing de facto right turn lane. • Construct a southbound left turn lane and shared through-right turn lane. • Construct an eastbound left turn lane and two additional through lanes. • Construct two additional westbound through lanes. *Harvest Way East/Bundy Canyon Road* • Install a traffic signal. • Construct an eastbound left turn lane and two additional	Prior to the Issuance of a Final Map	Planning and Public Works Depts.	ALL PHASES	

	through lanes. • Construct a westbound left turn lane. *Sunset Avenue/Bundy Canyon Road* • Install a traffic signal. • Construct an eastbound left turn lane and two additional through lanes. • Construct a westbound left turn lane. • Ensure a northbound and southbound lane of traffic along the frontage of the commercial parcel. • Coordinate improvements with the City of Menifee.				
11.	**MM 3.3.4** The project applicant will prepare and implement a Traffic Management Plan (TMP) to minimize the inconveniences during construction. Included among the provisions, the contractor will coordinate with the City of Wildomar, Riverside County, and local police, fire, and emergency medical service providers regarding construction scheduling and any other practical measures to maintain adequate access to properties and response times. The TMP will include contact information for the general public who may have questions concerning the project and access to their property. Two-way traffic through the construction zone will be maintained throughout the construction period.	Prior to the Issuance of a Final Map	Planning and Public Works Depts.	ALL PHASES	
12.	**MM 3.3.5** The project applicant shall be required to implement, or pay a fair share of the costs of the implementation of, the following traffic improvements: *Murrieta Road/Scott Road*	Prior to the Issuance of Building Permits	Planning and Public Works Depts.	ALL PHASES	

	• Install a traffic signal. • Construct an eastbound left turn lane. • Restripe the southbound shared left-right turn lane as a right turn lane and construct two left turn lanes. • Construct an additional eastbound through lane. • Construct an additional westbound through lane and a dedicated right turn lane. *I-215 Southbound Ramps/Scott Road* • Restripe the southbound shared left-through lane as a left turn lane and construct a second left turn lane and second right turn lane. • Construct three additional eastbound through lanes. • Eliminate the westbound left turn lane and construct two additional through lanes and a right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. *I-215 Northbound Ramps/Scott Road* • Construct a second northbound right turn lane and restripe the shared left-through lane as a through lane. • Construct two southbound right turn lanes. • Construct a second eastbound left turn lane and two				

	additional through lanes. • Construct two additional westbound through lanes and a shared through-right turn lane. It should be noted that these improvements are consistent with the planned Bundy Canyon Road/Scott Road and Interstate 215 at Scott Road interchange improvements planned by the Riverside County Transportation Commission funded by the Transportation Uniform Mitigation Fee. This project's payment of the TUMF is considered adequate mitigation.				
13.	**MM 3.4.2a** The following measures shall be incorporated into project plans and specifications and complied with by the project applicant at all times during construction: • All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph). • The construction contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day. (As shown in Table XI-A in **Appendix 3.4-1**, implementation of this measure is estimated to reduce PM_{10} and $PM_{2.5}$ fugitive dust emissions by approximately 61 percent.) • The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour (mph) or less to reduce PM_{10} and $PM_{2.5}$ fugitive dust haul road emissions by approximately 44 percent.	During Ground-disturbing Activities	Public Works and Building Departments	ALL PHASES	

14.	**MM 3.4.2b** Prior to issuance of a grading permit, the grading plans shall reference that a sign will be posted on-site stating that construction workers need to shut off engines after 5 minutes of idling. The California Air Resources Board, in Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations, imposes a requirement that heavy-duty trucks accessing the site shall not idle for greater than 5 minutes at any location. This measure is intended to apply to construction traffic	Prior to the Issuance of a Grading Permit	Public Works and Building Departments	ALL PHASES	
15.	**MM 3.5.1a** The project applicant shall construct at least a 6.5-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 33–50 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1. Masonry block 2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot 3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot.	Prior to a Certificate of Occupancy	Planning, Public Works and Building Departments	ALL PHASES	

	4. Earthen berm. 5. Any combination of these construction materials The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.				
16.	**MM 3.5.1b** The project applicant shall construct a 6.0-foot-high decorative block wall or similarly effective noise barrier consistent with the design/wall guidelines of the specific plan for lots 89–96, 131–144, 150–164, and 198–222 adjacent to Bundy Canyon Road to mitigate for exterior noise impacts to residents. The designed noise screening may only be accomplished if the barrier's weight is at least 3.5 pounds per square foot of face area and has no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The recommended noise control barrier may be constructed using one of the following alternative materials: 1. Masonry block 2. Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue-and-groove wood of sufficient weight per square foot 3. Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot 4. Earthen berm 5. Any combination of these construction materials The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative	Prior to a Certificate of Occupancy	Planning, Public Works and Building Departments	ALL PHASES	

	cutouts should not be made. All gaps (except for weep holes) should be filled with grout or caulking.				
17.	**MM 3.5.1c** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first-floor elevations, with upgraded dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 29 at second-floor elevations for lots 33–50, 89–96, 131–144, 152–164, and 198–222.	Prior to a Certificate of Occupancy	Planning and Building Departments	ALL PHASES	
18.	**MM 3.5.1d** The project applicant shall provide a "windows closed" condition, requiring a means of mechanical ventilation and standard dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 at first- and second-floor elevations for lots 1–3, 145–151, 173, 197, and 223–224.	Prior to a Certificate of Occupancy	Planning and Building Departments	ALL PHASES	
19.	**MM 3.5.1e** All window and door assemblies used throughout the project shall be free of cutouts and openings and shall be well fitted and well weather-stripped.	Prior to a Certificate of Occupancy	Planning and Building Departments	ALL PHASES	
20.	**MM 3.5.1f** A final noise study shall be prepared prior to obtaining building permits for lots 1–3, 33–50, 89–96, 131–151, 152–164, 173, and 197–224. This report will finalize the noise requirements based upon precise grading plans and actual building design specifications. The report may result in the need for additional building-specific architectural treatments to meet the interior noise specifications of the City.	Prior to Issuance of a Building Permit	Planning and Building Departments	ALL PHASES	

21.	**MM 3.5.3** The project applicant shall ensure that future commercial uses do not result in exterior noise levels at the nearest sensitive receptor that exceeds 65 dB or interior noise levels that exceed 45 dB. Examples of design features that can be used to reduce noise impacts associated with any future commercial use include, but are not limited to, noise barriers (walls), limited hours of operation, reconfiguration of site design, or restriction of uses or types of use.	Prior to approval of a Plot Plan or Conditional Use Permit for any commercial development within the Phase 19 planning are	Planning and Building Departments	UNIT 5/PHASE 19 PLANNING AREA	
22.	**MM 3.6.3** All existing undocumented artificial fill, topsoil, Quaternary alluvium, Quaternary older alluvium, and unsuitable upper intensely weathered Cretaceous gabbro should be over-excavated to underlying competent Cretaceous gabbro within the areas of proposed structures, fill, or improvements. Anticipated removal depths range from approximately 2 to 14 feet below the existing surface.	During grading and building activities	Public Works and Building Departments	ALL PHASES	
23.	**MM 3.7.1** Prior to the approval of the grading permit for future development on the project site, the project applicant(s) shall be required to prepare a stormwater pollution and prevention plan (SWPPP) consistent with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) and be consistent with the *Riverside County Stormwater Quality Best Management Practice Design Handbook,* to ensure that potential water	Prior to the issuance of a Grading Permit	Public Works Department	ALL PHASES	

	quality impacts during construction phases are minimized. The SWPPP shall be submitted to the Regional Water Quality Control Board and to the City of Wildomar for review. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant(s) will be required to submit, and obtain City approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit for future development on the project site in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales. Source control BMPs shall include, but are not limited to, education, landscape maintenance, litter control, parking lot sweeping, irrigation design to prevent overspray, and covered trash storage. Treatment control BMPs shall include vegetated swales and a detention basin, or an infiltration device. The project will be responsible for maintenance of the basins to ensure they drain within 72 hours of a storm event.				
24.	**MM 3.8.2** The project applicant shall conduct construction and clearing activities outside of the avian nesting season (January 15–August 31), where feasible. If clearing and/or construction activities occur during nesting season, then preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified	Prior to any ground disturbing activities	Planning and Public Works Department	ALL PHASES	

	biologist, up to 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusion zone (no ingress of personnel or equipment) at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest. Alternative exclusion zones may be established through consultation with the CDFG and the USFWS. The exclusion zones shall remain in force until all young have fledged. Reference to this requirement and to the Migratory Bird Treaty Act shall be included in the construction specifications. If construction activities or tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.				
25.	**MM 3.8.3a** Per MSHCP Species-Specific Objective 6, pre-construction presence/absence surveys for burrowing owl within the survey area where suitable habitat is present will be conducted for all covered activities through the life of the permit. Surveys will be conducted within 30 days prior to disturbance. If owls are found on site during the pre-ground-disturbance survey, the City shall immediately notify both the Regional Conservation Authority (RCA) and the wildlife agencies. A conservation strategy will then be developed by	30-days prior to any vegetation removal or ground-disturbing activities	Planning Department.	ALL PHASES	

	the wildlife agencies and the RCA in accordance with the CDFW's "Staff Report on Burrowing Owl Mitigation." The breeding period for burrowing owls is February 1 through August 31, with the peak being April 15 to July 15, the recommended survey window. Winter surveys may be conducted between December 1 and January 31. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. Surveys shall be completed for occupied burrowing owl burrows within all construction areas and within 150 meters (500 feet) out from the project work areas (where possible and appropriate based on habitat). All occupied burrows will be mapped on an aerial photo.				
26.	**MM 3.8.3b** Based on the burrowing owl survey results, the City shall require the project applicant to take the following actions to offset impacts prior to ground disturbance if owls are found to be present: • If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) shall be avoided from February 1 through August 31 by a minimum of a 75-meter (250 feet) buffer or until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist. • If impacts on occupied burrows in the non-nesting period are unavoidable, on-site passive relocation techniques may be used if approved by the CDFG to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies	Prior to any vegetation removal or ground-disturbing activities	Planning Department	ALL PHASES	

	through noninvasive methods that the burrow is no longer occupied. Foraging habitat for relocated pairs shall be provided in accordance with guidelines provided by the CDFG (2012). • The RCA and Wildlife agencies do not support passive relocation of burrowing owls except in narrow circumstances where there is suitable adjacent conserved land available. There is currently no suitable land adjacent to the project. If relocation of the owls is approved for the site by the Wildlife Agencies, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following: - The location of the nest and owls proposed for relocation. - The location of the proposed relocation site. - The number of owls involved and the time of year when the relocation is proposed to take place. - The name and credentials of the biologist who will be retained to supervise the relocation. - The proposed method of capture and transport for the owls to the new site. - A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control). - A description of efforts and funding support proposed to monitor the relocation. • If paired owls are present within 50 meters (160 feet) of a temporary project disturbance (i.e., parking areas), active				

	burrows shall be protected with fencing/cones/flagging and monitored by a qualified biologist throughout construction to identify losses from nest abandonment and/or loss of reproductive effort (e.g., killing of young).				
27.	**MM 3.8.4** The project applicant shall ensure that the there is no net loss of riparian vegetation. Mitigation can include on-site restoration or purchase of mitigation credits at a US Army Corps of Engineers (USACE) approved or mitigation bank. Mitigation associated with regulatory permits issued through the CDFG, USACE, MSHCP, or the Water Resources Control Board may be applied to satisfy this measure. Evidence of compliance with this mitigation measure shall be provided prior to construction and grading activities for the proposed project.	Prior to project vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
28.	**MM 3.8.5a** The jurisdictional delineation shall be verified by the USACE and the California Department of Fish and Wildlife for waters of the State and submitted to the City for review.	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
29.	**MM 3.8.5b** The project applicant shall ensure that the project will result in no net loss of waters of the United States and waters of the State by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation. Compensatory mitigation may consist of (a) obtaining credits from a mitigation bank; (b) making a payment to an in-lieu fee program that will conduct wetland, stream, or other aquatic resource restoration, creation, enhancement, or preservation activities; these programs	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	

	are generally administered by government agencies or nonprofit organizations that have established an agreement with the regulatory agencies to use in-lieu fee payments collected from permit applicants; and/or (c) providing compensatory mitigation through an aquatic resource restoration, establishment, enhancement, and/or preservation activity.				
30.	**MM 3.8.8a** If riparian/riverine habitats covered under the MSHCP cannot be avoided, the project applicant shall submit a Determination of Biological Equivalent or Superior Preservation (DBESP), as outlined in Section 4.2 of the MSHCP Permittee Implementation Guidance Manual, to the City for approval. The project applicant shall ensure that the project will result in no net loss of riparian/riverine habitats by providing mitigation through impact avoidance, impact minimization, and/or compensatory mitigation for the impact, as determined in the DBESP. Mitigation accomplished under mitigation measure **MM 3.8.5b** may apply to meet the standards where appropriate.	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
31.	**MM 3.8.8b** The project applicant shall submit plans that illustrate how disturbance to the portion of the project site located within the portion of Cell #5046 of Cell Group J in the Sedco Hills Subunit (SU4) of the Elsinore Area Plan will be avoided for City for approval.	Prior to any vegetation removal or ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	
32.	**MM 3.8.8c** The project applicant shall submit fees to the City in accordance to the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Mitigation Fee Areas, including the	Prior to the Issuance of Building Permits	Planning and Building Departments	ALL PHASES	

	MSHCP Mitigation Fee Area and the Stephens' Kangaroo Rat Mitigation Fee Area.				
33.	**MM 3.9.2a** At least 30 days prior to the issuance of the first grading permit, the project applicant shall enter into a Cultural Resources Treatment and Tribal Monitoring Agreement with the Pechanga Band of Luiseno Indians. 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; and 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 Pechanga Tribal monitors during all ground-disturbing activities. A copy of this signed agreement shall be provided to the Planning Director and Building Official prior to the issuance of the first grading permit.	Prior to ground-disturbing activities	Planning and Building Departments	ALL PHASES	
34.	**MM 3.9.2b** Should any cultural resources be uncovered during the grading and construction phases of the proposed project, work shall be halted or relocated to an area outside of the area in which the resource was found while the project archaeologist and the Pechanga representative identify the resource and reassess the area. If the resource found is determined to be an historical or unique archeological resource, a time allotment sufficient to allow for the implementation of avoidance measures or appropriate mitigation shall be made available. Work on the	During all grading and construction activities	During all grading and construction activities	ALL PHASES	

	proposed project may continue in other areas of the project site while any historical or unique archeological resource mitigation takes place.				
35.	**MM 3.9.2c** Prior to beginning project construction, 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 in consultation with the Pechanga Tribe. The project archaeologist shall be responsible for updating the State DPR forms and completing an Archaeological Monitoring Report detailing the results of the monitoring program, including the final disposition of CA-RIV-8282 and CA RIV-1256, updated DPR forms, a complete catalog list of resources collected during monitoring activities, and any other pertinent information related to the project. A final copy of the study shall be sent to the project applicant, the City of Wildomar, the Eastern Information Center, and the Pechanga Tribe.	During all grading and construction activities	During all grading and construction activities		
36.	**MM 3.9.2d** Prior to beginning project construction, the project applicant shall file an archaeological monitoring 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 to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in mitigation measure MM 3.9.2, the archaeological	During all grading and construction activities	During all grading and construction activities		

	monitor's authority to stop and redirect grading will be exercised in consultation with the Pechanga Tribe in order to evaluate the significance of any archaeological resource discovered on the property. Tribal and archaeological monitors shall be allowed to monitor all grading, excavation, and groundbreaking activities, and shall also have the authority to temporarily stop and redirect grading activities.				
37.	**MM 3.9.2e** The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the Pechanga Tribe for proper treatment and disposition. The Tribe maintains a 36 CFR Part 79 standard facility and requests that all artifacts, not including human remains, sacred/ceremonial items, or grave goods, be curated at that facility. Further, all sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.	During all grading and construction activities	During all grading and construction activities		
38.	**MM 3.9.2f** Significant site CA-RIV-8282 cannot be avoided as the preferred option per CEQA. As there are no large boulder outcrops or other predominant features located within this site, no measures are necessary for relocation. However, because the archaeological testing plan identified cultural resources on the surface and at least 35 centimeters in depth, controlled grading will occur within the boundaries of CA-RIV-8282 in order to observe any buried features, artifacts, or human remains that were not identified during testing. A plan detailing the controlled grading will be prepared in consultation with the Pechanga Tribe describing	During all grading and construction activities	During all grading and construction activities		

	the process and duration of the grading in this area prior to grading in the CA-RIV-8282 area.				
39.	**MM 3.9.2g** Significant site CA-RIV-1256 will be avoided through design of the project. Prior to development in the area, the project archaeologist and the Pechanga Tribe will fence the area to be protected. No impacts to the area should occur during grading. Upon completion of the grading in this area, the fencing will be removed. The Pechanga Tribe and the project applicant will develop a long-term management plan for CA-RIV-1256.	During all grading and construction activities	During all grading and construction activities		
40.	**MM 3.9.3** Prior to issuance of a grading permit, the project applicant shall present a letter to the Chief Building Official indicating that a qualified paleontologist has been retained to carry out a paleontological monitoring and salvage program. The contracting paleontologist shall be present to monitor all initial ground-disturbing activities in native soils or sediments, including all vegetation removal. Should any paleontological resources (i.e., fossils) be uncovered during project construction activities, all work in the immediate vicinity shall be halted or diverted to other areas on the site and the City shall be immediately notified. The qualified paleontologist shall be retained to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the project applicant shall consider the recommendations of the qualified paleontologist. The City, the qualified paleontologist, and the project applicant shall consult and agree upon implementation of a measure or measures that the City, the qualified paleontologist, and the	Prior to Issuance of a Grading Permit and during ground-disturbing activities	Planning and Public Works Departments	ALL PHASES	

	project applicant deem feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by the project applicant, qualified paleontologist, and the City, as well as the Native American tribal representative if relevant, as to the appropriate preservation or mitigation measures.				
41.	**MM 3.9.4** In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a. The Riverside County Coroner shall be contacted to determine whether an investigation into the cause of death is required; and b. If the Riverside County Coroner determines the remains are Native American: i. The Coroner shall contact the Native American Heritage Commission within 24 hours. ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.	Prior to Issuance of a Grading Permit and during ground-disturbing activities	Planning and Public Works Department	ALL PHASES	

	iii. The most likely descendent 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 Section 5097.98; or (2) 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 subsurface disturbance. a. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; b. The descendant identified fails to make a recommendation; or c. The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.				
42.	**MM 3.11.4** 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 dripline of trees within the	Prior to any ground disturbance activities	Planning and Public Works Department	ALL PHASES	

	area of ground disturbance and trees subject to changes in hydrologic regime), an Oak Tree Mitigation Plan prepared by a certified arborist, registered professional forester, botanist, or landscape architect shall be submitted for review and approval by the City that includes: 1. A survey showing the location of oak trees 5 inches or more in diameter at breast height, as defined by Public Resources Code Section 21083.4(a). 2. The removal of all oak trees 5 inches or more in diameter at breast height shall be mitigated. Removal shall be mitigated by planting (or replanting) and maintaining oak trees. A minimum of three (3) native oak trees of 5 gallons or larger size (or other appropriate tree specie as determined by the Planning Director, City Landscape Architect and applicant's Arborist) shall be planted for each oak tree removed that is greater than or equal to 5 inches diameter at breast height (DBH). The trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Replanted oak trees shall be maintained for a period of seven years after they are planted. If any of the replanted oak trees die or become diseased, they shall be replaced and maintained for seven years after the new oak trees are planted. 3. A replanting schedule and diagram for trees removed or encroached upon by the project shall be submitted to and approved by the City. Replanted trees shall be planted in areas deemed appropriate by the Oak Tree Mitigation				

	Plan, considering future lot development and interference with foundations, fencing, roadways, driveways, and utilities. Trees planted shall be protected from livestock and other animals. 4. Oak tree protection measures for trees to be retained within the project site shall be included in construction specifications. Each oak tree to be preserved shall be surrounded by a tree zone identified by the dripline of the tree. An orange plastic fence or other suitable type of fence shall be used to identify the tree zone during construction activities. No vegetation removal, soil disturbance, or other development activities shall occur within the tree zone in order to protect root systems and minimize compaction of the soil, unless authorized by the Oak Tree Mitigation Plan. 5. Conservation easements or funds for off-site oak woodlands conservation shall be proposed to and approved by the City.				
Prior to Issuance of a Grading Permit					
43.	Prior to the issuance of the 1st first grading permit for Tentative Tract Map No. 36388, the" applicant shall enter into a Tribal Monitoring Agreement" with the Pechanga Band of Luiseno Indians. The agreement shall, include, but not be limited to, outlining provisions and requirements for addressing the treatment of cultural resources and establishing on-site monitoring provisions/requirements during all on-site 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 1st grading permit.	Prior to Issuance of a Grading Permit	Planning Department	UNIT/PHASE 1	

44.	The grading plan shall include the following information in the Notes Section of the Grading Plan: *"No grubbing/clearing of the site shall occur prior to scheduling the pre-grading meeting with Engineering. All project sites containing suitable habitat for burrowing owls, whether owls were found or not, require a 30-day preconstruction survey that shall be conducted within 30 days prior to ground disturbance to avoid direct take of burrowing owls. If the results of the survey indicate that no burrowing owls are present on-site, then the project may move forward with grading, upon Planning Department approval. If burrowing owls are found to be present or nesting on-site during the preconstruction survey, then the following recommendations must be adhered to: Exclusion and relocation activities may not occur during the breeding season, which is defined as March 1 through August 31, with the following exception: From March 1 through March 15 and from August 1 through August 31 exclusion and relocation activities may take place if it is proven to the City and appropriate regulatory agencies (if any) that egg laying or chick rearing is not taking place. This determination must be made by a qualified biologist."*	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	
45.	The grading plan shall include the following information in the Notes Section of the Grading Plan*: "If at any time during excavation/construction of the site, archaeological/cultural resources, or any artifacts or other objects which reasonably appears to be evidence of cultural or archaeological resource are discovered, the property owner shall immediately advise the City of such and the City shall cause all further excavation or other disturbance of the affected area to immediately cease. The Planning Director at his/her sole discretion may*	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	

	require the property owner to deposit a sum of money it deems reasonably necessary to allow the City to consult and/or authorize an independent, fully qualified specialist to inspect the site at no cost to the City, in order to assess the significance of the find. Upon determining that the discovery is not an archaeological/cultural resource, the Planning Director shall notify the property owner of such determination and shall authorize the resumption of work. Upon determining that the discovery is an archaeological/cultural resource, the Planning Director shall notify the property owner that no further excavation or development may take place until a mitigation plan or other corrective measures have been approved by the Planning Director."				
46.	Prior to the issuance of a the 1st grading permit the applicant shall receive approval of a haul permit for any import of material to the site or export of material off-site. The request for a haul permit shall include a haul route plan addressing the limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This haul permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site. If the proposed material source or disposal site was not previously evaluated by the mitigated negative declaration, a grading environmental assessment shall be approved by the planning director prior to the issuance of the haul permit.	Prior to Issuance of a Grading Permit	Planning Department	UNIT/PHASE 1	
47.	Prior to the issuance of the 1st grading permit for each phase , the applicant shall provide a note on the grading plans that state the following: "All existing native, oak or riparian trees on the property identified for preservation in the "Oak Creek	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	

	Canyon Tree Preservation Plan" shall also be identified on the grading plan for preservation. No grading or grubbing activities shall be allowed within the protected area for any preserved native, oak or riparian tree. The protected areas shown on the grading plan shall be fenced in accordance with city standards to prevent accidental grading activities in these sensitive areas.				
48.	Prior to the issuance of the 1st grading permit for each phase , the applicant shall provide a note on the grading plans that state the following: "*No ground disturbing or grubbing activities shall be allowed within the protected drip line of any preserved native, oak or riparian tree identified for preservation. Fencing shall be placed around these protected areas."*	Prior to Issuance of a Grading Permit	Planning Department	ALL PHASES	
Prior to Final Map / Recordation Approval					
49.	Prior to the recordation of the first final tract map, the applicant shall establish the formation of a Maintenance CFD (in accordance with the recommendations of the Oak Creek Canyon Fiscal Impact Study prepared for this project), that will establish a mechanism to pay for recurring public service costs as a result of the negative fiscal impacts from this project. The provisions of the CFD shall be reviewed and approved by the Finance, Planning and Engineering departments.	Prior to 1st Final Map Recordation	Finance, Planning & Engineering Depts.	UNIT/PHASE 1	
50.	Prior to the recordation of the final tract map for TTM 36388, or any subsequent final maps within the project area, the Applicant shall pay all fees in accordance with Zone A of the Southwest Road and Bridge Benefit District.	Prior to Final Map Approval	Planning Department	ALL PHASES	

51.	Prior to the recordation of the final tract map for TTM 36388, or any subsequent final maps within the project area, the applicant shall pay the appropriate impact mitigation fee to the Riverside County Flood Control and Water Conservation District.	Prior to Final Map Approval	Planning Department	ALL PHASES	
52.	Prior to the recordation of the final map for TTM 36388, a copy of the proposed Covenants, Conditions, and Restrictions (CC&R's) shall be submitted to the Planning Director and City Attorney for review. The CC&R's shall include liability insurance and methods of maintaining landscaping, parking areas, private roads, exterior of all buildings (if applicable), and all landscaped and open areas including parkways, as well as a provisions indicating that the homeowners association may not be terminated or dissolved with the permission of the City. The CC&R's shall be in the form and content approved by the planning director and city attorney and shall include such provisions as are required by this approval and as said officials deem necessary to protect the interests of the City and its residents.	Prior to Final Map Approval	Planning Department	UNIT/PHASE 1	
Prior to Issuance of Building Permits					
53.	Prior to the issuance of the 1st building permit for each phase/planning area, the applicant shall pay all applicable Development Impact Fees and City Mitigation Fees as determined by the Building and Engineering departments.	Prior to Issuance of Building Permits	Building and Engineering Departments	ALL PHASES	
54.	Prior to the issuance of the 1st building permit for each phase/planning area, the applicant shall submit for review and approval by the Planning Department a "Final Site Plan of Development" package (including the required application and	Prior to Issuance of the 1st Building Permit for each Planning Sub-	Planning Department	ALL PHASES	

	deposit fee) for review and approval. All development plans under Tentative Tract Map No. 36388 shall be consistent with the residential site/architectural design guidelines approved under Specific Plan No. 116, Amendment No. 4 (Planning Application No. 11-0261).	Area			
55.	Prior to the issuance of the 1st building permit for phase/planning area No. 9, 17A and 18, the applicant shall submit for review and approval by the Planning Department a Minor Plot Plan application for development of each park site. The park development plan shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 1st Building Permit for each Planning Sub-Area	Planning Department	ALL PHASES	
56.	Prior to the issuance of the of the 42nd building permit within planning/phase area No 9, the applicant shall have completed construction and installed all park improvements for the 1.8 acre park site approved within this phase/planning area. The park development shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 42nd Building Permit.	Planning Department	UNIT/PHASE 4	
57.	Prior to the issuance of the of the 52nd building permit within planning/phase area No 17A, the applicant shall have completed construction and installed all park improvements for the 1.8 acre park site approved within this phase/planning area. The park development shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 52nd Building Permit.	Planning Department	UNIT/PHASE 4	
58.	Prior to the issuance of the of the 44th building permit within planning/phase area No 18A, the applicant shall have	Prior to Issuance of the 44th	Planning Department	UNIT/PHASE 4	

	completed construction and installed all park improvements for the 1.8 acre park site approved within this phase/planning area. The park development shall be consistent with the site planning, design and landscape guidelines of Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Building Permit.			
59.	Prior to the issuance of the 1st building permit to construct any signs, the applicant shall submit a Minor Plot Plan application for review and approval by the Planning Director, a master sign program. The proposed sign program shall be consistent with the location and design guidelines approved under Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of the 1st Building Permit	Planning Department	UNIT/PHASE 1	
60.	Prior to the issuance of a building permit for development of the commercial parcel, the applicant shall submit a Plot Plan application to the Planning Department for review and approval. The proposed commercial/retail project shall comply with the design guidelines approved under Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).	Prior to Issuance of a Building Permit	Planning Department	PHASE 1 OF THE COMMERCIAL SITE	
Special Landscaping Conditions					
61.	Prior to the issuance of the 1st building permit for each phase/planning area, the applicant shall submit two (2) sets of detailed landscape and irrigation plans (drawn at a scale of 20 feet to 1 inch - any other scale shall be first approved by the Planning Director and City Landscape Architect) for review and approval by the Planning Director and City Landscape Architect. The landscape and irrigation plans shall be prepared by a registered landscape architect and be designed to be consistent with the landscape design guidelines	Prior to Issuance of a Building Permit	Planning Department	ALL PHASES	

	approved under Specific Plan No. 116, Amendment No. 4 (PA No. 11-0261).				
62.	All landscape and irrigation plans shall also meet the standards outlined in Title 17.276 of the Wildomar Zoning Ordinance (Water Efficient Landscapes and Water Efficient Irrigation Guidelines).	On-Going	Planning Department	ALL PHASES	
63.	All existing California Native Oak trees (*Quercus species*) designated to be relocated and/or preserved on-site, which are damaged during construction, shall be replaced at the direction of the Planning Director and City Landscape Architect.	On-Going	Planning Department	ALL PHASES	
64.	No trees shall be removed during the bird migratory season, if it is determined and verified that live nests exist in the trees.	On-Going	Planning Department	ALL PHASES	
65.	No light fixture, electric transformer, fire detector check or fire hydrant shall be designed for any location in a planting area, which would make it necessary to eliminate a tree.	On-Going	Planning Department	ALL PHASES	
66.	All ground covers shall be installed from living plant materials. Spacing shall be such that 100% coverage is achieved within 2 years of the installation.	On-Going	Planning Department	ALL PHASES	
67.	Decorative rock and crushed rock areas shall be allowed in limited quantity, where approved by the Planning Director and City Landscape Architect for maintenance, pathways, or particular use.	On-Going	Planning Department	ALL PHASES	
68.	Cool-season turf grass is discouraged, except as necessary for recreational use areas. Warm season turf grass is	On-Going	Planning Department	ALL PHASES	

	allowed. An approved concrete mow strip shall separate all turf and shrub beds, except at individual residences.				
69.	Planting areas adjacent to streets shall have approved species of trees provided at the rate of one-24" box planted at 30 feet on center.	On-Going	Planning Department	ALL PHASES	
70.	All subdivision individual lots shall have one approved species street tree per lot installed from a 24" box container. Lots with 10 feet or greater planter area between lots shall have an additional street tree installed. Street trees shall be installed one-foot outside the right-of-way within the private area of the residential front yard; at least 5 feet from side property lines, structures, utilities, and driveways; at least 3 feet from water meters and water mainline. No trees shall be planted in drainage swales.	On-Going	Planning Department	ALL PHASES	
71.	Individual front yard typical landscaping shall be designed to provide a complete and finished looking landscape installation, including yard trees, shrubs and ground covers, without large areas of bark mulch.	On-Going	Planning Department	ALL PHASES	
72.	Mature specimen trees in 36-inch and 48-inch boxes shall be supplied in sufficient quantity to provide variety and emphasis at main focal areas, monument signs, and project entries.	On-Going	Planning Department	ALL PHASES	
73.	All trees shall be double staked with vinyl/rubber type ties nailed to the lodge pole stakes in at least two vertical locations. Trunk protection devices shall be provided to all trees located in turf grass areas and a 24-inch diameter grass cut-out at the trunk shall be filled with 3 inches of approved bark mulch kept 3 inches away from the tree trunk.	On-Going	Planning Department	ALL PHASES	

74.	All irrigation design shall conform to the ETo requirements set forth by Elsinore Valley Municipal Water District (60% ETo). No irrigation design shall force the owner into a tier greater than one upon initial design calculation.	On-Going	Planning Department	ALL PHASES	
75.	All irrigation in shrub areas shall be designed and installed using drip irrigation or irrigation measured in gallons per hour.	On-Going	Planning Department	ALL PHASES	
76.	The irrigation systems shall be installed using pipe and equipment for reclaimed water.	On-Going	Planning Department	ALL PHASES	
77.	A weather-based irrigation controller shall be installed that measures evapo-transpiration. A rain shut off device shall be installed connected with the irrigation controller.	On-Going	Planning Department	ALL PHASES	
78.	Plant materials within shrub areas shall incorporate low water use species as a general rule, be water-efficient, and hydro-zoned. California native plants are encouraged.	On-Going	Planning Department	ALL PHASES	
79.	Root barriers ("Bio-barrier"™), shall be installed for all trees planted within 10 feet of paving along public streets. Within the project, root barriers of a type approved by the City Landscape Architect (continuous and non-paneled), shall be installed for all trees located within 5 feet of paving.	On-Going	Planning Department	ALL PHASES	
80.	No Eucalyptus or plant materials that could freeze shall be utilized in the design.	On-Going	Planning Department	ALL PHASES	
81.	All grass shall be installed from sod in individual residences, if applicable.	On-Going	Planning Department	ALL PHASES	
82.	Bio-swales, drainage areas, detention basins, and open spaces shall incorporate California native plants (ground	On-Going	Planning Department	ALL PHASES	

	cover, shrubs, and trees). Un-mowed California native low-water usage perennial grasses and other approved low growing ground covers, may be designed, as approved by the City Landscape Architect as required for the minimum expected soil moisture in the bio-swales, drainage areas, detention basins, and open spaces as a best management practice for water and energy conservation.				
83.	The landscape plans required as part of the Final Site Plan of Development for each planning/phase area shall reflect the following standards for slopes: a) All slopes over 3 feet in vertical height, must be landscaped. A minimum of 4 inches of medium grind bark mulch shall be applied to control erosion and weed growth. Trees shall be located at least 10 feet below the top of the slope, if another residential property is located above the other property. Trees located at the top of the slope should be installed towards the side property lines to preserve the homeowners' views. Shrubs shall be designed in a clustered and massed layout to appear natural. Ground cover shall be planted at a spacing to fill in 100% within 1 year of installation.	On-Going	Planning Department	ALL PHASES	
84.	The landscape contractor is responsible for providing an agronomic soil report that determines soil fertility and recommendations prior to initiating each major area of work. The report shall be transmitted electronically to the City Landscape Architect, and it shall include recommendations for pre-plant and long-term landscape maintenance. The soil report shall specifically recommend materials and rates representing the area of the project where construction will	On-Going	Planning Department	ALL PHASES	

	take place. Soil reports for cut or fill slopes shall be provided separately from areas that require less grading.				
85.	All fertilizers and soil amendments used during planting preparation and installation shall be derived from organic-based materials as a best management practice for storm water source control.	On-Going	Planning Department	ALL PHASES	
86.	All landscaping that drains into existing creeks or drainage areas shall be installed using California native plants.	On-Going	Planning Department	ALL PHASES	
87.	The landscape concept for fuel modification zones/areas shall be included and shown in the required landscape plans required herein.	On-Going	Planning Department	ALL PHASES	
88.	All areas of the project on or off-site, which are graded, shall be planted and irrigated at the direction of the City Landscape Architect, whether shown as a part of this project or not.	On-Going	Planning Department	ALL PHASES	
89.	Specific long-term landscape maintenance specifications shall be provided by the project landscape architect to ensure proper landscape maintenance for the homeowners' association.	On-Going	Planning Department	ALL PHASES	
90.	The City Landscape Architect shall meet with the job site superintendent and the landscape contractor for a pre-job meeting. A copy of the soil fertility recommendations shall be presented prior to the meeting. No landscaping or site work in the public right-of-way or privately maintained areas shall occur prior to the meeting.	On-Going	Planning Department	ALL PHASES	
91.	All required landscaping and irrigation systems shall be installed in a condition acceptable to the City and in accordance with the approved landscape construction plans.	Prior to Occupancy Permits for each	Planning Department	ALL PHASES	

	The City will conduct inspections to ensure that the landscape installation is in compliance with the approved landscape plans.	Unit/Phase Area			
Prior to Issuance of a Certificate of Occupancy					
92.	Prior to the issuance of a certificate of occupancy for any dwelling unit within each phase/planning area, all conditions of approval for that phase/planning area shall be satisfied.	Prior to Issuance of a Certificate of Occupancy	Planning and Building Department	ALL PHASES	
PUBLIC WORKS/ENGINEERING/BUILDING DEPARTMENT CONDITIONS					
General Conditions					
1.	All above-ground utilities, including but not limited to communication and power that are 33KV in size or less within the Oak Creek Canyon project area, shall be undergrounded by the developer in accordance with City requirements. The undergrounding of utilities shall be reflected on the project improvement plans.	On-Going	Public Works Dept.	ALL PHASES	
2.	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	Public Works Dept.	ALL PHASES	
3.	All retaining walls shall require a separate permit from the Building Department.	On-Going	Building Dept.	ALL PHASES	

4.	The proposed access to the basins from Bundy Canyon Road shall be designed in a safe manner and designed and constructed to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
5.	The Bundy Canyon driveway for the commercial parcel (Lot 313), shall be restricted and designed as a right-in / right-out. Said design shall be reflected on the future Plot Plan when this site develops.	On-Going	Public Works Dept.	ALL PHASES	
6.	All non standard features, such as stamped concrete and/or pavers shall be outside of the public right of way and the maintenance shall be the responsibility of the Oak Creek Canyon homeowners association. This condition shall be included in the CC&R's required for this project.	On-Going	Public Works Dept.	ALL PHASES	
7.	All proposed gates within any of the phase/planning areas shall be reviewed and approved by the Planning and Public Works Directors prior to installation.	On-Going	Engineering & Planning Depts.	ALL PHASES	
8.	No grading shall be performed within the Oak Creek Canyon project area without first applying for a grading permit from the Public Works Department.	On-Going	Public Works Dept.	ALL PHASES	
9.	Written permission shall be obtained from the affected property owners allowing the proposed grading and/or facilities to be installed outside of the project boundaries.	On-Going	Public Works Dept.	ALL PHASES	
10.	The developer's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. This permit	On-Going	Public Works Dept.	ALL PHASES	

	shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site.				
11.	The Developer shall dedicate, design and construct all improvements in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, as further conditioned herein and to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
12.	The Developer shall be responsible for all costs associated with off-site right-of-way acquisition, including any costs associated with the eminent domain process, if necessary.	On-Going	Public Works Dept.	ALL PHASES	
13.	All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in the City of Wildomar. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Building Department.	On-Going	Public Works & Building Depts.	ALL PHASES	
14.	All necessary measures to control dust shall be implemented by the developer during grading to the satisfaction of the City Engineer. A PM10 plan may be required at the time a grading permit is issued, as determined by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
15.	Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the City Engineer and Planning Director.	On-Going	Engineering & Planning Depts.	ALL PHASES	
16.	Grading in excess of 199 cubic yards will require performance security to be posted with the City.	On-Going	Public Works Dept.	ALL PHASES	
17.	Erosion control – landscape plans, required for manufactured slopes greater than 3 feet in vertical height, are to be signed	On-Going	Public Works	ALL PHASES	

	by a registered landscape architect and bonded per the requirements of Ordinance 457 (refer to dept. form 284-47). Planting shall occur within 30 days of meeting final grades to minimize erosion and to ensure slope coverage prior to the rainy season. The Developer shall plant & irrigate all manufactured slopes steeper than a 4:1 (horizontal to vertical) ratio and 3 feet or greater in vertical height with grass or ground cover; slopes 15 feet or greater in vertical height shall be planted with additional shrubs or trees or as approved by the City Engineer.		Dept.		
18.	Should this project lie within any assessment/benefit district, the project proponent shall, prior to acceptance of improvements, make application for and pay for their reapportionment of the assessments or pay the unit fees in the benefit district unless said fees are otherwise deferred.	On-Going	Public Works Dept.	ALL PHASES	
19.	The developer shall design and construct all driveways in accordance with the City of Wildomar Improvement Standards.	On-Going	Public Works Dept.	ALL PHASES	
20.	The improvement plans for the required public improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the project boundaries at a grade and alignment as approved by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
21.	All flood control plans to be reviewed shall be submitted through the City of Wildomar, unless otherwise directed by the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	

22.	The HOA shall maintain the connecting lots (Detention Basins) for the 72" RCP's connecting Lots 315 to 316 and Lots 316 to 320. The 72" RCP shall be placed outside of the paved improvements for Bundy Canyon to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	UNIT/PHASE 3	
23.	The HOA shall obtain an easement for the RCP within Lot 163 and 199.	On-Going	Public Works Dept.	UNIT/PHASE 4	
24.	The HOA and/or a maintenance district shall maintain the drainage facilities, water quality basins and areas within the project boundaries including but not limited to the areas north of Lot 269; between Lot 105 and 106; within Lot 163, 199, 310, 322; between Lot 124 and 125; and the RCP connecting Lots 312 to 321.	On-Going	Public Works Dept.	ALL PHASES	
25.	The HOA shall maintain all open space areas including but not limited to trails, slopes, terrace drains, interceptor drains, walls, drainage pipes, headwalls, outfalls, detention basins and their access drives and other associated facilities.	On-Going	Public Works Dept.	ALL PHASES	
26.	The 36" culvert under Beverly Street shall be resized and constructed to handle additional flows from this project to the satisfaction of the City Engineer.	On-Going	Public Works Dept.	ALL PHASES	
Prior to Issuance of a Grading Permit					
27.	Prior to the issuance of the first grading permit in any phase/planning area, the developer shall submit final geotechnical soils reports to the City Engineer for review and approval prior to issuance of grading permit. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by City of Wildomar.	Prior to Issuance of the first Grading Permit	Public Works Dept.	UNIT/PHASE 1	

28.	Prior to the issuance of a grading permit, it shall be the sole responsibility of the developer to obtain any and all easements and/or permissions necessary to perform the grading required for the project. A notarized letter of permission from all affected property owners or easement holders, or encroachment permit, is required for all off-site grading.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
29.	Prior to the issuance of grading permits, the project specific SWPPP shall be approved by the City Engineer.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
30.	Prior to issuance of grading permits, the Developer shall provide the Engineering Department evidence of compliance with the National Pollutant Discharge Elimination System (NPDES) and obtain a construction permit from the State Water Resource Control Board (SWRRCB).	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
31.	Prior to the issuance of a grading permit, the developer shall have obtained approval for the import/export location from the City of Wildomar. Additionally, if either location was not previously approved by an Environmental Assessment, prior to issuing a grading permit, a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the City Engineer for approval.	Prior to Issuance of a Grading Permit	Engineering & Planning Depts.	ALL PHASES	
32.	Prior to the issuance of a grading permit, the developer shall submit a Final Water Quality Management Plan (WQMP), in conformance with the requirements of the San Diego Regional Water Quality Control Board. All stormwater quality treatment devices shall be located outside of the ultimate public right of way. The developer shall design the stormwater quality treatment devices to accommodate all project runoff, ensuring	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	

	post-construction flows and volumes do not exceed pre-construction levels, in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. These BMPs shall be consistent with the Final WQMP and installed to the satisfaction of the City Engineer.				
33.	Prior to the issuance of a grading permit, the developer is to provide the appropriate documentation that will allow this project a waiver for mitigation volume related to the Lake Elsinore sub watershed of the Santa Ana Watershed. Please note the City is not a permittee in the MS4 permit for the Santa Ana River Watershed (Lake Elsinore) and is governed only by the MS4 permit for the Santa Margarita Watershed, therefore the Applicant needs to provide evidence that this waiver has been approved by the Santa Ana Regional Water Quality Control Board. Otherwise volume has to be addressed.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
34.	Prior to the issuance of grading permit, the developer shall prepare and submit a comprehensive drainage study and plan that includes, but is not limited to: definition with mapping of the existing watersheds; a detailed pre- and post-project hydrologic and hydraulic analysis of the project and project impacts; definition of the local controlling 100-year frequency water levels existing and with project; the proposed method of flow conveyance to mitigate the potential project impacts with adequate supporting calculations; any proposed improvements to mitigate the impacts of increased runoff from the project and any change in runoff; including quality, quantity, volume, and duration in accordance with City of	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	

	Wildomar's Hydrology Manual, Improvement Standards, and to the satisfaction of the City Engineer. Specifically, the study will: a. Analyze the detention basin drainage area for a project using the Rational Method 100-year storm event for the pre-project and post-project. b. Analyze 4 hydrographs for the detention basin drainage area for a project using the Unit Hydrograph 100-year storm event for the 1-hour, 3-hour, 6-hour, and 24-hour storm durations for post-project condition. c. Using the Unit Hydrographs determine which duration provides the highest flow rate. Adjust parameters such as lag time, flow line roughness coefficient or other parameters to calibrate Unit Hydrograph model to provide results similar to the Rational Method. d. Using the calibrated Unit Hydrograph for the detention basin drainage area perform basin routing analysis to demonstrate that the outflow is less than the pre-project Rational Method flow rate.				
35.	Prior to issuance of a grading permit for Unit/Phase 1, the developer is to vacate easement #8, 'An easement for sewer and incidental purposes, granted to the Farm, a California Corporation, recorded September 18, 1978 as instrument No. 196924 of O.R. If easement #8 can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Issuance of a Grading Permit	Public Works Dept.	ALL PHASES	
36.	Prior to issuance of a grading permit, the developer is to vacate easement #7, within Unit/Phase 3, 'An easement for street, ingress, egress and incidental purposes, granted to Title Insurance and Trust Company, a California Corporation,	Prior to Issuance of a Grading Permit	Public Works Dept.	UNIT/PHASE 3	

	recorded April 9, 1962 as instrument No. 3229 of O.R.' within Unit 3. If easement #7 can not be vacated, amended entitlement approvals may be necessary as a result.				
Prior to Improvement Plan Approval					
37.	Prior to the 1st Improvement Plan submittal, the developer shall show all easements per the Title Report to the satisfaction of Public Works. Any conflicts with existing easements shall result in the site being redesigned and potentially going back to Planning Commission and City Council.	Prior to 1st Improvement Plan Submittal	Public Works Dept.	ALL PHASES	
Prior to Final Map Approval					
38.	Prior to final map approval, improvement plans shall be prepared, processed, approved and complete the improvements; or execute an Improvement Agreement and Improvement Security. This condition shall be in conformance with local regulations and the Subdivision Map Act, and applies to the conditions of approval Nos. 39 – 75.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
39.	Prior to Final Map approval, the developer, for the entire project frontage of Bundy Canyon Road from Unit 1 to Unit 5, shall dedicate, design and construct Bundy Canyon Road based upon a 152 foot urban arterial highway, Standard No. 91, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
40.	Prior to Final Map approval, all appropriate offsite transition on Bundy Canyon Road in accordance with the City of Wildomar	Prior to Final Map	Public Works	ALL PHASES	

	Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Approval	Dept.		
41.	Prior to Final Map approval, the developer shall dedicate, design and construct the intersection of Bundy Canyon Road / Sunset Avenue based on the expanded intersection Standard No. 91 and modified Standard 111, in accordance with the City of Wildomar Road Improvement Standards & Specification to the satisfaction of the City Engineer. A modified expanded intersection may be approved by the City Engineer prior to the development of Unit 5.	Prior to Final Map Approval & Unit 5	Public Works Dept.	ALL PHASES	
42.	Prior to Final Map approval, the developer shall dedicate, design and construct streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
43.	Prior to Final Map approval, 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 Final Map Approval	Public Works Dept.	ALL PHASES	
44.	Prior to Final Map approval, the developer shall submit landscaping and irrigation plans within the public right-of-way to the Planning Department. These plans shall include water usage calculations, estimate of irrigation and the location of all existing trees that will remain. All plans and calculations shall be designed and calculated per the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Codes and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works & Planning Depts.	ALL PHASES	

45.	Prior to Final Map approval, the developer shall submit to the City Engineer traffic control plans along Bundy Canyon Road to ensure the continued flow of traffic during construction.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
46.	Prior to Final Map approval, the developer shall execute a maintenance agreement for the stormwater quality control treatment device to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
47.	Prior to Final Map approval, the developer shall execute a maintenance agreement for the maintenance of the detention basins and 72" RCP to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	ALL PHASES	
48.	Prior to issuance of any permit or final map, the developer is to vacate easement #8 on the plot plan (#46 in the title report), 'An easement for sewer and incidental purposes, granted to the Farm, a California Corporation, recorded September 18, 1978 as instrument No. 196924 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
49.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
50.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	

51.	Prior to Final Map approval, the developer, shall dedicate, design and construct Harvest Way West based upon a 66 foot enhanced local, Standard No. 104, as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer. Prior to the installation of the traffic signal access restrictions may be imposed at this intersection.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
52.	Written permission shall be obtained from the affected property owners allowing the proposed drainage leaving the project boundaries from Lot 300 and 323.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 1	
53.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
54.	Prior to Final Map approval, the developer, shall design and construct Beverly Street, modified Standard 105-A, and associated drainage facilities as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
55.	Prior to Final Map approval, the developer, shall design and modify the intersection of Bundy Canyon Road / Harvest Way West to incorporate the north leg of the intersection (L Street), as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	

56.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Harvest Way West, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
57.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / I Street, consistent with the tentative map widths, as a right-in/out and left-in intersection, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 2	
58.	Prior to issuance of any permit or final map approval, the developer is to vacate easement #7 on the plot plan (#45 in the title report), within Unit 3, 'An easement for street, ingress, egress and incidental purposes, granted to Title Insurance and Trust Company, a California Corporation, recorded April 9, 1962 as instrument No. 3229 of O.R.' within Unit 3. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
59.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
60.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	

	Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
61.	Prior to Final Map approval, the developer, shall dedicate, design and construct Harvest Way East based upon a 66 foot enhanced local, Standard No. 104, as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
62.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / Harvest Way East in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
63.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Harvest Way East, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 3	
64.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
65.	Prior to Final Map approval, the developer, shall dedicate, design and construct all internal streets as identified on the tentative map, in accordance with the City of Wildomar	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	

	Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
66.	Prior to Final Map approval, the developer, shall dedicate, design and construct Harvest Way East based upon a 66 foot enhanced local, Standard No. 104, as identified on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
67.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / Harvest Way East in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
68.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Harvest Way East, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 4	
69.	Prior to issuance of any permit or final map, the developer is to vacate easement #50 in the title report, 'An easement for public utilities and incidental purposes, granted to The Farm Master Antenna System, Inc., recorded November 20, 1984 as instrument No. 84-250856 of O.R. If this easement can not be vacated, amended entitlement approvals may be necessary as a result.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
70.	Prior to Final Map approval, the developer, shall dedicate, design and construct Sunset Avenue based upon a 78 foot industrial collector street, Standard No. 111, in accordance	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	

	with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.				
71.	Prior to Final Map approval, the developer, shall dedicate, design and construct 14 foot trail adjacent to Sunset Avenue, as shown on the tentative map, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
72.	Prior to Final Map approval, the developer shall dedicate, design and construct all appropriate offsite transition on Sunset Avenue in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
73.	Prior to Final Map approval, the developer, shall dedicate, design and construct the intersection of Bundy Canyon Road / Sunset Avenue in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
74.	Prior to Final Map approval, the developer, shall design and construct a traffic signal at the intersection of Bundy Canyon Road / Sunset Avenue, in accordance with the City of Wildomar Improvement Standards & Specifications and to the satisfaction of the City Engineer.	Prior to Final Map Approval	Public Works Dept.	UNIT/PHASE 5	
Prior to Issuance of a Building Permit					
75.	Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	

76.	Prior to the issuance of a building permit, Improvement plans shall be approved by the City Engineer and all improvements to be constructed shall be secured by the Developer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
77.	Prior to issuance of a building permit, the developer shall provide will serve letters from the appropriate water and sewer agencies.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
78.	Prior to issuance of a building permit, the developer shall install streetlights in accordance with the City of Wildomar Road Improvement Standards & Specification, Improvement Plan Check Policies and Guidelines, City Ordinances and to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
79.	Prior to issuance of a building permit, the developer shall install all street name signs at intersections adjacent to the project, public or private and/or replace street name signs in accordance with the City of Wildomar Standard Details and to the satisfaction of the City Engineer.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
80.	Prior to issuance of a building permit the developer shall annex into all applicable Community Service Areas and Landscaping Maintenance District for landscaping, lighting, drainage and maintenance to the satisfaction of the City Engineer or otherwise form a District where one is not currently in place.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
81.	Prior to issuance of a building permit the developer shall pay all necessary impact and mitigation fees required. These fees include, but are not limited to, fees associated with Transportation Uniform Mitigation Fee (TUMF), Quimby (parkland in-lieu) Fee, Riverside County Flood Control and	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	

	Water Conservation District, Southwest Road and Bridge Benefit District (R&BBD) and City Development Impact Fees.				
82.	Prior to issuance of a building permit the developer shall construct the stormwater quality treatment devices to accommodate all project runoff in accordance with City of Wildomar's Hydrology Manual, Stormwater Quality Best Management Practice Design Handbook, Improvement Standards, and to the satisfaction of the City Engineer. All stormwater quality treatment devices shall be constructed outside of the ultimate public right of way.	Prior to Issuance of a Building Permit	Building Dept.	ALL PHASES	
	RIVERSIDE COUNTY FIRE DEPT.				
	General Conditions				
1.	10.FIRE.999 MAP #50-BLUE DOT REFLECTORS Blue retro-reflective pavement markers shall be mounted on private streets, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Dept..	On-Going	County Fire Dept.	ALL PHASES	
2.	10.FIRE.999 MAP-#16-HYDRANT/SPACING Schedule A fire protection approved standard fire hydrants, (6"x 4"x 2 ½") locate one at each street intersection and space no more than 500 feet apart in any direction, with no portion of any lot frontage more than 250 feet from hydrant. Minimum fire flow shall be 1000 GPM for 2 hours duration at 20 PSI, and shall include perimeter streets at each intersection and spaced 1000 feet apart.	On-Going	County Fire Dept.	ALL PHASES	

EXHIBIT 1 of ATTACHMENT D CONDITIONS OF APPROVAL – Oak Creek Canyon Residential/Commercial Project				
Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261)				
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015				
City Council Approval Date: May 22, 2013	**Expiration Date: May 22, 2016**			
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
Prior to Recordation of Final Map				
3. 50.FIRE.999 MAP-#004-ECS-FUEL MODIFICATION. ECS map must be stamped by the Riverside County Surveyor with the following Note: Prior to the issuance of a grading permit, the developer shall prepare and submit to the County Fire Dept. for approval a fire protection/vegetation management that should include but not limited to the following items: a) Fuel modification to reduce fire loading. b) Appropriate fire breaks according to fuel load, slope and terrain. c) Non flammable walls along common boundaries between rear yards and open space areas shall be provided at intervals not to exceed 1500'. e) A homeowner's association or appropriate district shall be responsible for maintenance of all fire protection measures within the open space areas. ANY HABITAT CONSERVATION ISSUE AFFECTING THE COUNTY FIRE DEPT. FUEL MODIFICATION REQUIREMENTS SHALL HAVE CONCURRENCE WITH THE RESPONSIBLE WILDLIFE AND/OR OTHER CONSERVATION AGENCY.	Prior to Recordation of Final Map	County Fire Dept.	ALL PHASES	
4. 50.FIRE.999 MAPS-#46-WATER PLANS. The applicant or developer shall furnish one copy of the water system plans to the County Fire Dept. for review. Plans shall be signed by a registered civil engineer, containing a County Fire Dept. approval signature block, and shall conform to hydrant type, location, spacing and minimum fire flow. Once plans are signed by local water company, the originals shall be presented to the County Fire Dept. for signature.	Prior to Recordation of Final Map	County Fire Dept.	ALL PHASES	

5.	50.FIRE.999 MAP-#53-ECS-WTR PRIOR/COMBUSTION. ECS map must be stamped by Riverside County Surveyor with the following Note: The required water system, including fire hydrants, shall be installed and accepted by the appropriate water agency prior to any combustible building material placed on an individual lot.	Prior to Recordation of Final Map	County Fire Dept.	ALL PHASES	
Prior to Issuance of a Grading Permit					
6.	60.FIRE.999 MAP-#004-ECS-FUEL MODIFICATION. ECS map must be stamped by the Riverside County Surveyor with the following Note: Prior to the issuance of a grading permit, the developer shall prepare and submit to the County Fire Dept. for approval a fire protection/vegetation management that should include but not limited to the following items: a) Fuel modification to reduce fire loading. b) Appropriate fire breaks according to fuel load, slope and terrain. c) Non-flammable walls along common boundaries between rear yards and open space areas shall be provided at intervals not to exceed 1500'. e) A homeowner's association or appropriate district shall be responsible for maintenance of all fire protection measures within the open space areas. ANY HABITAT CONSERVATION ISSUE AFFECTING THE COUNTY FIRE DEPT. FUEL MODIFICATION REQUIREMENTS SHALL HAVE CONCURRENCE WITH THE RESPONSIBLE WILDLIFE AND/OR OTHER CONSERVATION AGENCY.	Prior to Issuance of a Grading Permit	County Fire Dept.	ALL PHASES	

EXHIBIT 1 of ATTACHMENT D
CONDITIONS OF APPROVAL – Oak Creek Canyon Residential/Commercial Project

Project Application: Tentative Tract Map No. 36388 (Planning Application No. 11-0261)

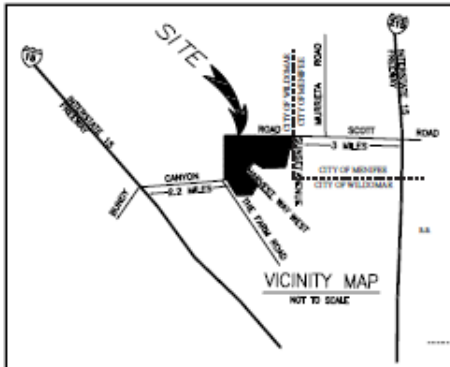
APN: 362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024; 362-080-004, 005, 007, 008, 009, 012; 362-090-009 &015

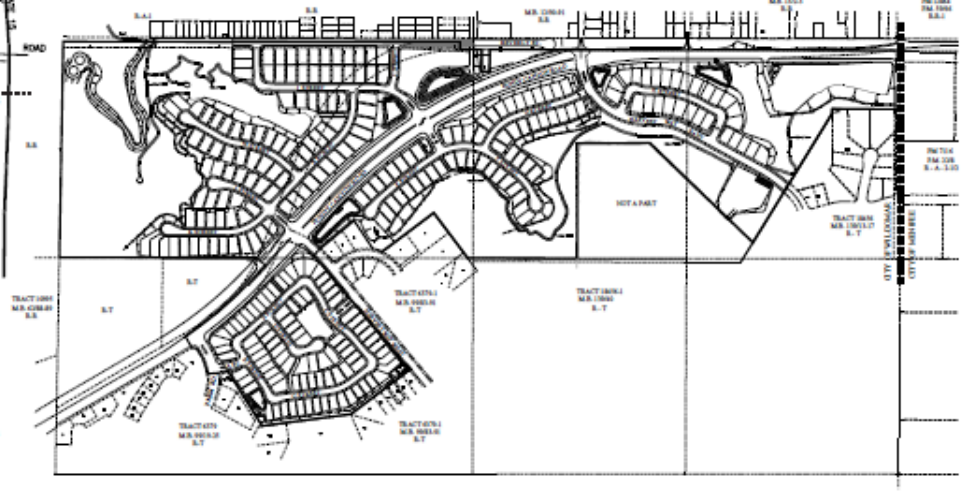
City Council Approval Date: May 22, 2013		Expiration Date: May 22, 2016		
Conditions of Approval	**Timing / Implementation**	**Enforcement / Monitoring**	**Unit/Phase Areas**	**Verification (Date and Signature)**
Prior to Issuance of Building Permits				
7. 80.FIRE.999 MAP-#50-TRACT WATER VERIFICATION. The required water system, including all fire hydrant (s), shall be installed and accepted by the appropriate water agency and the Riverside County Fire Dept. prior to any combustible building material placed on an individual lot. Contact the Riverside County Fire Dept. to inspect the required fire flow, street signs, all weather surface, and all access and/or secondary. Approved water plans must be at the job site.	Prior to Issuance of a Building Permit	County Fire Dept.	ALL PHASES	
Prior to Issuance of Occupancy Permits/Final Inspection				
8. 80.FIRE.999 MAP – MAP INSPECTION OF PRIOR TO BUILD ISSUES: The applicant or developer shall request Fire Dept. Inspection for all items listed as prior to building permit issuance.	Prior to Issuance of Occupancy Permits	County Fire Dept.	ALL PHASES	
9. 80.FIRE.999 MAP – RESIDENTIAL FIRE SPRINKLER Residential fire sprinklers are required in all one and two family dwellings per the California Residential code, California Building Code and the California Fire Code. See NFPA 13D, 2010 Edition or contact the Riverside County Fire Dept. for the Residential Fire Sprinkler Standard. All sprinkler plans must be reviewed and approved prior to installation. West County – Riverside Office 951 955-4777	Prior to Issuance of Occupancy Permits	County Fire Dept.	ALL PHASES	

ATTACHMENT F

Reduced TTM Exhibits and
Full Size Tentative Tract Map Plans - (under separate cover)

CITY OF WILDOMAR





LEGAL DESCRIPTION:

PARCEL 1: THE WEST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN.
EXCEPTING THERE FROM THAT PORTION THEREOF CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
ALSO EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO THE COUNTY WATER COMPANY, INC., A CALIFORNIA CORPORATION BY DEED RECORDED JULY 9, 1986 AS INSTRUMENT NO. 159870 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
(ASSESSOR'S PARCEL NO'S: 362-070-021-1, 362-080-008-0, 362-080-08-1, 362-080-009-2)

PARCEL 2: THE WEST HALF OF THE NORTH WEST QUARTER (BEING ALSO DESIGNATED AS GOVERNMENT LOT 2), THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER, THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER, THE EAST HALF OF THE NORTHEAST QUARTER, ALL OF THE ABOVE BEING IN SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; ALSO EXCEPTING THEREFROM THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;
ALSO EXCEPTING THAT PORTION THEREOF CONTAINED IN SUNDY CANYON ROAD; ALSO EXCEPTING THAT PORTION CONVEYED TOT HE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THOSE PORTIONS CONVEYED TOT HE FARM, A CALIFORNIA CORPORATION BY DOCUMENTS RECORDED JULY 16, 1976 AS INSTRUMENT NO. 103640 AND APRIL 20, 1979 AS INSTRUMENT NO. 79013 BOTH OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, ALSO EXCEPTING THEREFROM THE FOLLOWING, THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE, BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19, THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLY LINE OF SAID SECTION 19, 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET, THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°34'50", AN ARC DISTANCE OF 155.58 FEET, THENCE SOUTH 9°12'10" EAST, RADIAL TO SAID CURVE, 46.00 FEET; THENCE SOUTH 7°24'16" EAST, 270.19 FEET; THENCE SOUTH 7°17'20" EAST, 222.96 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 89°42'40" WEST PARALLEL WITH SAID NORTHERLY LINE OF SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST PARALLEL WITH SAID NORTHERLY LINE 200.00 FEET; THENCE NORTH 0°17'20" WEST 200.00 FEET TO THE TRUE POINT OF BEGINNING, ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITH TRACT NO. 18456-1, AS SHOWN BY MAP ON FILE IN BOOK 191 PAGES 40 THROUGH 48, INCLUSIVE, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND WITH TRACT NO. 18456, AS SHOWN BY MAP ON FILE IN BOOK 189 PAGES 18 THROUGH 17, INCLUSIVE OF MAPS RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, ALSO EXCEPTING THEREFROM THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, OF SAID SECTION 19. ALSO EXCEPTING THEREFROM THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 19. (ASSESSOR'S PARCEL NO'S 362-070-005-8, 362-070-014-4, 362-070-018-9, 362-070-020-1, 362-080-004-7, 362-080-012-4, 362-090-004-8)

PARCEL 3: THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE: BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLINE OF SAID SECTION 19, 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET; THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°34'50", AND ARC DISTANCE OF 155.58 FEET, THENCE SOUTH 9°12'10" EAST, RADIAL TO SAID CURVE, 46.00 FEET; THENCE SOUTH 7°24'16" EAST, 270.19 FEET, THENCE SOUTH 0°17'20" EAST, 222.96 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 89°42'40" WEST, PARALLEL WITH SAID NORTHERLY LINE OF SAID SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST, PARALLEL WITH SAID NORTHERLY LINE, 200.00 FEET; THENCE NORTH 0°17'20" WEST, 200.00 FEET TO THE TRUE POINT OF BEGINNING. (ASSESSOR'S PARCEL NO. 362-070-020-5

PARCEL 4: THE SOUTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, (ASSESSOR'S PARCEL NO. 362-080-005-8)

LEGAL DESCRIPTION (CONT.):

PARCEL 5: THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA TRACT NO. 6379 AS SHOWN BY MAPON FILE BOOK 104 PAGES 92 TO 98, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMENT RECORDED JUNE 28, 1995 AS INSTRUMENT NO. 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSOR'S PARCEL NO. 362-090-015-8)

PARCEL 6: THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY, THAT PORTION OF THE SOUTH WEST 1/4 AND THE EAST 1/2 OF THE NORTHWEST 1/4 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, LYING WITHIN AN 88 FOOT WIDE STRIP OF LAND, 44 FEET IN EIGHT ANGLE WIDTH ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE: BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 19; THENCE WESTERLY, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 2719.97 FEET TO THE BEGINNING OF A 1000 FOOT RADIUS CURVE, CONCAVE TO THE SOUTHEAST; THENCE SOUTH WESTERLY ALONG THE ARC OF SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 89°07'40", A DISTANCE OF 1556.45 FEET, THENCE SOUTH 27°27'20" WEST, A DISTANCE OF 687.91 FEET TO THE BEGINNING OF 1000 FOOT RADIUS CURVE, CONCAVE TO THE NORTHWEST; THENCE SOUTHWESTERLY ALONG SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 18°45', A DISTANCE OF 656.01 FEET, THENCE SOUTH 56°32' WEST, A DISTANCE OF 1056.05 FEET TO A POINT WHICH BEARS NORTH 56°32' WEST, A DISTANCE OF 941.42 FEET FROM THE WEST QUARTER CORNER OF SAID SECTION 19, ALSO EXCEPTING ALL THAT PORTION OF THE ABOVE DESCRIBED PROPERTY LYING NORTH WESTERLY OF THE ABOVE DESCRIBED 88 FOOT WIDE STRIP OF LAND; ALSO EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMENT RECORDED JUNE 28, 1995 AS INSTRUMENT NO 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSOR'S PARCEL NO. 362-090-015-8)

PARCEL 7: THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. ALSO EXCEPTING THEREFROM THAT PORTION LYING WITHIN SUNDY CANYON ROAD AND THAT PORTION LYING NORTHERLY OF THE NORTHWESTERLY LINE OF SAID SUNDY CANYON ROAD. (ASSESSOR'S PARCEL NO. 362-090-009-8)

PARCEL 8: THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, EXCEPTING THEREFROM TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, ALSO EXCEPTING THEREFROM THAT PORTION LYING WITH SUNDY CANYON. (ASSESSOR'S PARCEL NO. 362-070-006-8, 362-070-010-1, 362-070-024-4)

NOTES

1) ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION OF CITY OF WILDOMAR GUIDELINES.
2) 2010 THOMAS BROS. MAP BOOK PAGE 897, GRIDS G-1, H-1, G-2, & H-2
3) THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND OWNER.
4) ALL SLOPES ARE 2:1 RATIO UNLESS OTHERWISE NOTED.
5) THIS MAP IS NOT SUBJECT TO FLOODING PER FEMA MAP DESIGNATION ZONE "C"
6) 3587 ACRES OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE OF CITY OF WILDOMAR.
7) NO EXISTING STRUCTURES ON PROJECT SITE.
8) THIS MAP IS NOT WITHIN THE ALQUIST PRIOLO SPECIAL STUDIES ZONE AND DESERT SLOWSAND AREAS.
9) THIS MAP LIES WITHIN THE LAKE ELSINORE UNIFIED SCHOOL DISTRICT.
10) THIS PROJECT SITE IS NOT IN WITHIN A LIQUEFACTION OR OTHER GEOLOGIC HAZARD AREA PER THE RIVERSIDE COUNTY ENVIRONMENTAL HAZARD MAP.
11) RETAINING WALLS SHALL BE VERDURA OR SIMILAR PLANTABLE WALL.
12) AVERAGE LOT SIZE IS GREATER THAN 6,000 SQUARE FEET.
13) PLANNING DEVIATIONS REQUESTED:
- MINIMUM 80' LOT FRONTAGE LOTS 47, 48, 222, 223, 226.
- MINIMUM 95' LOT FRONTAGE LOTS 212, 218, 214.
14) NO ENGINEERING DEVIATIONS REQUESTED.

LEGEND

- TRACT BOUNDARY
- 27 — PROPOSED LOT NUMBER
- 35.0 — PROPOSED PAD ELEVATION
- PROPOSED SEWER LINE
- PROPOSED STORM DRAIN LINE
- FIRE HYDRANT
- PROPOSED 2:1 SLOPE UNLESS NOTED ON PLANS
- EXISTING CONTOUR
- DECORATIVE PAVEMENT (PRIVATE STREETS ONLY)

10/13/2010	RV		REVISED PER CITY COMMENTS #1
01/4/2011	RV		REVISED PER CITY COMMENTS #1
3/16/2011	RV		REVISED PER CITY COMMENTS #1
DATE	BY	MARK	REVISIONS

GENERAL NOTES

THOMAS BROS. GUIDE:	PAGE 897, G-1 AND G-2
PROPOSED USE:	RESIDENTIAL (S.F.)
EXISTING ZONING:	SPECIFIC PLAN 136 (THE FARM) AMD. #4
PROPOSED ZONING:	SPECIFIC PLAN 136 (THE FARM) AMD. #4
EXISTING USE:	VACANT
TOTAL SINGLE FAMILY LOTS:	255
TOTAL OPEN SPACE LOTS:	17
LIFT/PUMP STA:	1
TOTAL ACRES:	187.82 AC. GROSS 111.67 AC. NET
MINIMUM LOT SIZE: AVERAGE LOT SIZE:	6500 S.F. 6,780 S.F.
DENSITY:	1.9 UNIT/AC. (OVERALL) 4.2 UNIT/AC. (DEVELOPED)
PROPOSED IMPROVEMENT SCHEDULE:	SCHEDULE "A"
SCHOOL:	LAKE ELSINORE UNIFIED SCHOOL DISTRICT

UTILITIES

SEWER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
WATER:	THE FARM MUTUAL WATER COMPANY
GAS:	SOUTHERN CALIF. GAS CO.
ELECTRIC:	SOUTHERN CALIF. EDISON
TELEPHONE:	VERIZON
CATV:	TIME WARNER

ASSESSOR PARCEL NUMBERS

362-070-001, 362-070-003, 362-070-006, 362-070-010, 362-070-013, 362-070-018, 362-070-021, 362-070-020, 362-070-024, 362-080-004, 362-080-005, 362-080-007, 362-070-008, 362-080-009, 362-080-012, 362-090-009, 362-090-015

DEVELOPER

BILL LO
TURNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6020

OWNER

TURNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6020

REPRESENTATIVE

MARKHAM DEVELOPMENT MANAGEMENT GROUP, INC.
41681 ENTERPRISE CIRCLE NORTH, SUITE F
TEMECULA, CA 92590-5614
PHONE: (951) 296-9456
FAX: (95 1) 296-9455

EXHIBIT PREPARED BY

VIL ENGINEERING
31505 TEMECULA PARKWAY, SUITE 129,
TEMECULA, CA. 92591
PHONE: (951) 296-9960

SITE DATA & DENSITY CALCULATIONS

SEE SHEET 6

SOURCE OF TOPOGRAPHY

FLOWN AERIAL TOPOGRAPHY BY M.C. SPIRO LAND SURVEYING ON SEPTEMBER 1, 2010.

PRELIMINARY EARTHWORK QUANTITIES

CUT: 700,000 CUBIC YARDS
FILL: 700,000 CUBIC YARDS

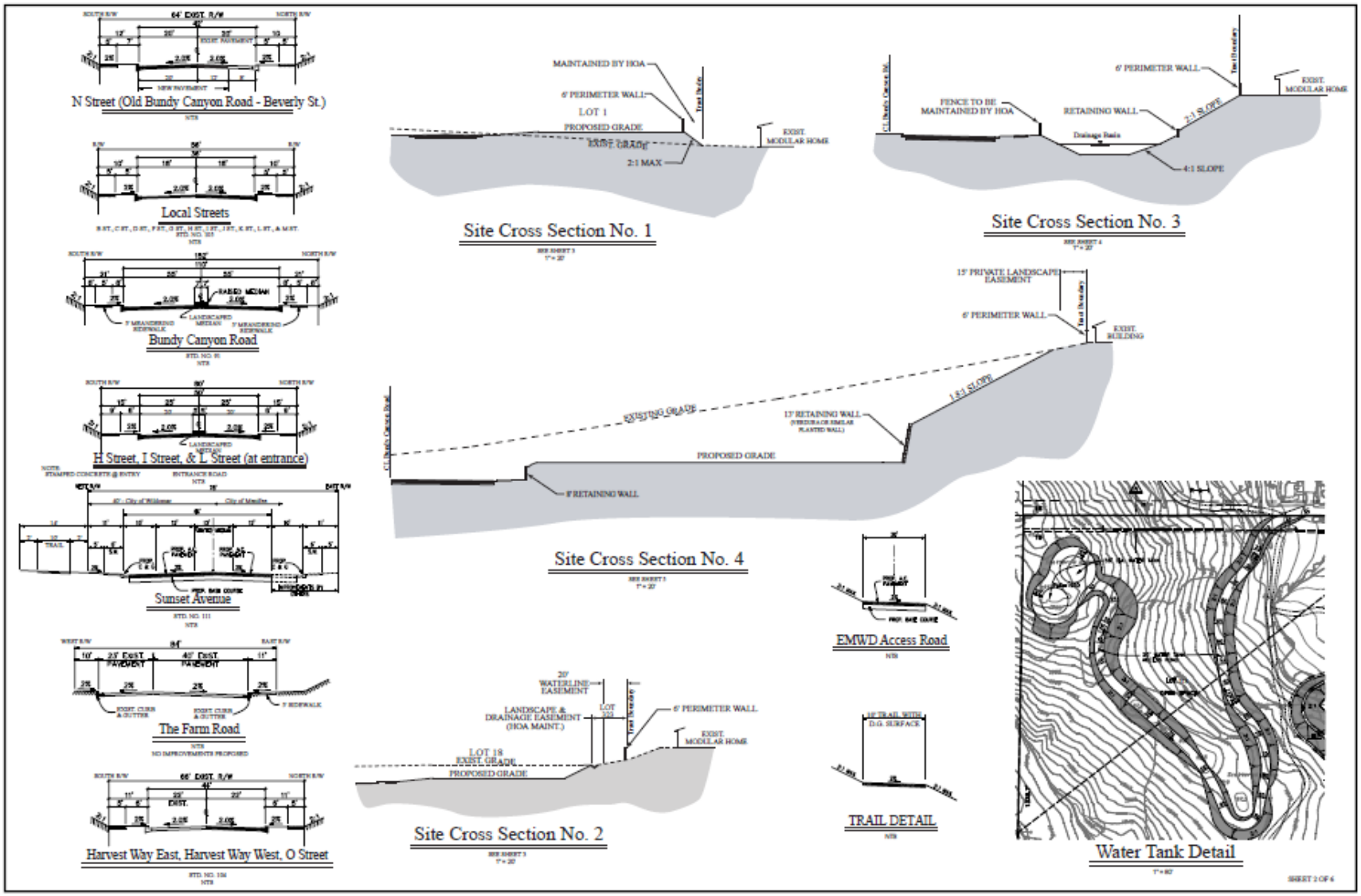
NOTE

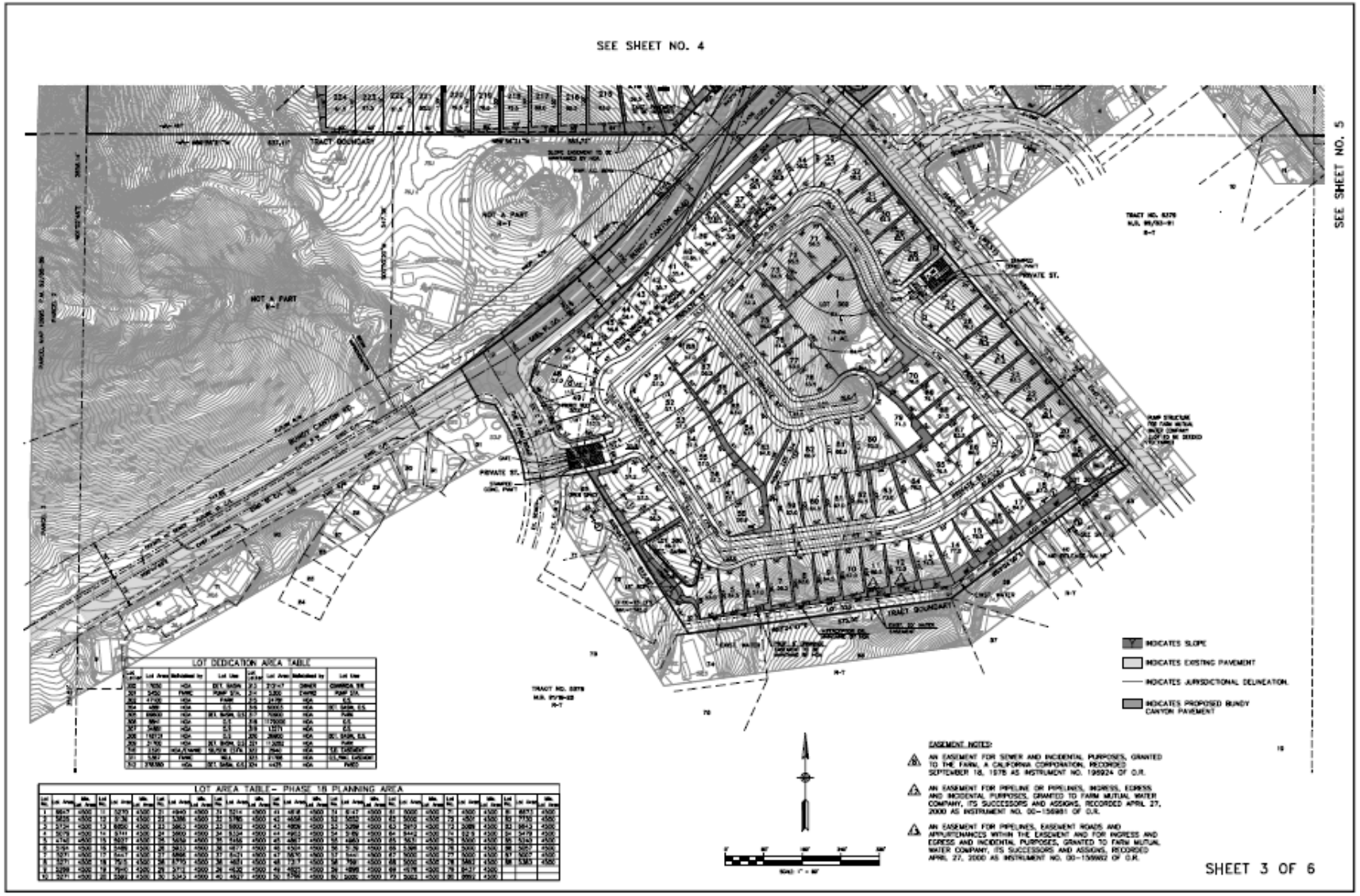
I HEREBY STATE THAT ALL EASEMENTS AS INDICATED IN ORANGE COAST TITLE COMPANY PRELIMINARY REPORT NO. 1189468 -10 DATED AS OF AUGUST 25, 2010, HAVE BEEN SHOWN HEREON AND/OR HAVE BEEN ACCOUNTED FOR IN NOTE PLACE HEREON. ALL EASEMENTS PROPOSED TO BE ABANDONED OR QUIT CLAIMED AND/OR ALL EASEMENTS THAT CAN NOT BE LOCATED ARE NOT SHOWN.

William Tim Smith, L.S. 7910
Exp. 12/31/2013

CITY OF WILDOMAR
TENTATIVE TRACT NO. 36388

DATE PREPARED: NOVEMBER, 2011
SHEET 1 OF 6


N Street (Old Bundy Canyon Road - Beverly St.)
Local Streets
Bundy Canyon Road
H Street, I Street, & L Street (at entrance)
Sunset Avenue
The Farm Road
Harvest Way East, Harvest Way West, O Street
Site Cross Section No. 1
MAINTAINED BY HOA
6' PERIMETER WALL
LOT 1
PROPOSED GRADE
EXIST. GRADE
2:1 MAX
EXIST. MODULAR HOME
Site Cross Section No. 3
FENCE TO BE MAINTAINED BY HOA
6' PERIMETER WALL
RETAINING WALL
2:1 SLOPE
4:1 SLOPE
EXIST. MODULAR HOME
Site Cross Section No. 4
15' PRIVATE LANDSCAPE EASEMENT
6' PERIMETER WALL
EXIST. BUILDING
EXISTING GRADE
17' RETAINING WALL
1.5:1 SLOPE
PROPOSED GRADE
8' RETAINING WALL
Site Cross Section No. 2
20' WATERLINE EASEMENT
LANDSCAPE & DRAINAGE EASEMENT (HOA MAINT.)
LOT 19
EXIST. GRADE
PROPOSED GRADE
6' PERIMETER WALL
EXIST. MODULAR HOME
EMWD Access Road
TRAIL DETAIL
Water Tank Detail



LOT DEDICATION AREA TABLE

LOT AREA TABLE - PHASE 1B PLANNING AREA



LOT AREA TABLE
PHASE 9 - PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
89	8443	8000	103	8118	8000
90	8498	8000	104	8121	8000
91	8412	8000	105	8009	8000
92	8408	8000	106	8267	8000
93	8413	8000	107	8217	8000
94	8408	8000	108	8009	8000
95	8408	8000	109	8778	8000
96	8851	8000	110	8000	8000
97	8316	8000	111	8323	8000
98	8842	8000	112	8575	8000
99	8388	8000	113	8017	8000
100	8313	8000	114	8530	8000
101	9017	8000	115	8668	8000
102	8231	8000	116	8614	8000

LOT AREA TABLE - PHASE 17A PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
173	8260	7200	186	8040	7200	199	8650	7200	212	[illegible]	7200	225	[illegible]	7200	238	[illegible]	7200	251	[illegible]	7200	264	[illegible]	7200
174	[illegible]	7200	187	[illegible]	7200	200	[illegible]	7200	213	[illegible]	7200	226	[illegible]	7200	239	[illegible]	7200	252	[illegible]	7200	265	[illegible]	7200
175	[illegible]	7200	188	[illegible]	7200	201	[illegible]	7200	214	[illegible]	7200	227	[illegible]	7200	240	[illegible]	7200	253	[illegible]	7200	266	[illegible]	7200
176	[illegible]	7200	189	[illegible]	7200	202	[illegible]	7200	215	[illegible]	7200	228	[illegible]	7200	241	[illegible]	7200	254	[illegible]	7200	267	[illegible]	7200
177	[illegible]	7200	190	[illegible]	7200	203	[illegible]	7200	216	[illegible]	7200	229	[illegible]	7200	242	[illegible]	7200	255	[illegible]	7200	268	[illegible]	7200
178	[illegible]	7200	191	[illegible]	7200	204	[illegible]	7200	217	[illegible]	7200	230	[illegible]	7200	243	[illegible]	7200	256	[illegible]	7200	269	[illegible]	7200
179	[illegible]	7200	192	[illegible]	7200	205	[illegible]	7200	218	[illegible]	7200	231	[illegible]	7200	244	[illegible]	7200	257	[illegible]	7200	270	[illegible]	7200
180	[illegible]	7200	193	[illegible]	7200	206	[illegible]	7200	219	[illegible]	7200	232	[illegible]	7200	245	[illegible]	7200	258	[illegible]	7200	271	[illegible]	7200
181	[illegible]	7200	194	[illegible]	7200	207	[illegible]	7200	220	[illegible]	7200	233	[illegible]	7200	246	[illegible]	7200	259	[illegible]	7200	272	[illegible]	7200
182	[illegible]	7200	195	[illegible]	7200	208	[illegible]	7200	221	[illegible]	7200	234	[illegible]	7200	247	[illegible]	7200	260	[illegible]	7200	273	[illegible]	7200
183	[illegible]	7200	196	[illegible]	7200	209	[illegible]	7200	222	[illegible]	7200	235	[illegible]	7200	248	[illegible]	7200	261	[illegible]	7200	274	[illegible]	7200
184	[illegible]	7200	197	[illegible]	7200	210	[illegible]	7200	223	[illegible]	7200	236	[illegible]	7200	249	[illegible]	7200	262	[illegible]	7200	275	[illegible]	7200
185	[illegible]	7200	198	[illegible]	7200	211	[illegible]	7200	224	[illegible]	7200	237	[illegible]	7200	250	[illegible]	7200	263	[illegible]	7200			

SEE SHEET NO. 3

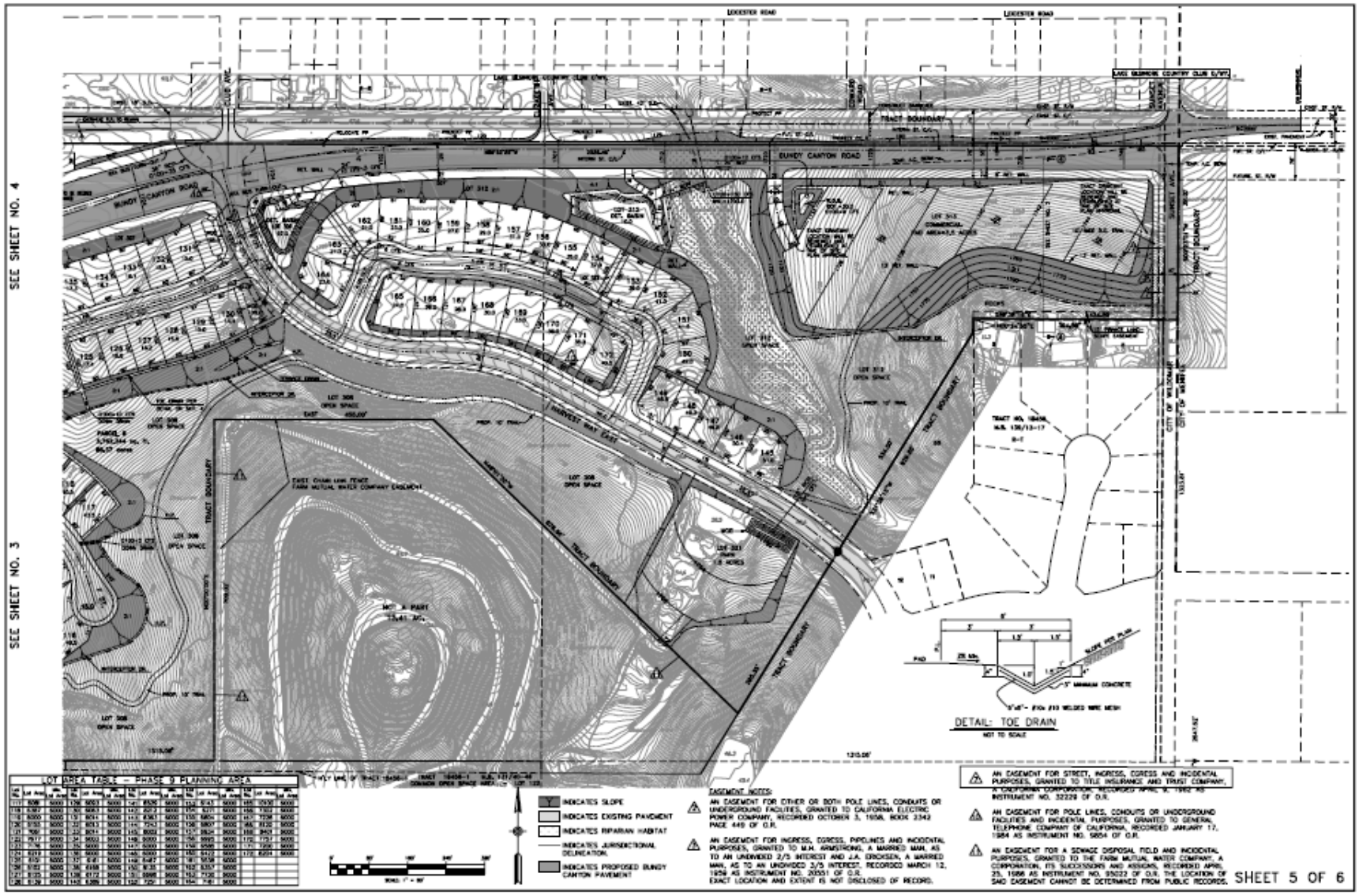
- INDICATES SLOPE
- INDICATES EXISTING PAVEMENT
- INDICATES RIPARIAN HABITAT
- INDICATES JURISDICTIONAL DELINEATION.
- INDICATES PROPOSED BUNDY CANYON PAVEMENT

SCALE 1" = 80'

EASEMENT NOTES:

1. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED FEBRUARY 13, 1946, BOOK 891 PAGE 387, OF O.R.
2. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED MAY 29, 1959, AS INSTRUMENT NO. 47084 OF O.R.
3. AN EASEMENT FOR ROAD PURPOSES, AS SHOWN ON THE MAP OF SAID RECORDS OF SURVEY ON FILE IN BOOK 32 PAGE 59 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
4. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA WATER AND TELEPHONE COMPANY, RECORDED JUNE 7, 1961 AS INSTRUMENT NO. 48434 OF O.R.
5. AN EASEMENT FOR STREET, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, RECORDED APRIL 9, 1962 AS INSTRUMENT NO. 32239 OF O.R.
6. AN EASEMENT FOR ROAD, DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES AND INCIDENTAL PURPOSES, GRANTED TO THE COUNTY OF RIVERSIDE, RECORDED SEPTEMBER 15, 1983 AS INSTRUMENT NO. 189325 AND REFERENCED IN DOCUMENT RECORDED SEPTEMBER 12, 1980 AS INSTRUMENT NO. 79567, BOTH OF O.R.

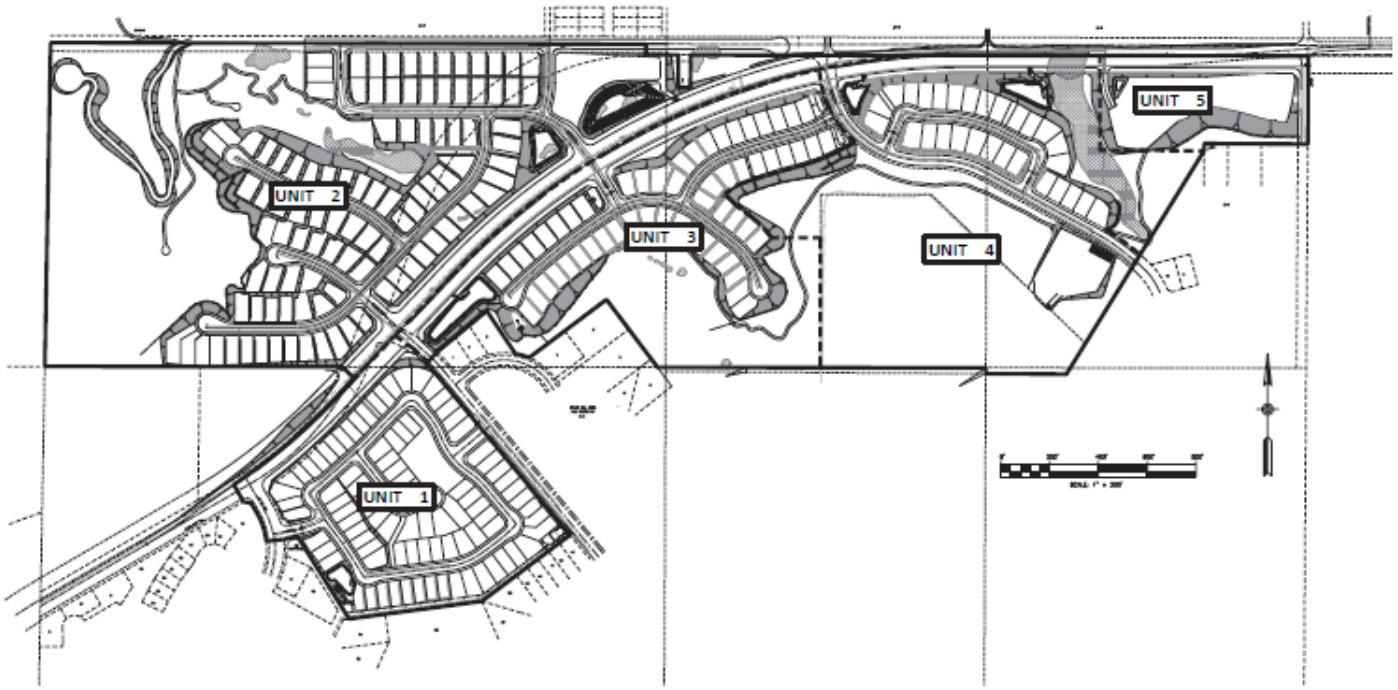
SHEET 4 OF 6



LOT AREA TABLE - PHASE 9 PLANNING AREA

LOT	Lot Area	LOT	Lot Area	LOT	Lot Area	LOT	Lot Area	LOT	Lot Area	LOT	Lot Area
1	9208	9000	1798	9057	141	8576	9000	153	9145	9000	165	10510	9000
2	9387	9000	150	9081	9000	142	8273	9000	154	9211	9000	166	11302	9000
3	9000	9000	151	9011	9000	143	8362	9000	155	9801	9000	167	11294	9000
4	9163	9000	152	9013	9000	144	7743	9000	156	9801	9000	168	9120	9000
5	9000	9000	153	9014	9000	145	8023	9000	157	9824	9000	169	9423	9000
6	9217	9000	154	9003	9000	146	8000	9000	158	9965	9000	170	7251	9000
7	7216	9000	155	9000	9000	147	8000	9000	159	9965	9000	171	7200	9000
8	8212	9000	156	9000	9000	148	8000	9000	160	9410	9000	172	8204	9000
9	8212	9000	157	9000	9000	149	8000	9000	161	9158	9000			
10	8183	9000	158	8958	9000	150	8000	9000	162	8357	9000			
11	8125	9000	159	8172	9000	151	8000	9000	163	7128	9000			
12	8124	9000	160	8289	9000	152	729	9000	164	7181	9000			

PHASING MAP



PHASE	DESCRIPTION	TOTAL ACREAGE	RESIDENTIAL ACREAGE	NO. OF LOTS	GROSS DENSITY PER ACRE	STREET ACREAGE	NET DENSITY PER ACRE	COMMERCIAL	OPEN SPACE
1B	UNIT 1	20.5	11.0	80	4.3	6.6	7.5	0	2.1
13A	UNIT 2	66.2	39.4	103	1.6	13.4	5.3	0	33.4
9	UNITS 3 & 4	45.9	12.8	84	1.8	22.2	6.6	0	33.3
TOTALS		132.6	44	275	2.1	42.2	6.3		68.8
19	UNIT 5	5.2	0					5.2	0

NOTE: PROJECT PHASES MAY NOT DEVELOP IN NUMERICAL ORDER.

SHEET 6 OF 6

ATTACHMENT G
Oak Tree Inventory Exhibit
(Under Separate Cover)

ATTACHMENT H
Conceptual Landscape Plan
(Under Separate Cover)

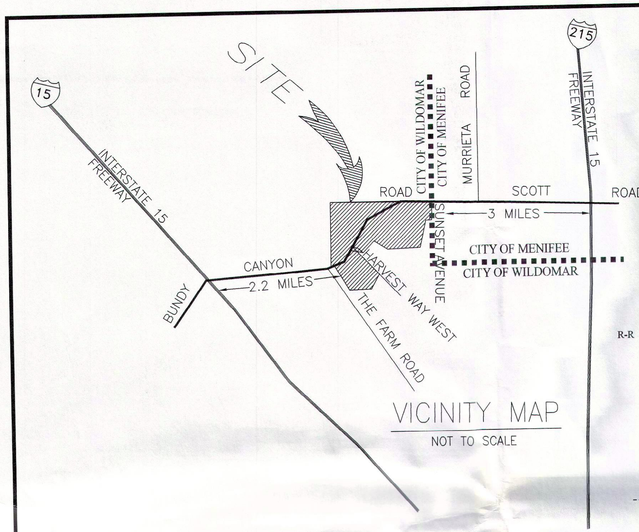
ATTACHMENT I
Colored Landscape Exhibit
(Under Separate Cover)

ATTACHMENT J

Park Landscape Exhibit - Colored

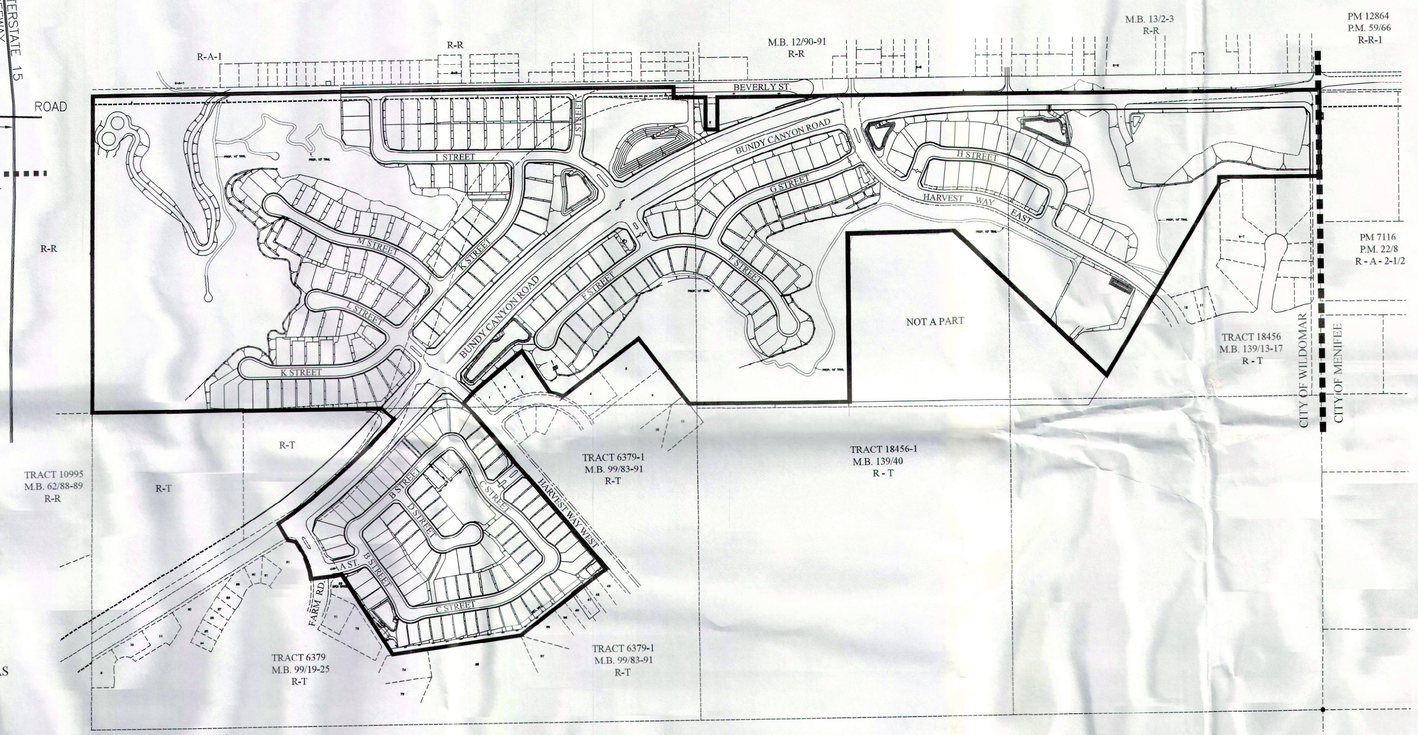
(Under Separate Cover)

CITY OF WILDOMAR



VICINITY MAP

NOT TO SCALE



INDEX MAP

SCALE: 1" = 300'

LEGAL DESCRIPTION:

PARCEL 1: THE WEST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF THE NORTHEAST ONE QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN;
EXCEPTING THERE FROM THAT PORTION THEREOF CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
ALSO EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO THE COUNTY WATER COMPANY, INC., A CALIFORNIA CORPORATION BY DEED RECORDED JULY 9, 1986 AS INSTRUMENT NO. 159570 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
(ASSESSOR'S PARCEL NO.'S: 362-070-021-1; 362-080-008-0; 362-080-08-1; 362-080-009-2)

PARCEL 2: THE WEST HALF OF THE NORTHWEST QUARTER (BEING ALSO DESIGNATED AS GOVERNMENT LOT 2); THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER; THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER; THE EAST HALF OF THE NORTHEAST QUARTER; ALL OF THE ABOVE BEING IN SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; ALSO EXCEPTING THEREFROM THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; EXCEPTING THERTHEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS RECEORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THAT PORTION THEREOF CONTAINED IN BUNDY CANYON ROAD; ALSO EXCEPTING THAT PORTION CONVEYED TOT HE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THOSE PORTIONS CONVEYED TOT HE FARM, A CALIFORNIA CORPORATION BY DOCUMENTS RECORDED JULY 16, 1976 AS INSTRUMENT NO. 103640 AND APRIL 20, 1979 AS INSTRUMNET NO. 79615 BOTH OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THE FOLLOWING; THAT PORTION OF THE NORTHEAST QUEARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE; BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19; THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLY LINE OF SAID SECTION 19. 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET; THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°54'50", AN ARC DISTANCE OF 155.58 FEET; THENCE SOUTH 9°12'10" EAST, RADIAL TO SAID CURVE, 44.00 FEET; THENCE SOUTH 7°24'16" EAST, 270.19 FEET; THENCE SOUTH 0°17'20" EAST, 222.94 FEET TO THE TRUE POINT OF BEGINNING OF THE DESCRIPTION; THENCE SOUTH 89°42'40" WEST PARALLEL WITH SAID NORTHERLY LINE OF SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST PARALLEL WITH SAID NORTHERLY LINE 200.00 FEET; THENCE NORTH 0°17'20" WEST 200.00 FEET TO THE TRUE POINT OF BEGINNING; ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITH TRACT NO. 18456-1, AS SHOWN BY MAP ON FILE IN BOOK 131 PAGES 40 THROUGH 46, INCLUSIVE, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND WITH TRACT NO. 18456, AS SHOWN BY MAP ON FILE IN BOOK 139 PAGES 13 THROUGH 17, INCLUSIVE OF MAPS RECORS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THERFROM THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, OF SAID SECTION 19. ALSO EXCEPTING THEREFROM THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 19. (ASSESSORS PARCEL NO.'S 362-070-001-3; 362-070-013-4; 362-070-018-9; 362-070-023-3; 362-080-004-7; 362-080-012-4; 362-090-004-8)

PARCEL 3: THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE: BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLINE OF SAID SECTION19, 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET; THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°54'50", AND ARC DISTANCE OF 155.58 FEET; THENCE SOUTH 9°112'10" EAST, RADIAL TO SAID CURVE, 44.00 FEET; THENCE SOUTH 7°24'16" EAST, 270.19 FEET; THENCE SOUTH 0°17'20" EAST, 222.94 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 89°42'40" WEST, PARALLEL WITH SAID NORTHERLY LINE OF SAID SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST, PARALLEL WITH SAID NORTHERLY LINE, 200.00 FEET; THENCE NORTH 0°17'20" WEST, 200.00 FEET TO THE TRUE POINT OF BEGINNING. (ASSESSORS PARCEL NO. 362-070-003-5

PARCEL 4: THE SOUTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; (ASSESSORS PARCEL NO. 362-080-005-8)

LEGAL DESCRIPTION (CONT.):

PARCEL 5: THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN MY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA TRACT NO. 6379 AS SHOWN BY MAPON FILE BOOK 104 PAGES 92 TO 96, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMNET RECORDED JUNE 26, 1975 AS INSTRUMENT NO. 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSORS PARCEL NO. 362-090-015-8)

PARCEL 6: THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY, THAT PORTION OF THE SOUTHWEST 1/4 AND THE EAST 1/2 OF THE NORTHWEST 1/4 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, LYING WITHIN AN 88 FOOT WIDE STRIP OF LAND, 44 FEET IN RIGHT ANGLE WIDTH ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE: BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 19; THENCE WESTERLY, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 2719.57 FEET TO THE BEGINNING OF A 1000 FOOT RADIUS CURVE, CONCAVE TO THE SOUTHEAST; THENCE SOUTH WESTERLY ALONG THE ARC OF SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 69°07'30", A DISTANCE OF 1206.45 FEET; THENCE SOUTH 20°25' WEST, A DISTANCE OF 687.91 FEET TO THE BEGINNING OF 1000 FOOT RADIUS CURVE, CONCAVE TO THE NORTHWEST; THENCE SOUTHWESTERLY ALONG SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 38°45', A DISTANCE OF 676.31 FEET; THENCE SOUTH 59°10' WEST. A DISTANCE OF 1356.05 FEET TO A POINT WHICH BEARS NORTH 59°15' WEST, A DISTANCE OF 341.42 FEET FROM THE WEST QUARTER CORNER OF SAID SECTION 19; ALSO EXCEPTING ALL THAT PORTION OF THE ABOVE DESCRIBED PROPERTY LYING NORTH WESTERLY OF THE ABOVE DESCRIBED 88 FOOT WIDE STRIP OF LAND; ALSO EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMENT RECORDED JUNE 26, 1975 AS INSTRUMNET NO 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSORS PARCEL NO. 362-090-015-8)

PARCEL 7: THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. ALSO EXCEPTING THEREFROM THAT PORTION LYING WITHIN BUNDY CANYON ROAD AND THAT PORTION LYING NORTHERLY OF THE NORTHWESTERLY LINE OF SAID BUNDY CANYON ROAD. (ASSESSORS PARCEL NO. 362-090-009-3)

PARCEL 8: THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION LYING WITH BUNDY CANYON. (ASSESSORS PARCEL NO. 362-070-006-8; 362-070-010-1; 362-070-024-4)

NOTES

1) ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION OF CITY OF WILDOMAR GUIDELINES.
2) 2010 THOMAS BROS. MAP BOOK PAGE 897, GRIDS G-1, H-1, G-2, & H-2.
3) THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND OWNER.
4) ALL SLOPES ARE 2:1 RATIO UNLESS OTHERWISE NOTED.
5) THIS MAP IS NOT SUBJECT TO FLOODING PER FEMA MAP DESIGNATION ZONE "C".
6) SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE OF CITY OF WILDOMAR.
7) NO EXISTING STRUCTURES ON PROJECT SITE.
8) THIS MAP IS NOT WITHIN THE ALQUIST PRIOLO SPECIAL STUDIES ZONE AND DESERT BLOWSAND AREAS.
9) THIS MAP LIES WITHIN THE LAKE ELSINORE UNIFIED SCHOOL DISTRICT.
10) THE PROJECT SITE IS NOT IN WITHIN A LIQUEFACTION OR OTHER GEOLOGIC HAZARD AREA PER THE RIVERSIDE COUTNY ENVIRONMENTAL HAZARD MAP.
11) RETAINING WALLS SHALL BE VERDURA OR SIMILAR PLANTABLE WALL.
12) AVERAGE LOT SIZE IS GREATER THAN 6,000 SQUARE FEET.
13) PLANNING DEVIATIONS REQUESTED:
    - MINIMUM 30' LOT FRONTAGE LOTS 47, 48, 222, 223, 224.
    - MINIMUM 55' LOT FRONTAGE LOTS 212, 213, 214.
14) NO ENGINEERING DEVIATIONS REQUESTED.

LEGEND

- TRACT BOUNDARY
- 27 — PROPOSED LOT NUMBER
- 25.0 — PROPOSED PAD ELEVATION
- S — PROPOSED SEWER LINE
- PROPOSED STORM DRAIN LINE
- FIRE HYDRANT
- PROPOSED 2:1 SLOPE UNLESS NOTED ON PLANS
- 1470 — EXISTING CONTOUR
- DECORATIVE PAVEMENT (PRIVATE STREETS ONLY)

DATE	BY	MARK	REVISIONS
10/11/2012	RV		REVISED PER CITY COMMENTS #3
9/14/2012	RV		REVISED PER CITY COMMENTS #2
3/6/2012	RV		REVISED PER CITY COMMENTS #1

ENGINEER

GENERAL NOTES

THOMAS BROS. COORD'S:	PAGE 897, G-1 AND G-2
PROPOSED USE:	RESIDENTIAL (S.F.)
EXISTING ZONING:	SPECIFIC PLAN 116 (THE FARM) AMD. #4
PROPOSED ZONING:	SPECIFIC PLAN 116 (THE FARM) AMD. #4
EXISTING USE:	VACANT
TOTAL SINGLE FAMILY LOTS:	275
TOTAL OPEN SPACE LOTS:	17
LIFT/PUMP STA.	3
TOTAL ACRES:	137.82 AC. GROSS 111.67 AC. NET
MINIMUM LOT SIZE:	4500 S.F.
AVERAGE LOT SIZE:	6,730 S.F.
DENSITY:	1.8 UNIT/AC. (OVERALL) 3.2 UNIT/AC. (DEVELOPED)
PROPOSED IMPROVEMENT SCHEDULE:	SCHEDULE "A"
SCHOOL:	LAKE ELSINORE UNIFIED SCHOOL DISTRICT

UTILITIES

SEWER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
WATER:	THE FARM MUTUAL WATER COMPANY
GAS:	SOUTHERN CALIF. GAS CO.
ELECTRIC:	SOUTHERN CALIF. EDISON
TELEPHONE:	VERIZON
CATV:	TIME WARNER

ASSESSOR PARCEL NUMBERS

362-070-001, 362-070-003, 362-070-006, 362-070-010, 362-070-013, 362-070-018, 362-070-021, 362-070-023, 362-070-024, 362-080-004, 362-080-005, 362-080-007, 362-070-008, 362-080-009, 362-080-012, 362-090-009, 362-090-015

DEVELOPER

BILL LO
SUNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6023

CONDITIONALLY APPROVED
☐ BY THE PLANNING DEPARTMENT
☐ BY THE PLANNING DIRECTOR
☐ BY THE PLANNING COMMISSION
☑ BY THE CITY COUNCIL
...FOR THE CITY OF WILDOMAR ON 5-22-13
APPLICATION NOS. PA11-0061 / TM 36388
PLANNER Matt Bassi

OWNER

SUNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6023

REPRESENTATIVE

MARKHAM DEVELOPMENT MANAGEMENT GROUP, INC.
41635 ENTERPRISE CIRCLE NORTH, SUITE B
TEMECULA, CA 92590-5614
PHONE: (951) 296-3466
FAX: (951) 296-3476

EXHIBIT PREPARED BY

VSL ENGINEERING
31805 TEMECULA PARKWAY, SUITE 129,
TEMECULA, CA. 92591
PHONE: (951) 296-3930

SITE DATA & DENSITY CALCULATIONS

SEE SHEET 6

SOURCE OF TOPOGRAPHY

FLOWN AERIAL TOPOGRAPHY BY M.C. SPIRO LAND SURVEYING ON SEPTEMBER 1, 2010.

PRELIMINARY EARTHWORK QUANTITIES

CUT: 700,000 CUBIC YARDS
FILL: 700,000 CUBIC YARDS

NOTE

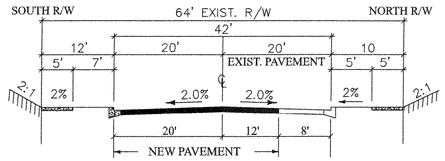
I HEREBY STATE THAT ALL EASEMENTS AS INDICATED IN ORANGE COAST TITLE COMPANY PRELIMINARY REPORT NO. 1189468-10 DATED AS OF AUGUST 25, 2010, HAVE BEEN SHOWN HEREON AND/OR HAVE BEEN ACCOUNTED FOR IN NOTE PLACE HEREON. ALL EASEMENTS PROPOSED TO BE ABANDONED OR QUIT CLAIMED AND/OR ALL EASEMENTS THAT CAN NOT BE LOCATED ARE NOT HEREON.

William Tim Smith, L.S. 7910
Exp. 12/31/2013

CITY OF WILDOMAR
TENTATIVE TRACT NO. 36388

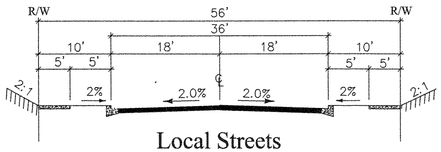
DATE PREPARED: NOVEMBER, 2011

SHEET 1 OF 6



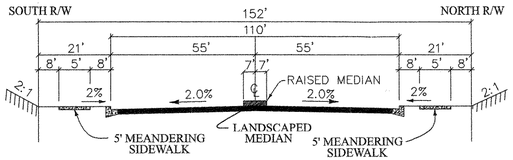
N Street (Old Bundy Canyon Road - Beverly St.)

NTS



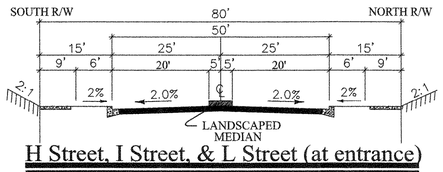
Local Streets

B ST., C ST., D ST., F ST., G ST., H ST., I ST., J ST., K ST., L ST., & M ST.
STD. NO. 105
NTS



Bundy Canyon Road

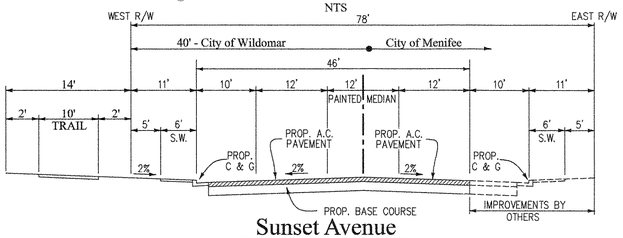
STD. NO. 91
NTS



H Street, I Street, & L Street (at entrance)

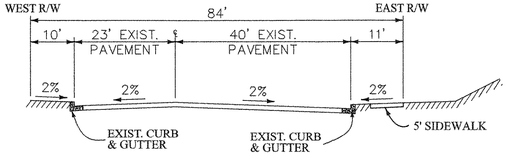
NOTE:
STAMPED CONCRETE @ ENTRY

ENTRANCE ROAD
NTS



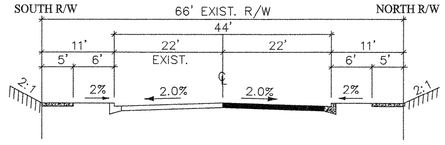
Sunset Avenue

STD. NO. 111
NTS



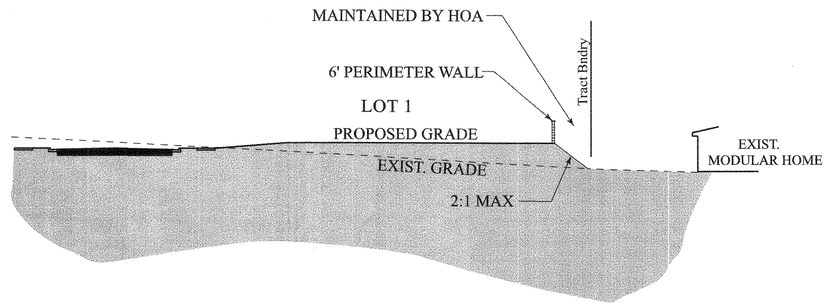
The Farm Road

NTS
NO IMPROVEMENTS PROPOSED



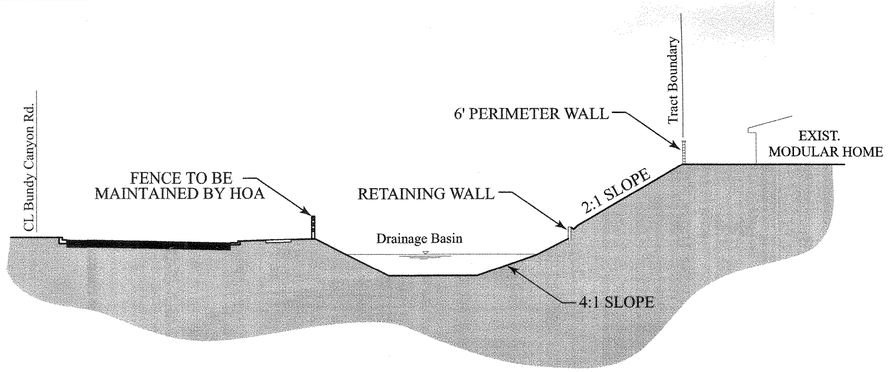
Harvest Way East, Harvest Way West, O Street

STD. NO. 104
NTS



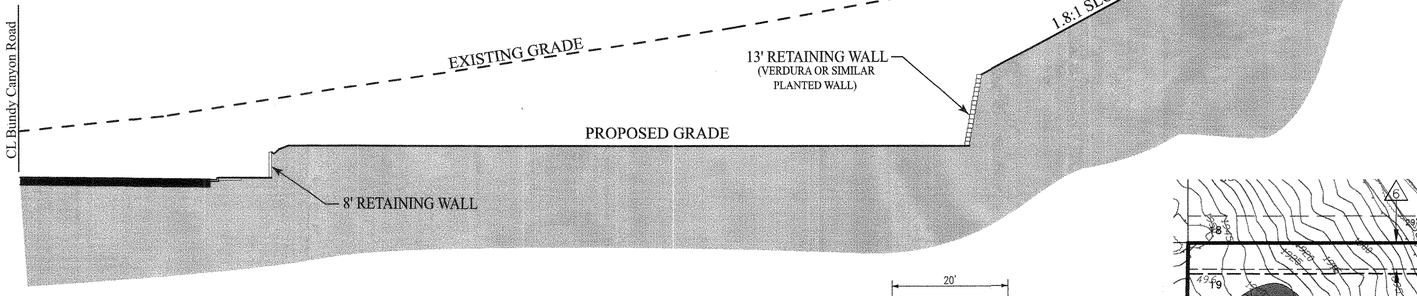
Site Cross Section No. 1

SEE SHEET 3
1" = 20'



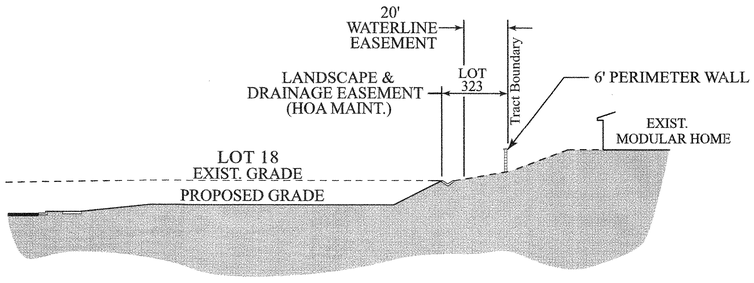
Site Cross Section No. 3

SEE SHEET 4
1" = 20'



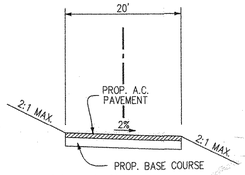
Site Cross Section No. 4

SEE SHEET 5
1" = 20'



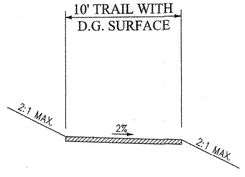
Site Cross Section No. 2

SEE SHEET 3
1" = 20'



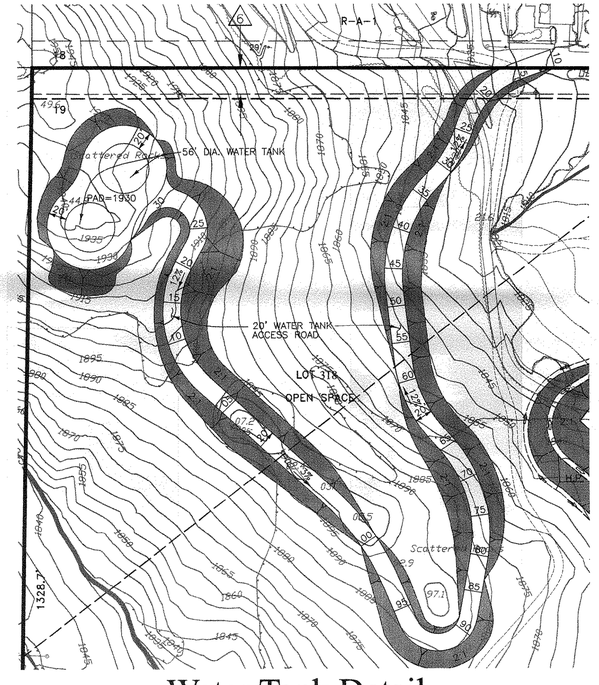
EMWD Access Road

NTS



TRAIL DETAIL

NTS



Water Tank Detail

1" = 80'

SEE SHEET NO. 4

SEE SHEET NO. 5



LOT DEDICATION AREA TABLE

Lot Letter	Lot Area	Maintained by	Lot Use	Lot Letter	Lot Area	Maintained by	Lot Use
300	17050	HOA	DET. BASIN	313	212147	OWNER	COMMERCIAL SITE
301	5450	FMWC	PUMP STA.	314	5300	EVMWD	PUMP STA.
302	47100	HOA	PARK	315	24781	HOA	O.S.
304	4881	HOA	O.S	316	60003	HOA	DET. BASIN, O.S.
305	69600	HOA	DET. BASIN, O.S	317	70900	HOA	PARK
306	8841	HOA	O.S	318	1179200	HOA	O.S.
307	34861	HOA	O.S	319	13271	HOA	O.S.
308	118731	HOA	O.S	320	36900	HOA	DET. BASIN, O.S.
309	31700	HOA	DET. BASIN, O.S	321	113282	HOA	PARK
310	2320	HOA/EVMWD	SD/SEW. EST'M.	322	2940	HOA	S.D. EASEMENT
311	5367	FMWC	WELL	323	21766	HOA	O.S./WAT. EASEMENT
312	278380	HOA	DET. BASIN, O.S.	324	4425	HOA	PASEO

LOT AREA TABLE– PHASE 18 PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
1	6947	4500	11	5270	4500	21	4940	4500	31	5214	4500	41	4616	4500	51	6147	4500	61	5000	4500	71	4500	4500	81	6673	4500
2	5625	4500	12	6139	4500	22	5386	4500	32	5785	4500	42	4658	4500	52	5052	4500	62	5000	4500	72	4501	4500	82	7730	4500
3	5734	4500	13	6850	4500	23	5603	4500	33	6802	4500	43	4809	4500	53	5289	4500	63	5910	4500	73	5089	4500	83	6643	4500
4	5079	4500	14	6741	4500	24	5600	4500	34	6334	4500	44	4903	4500	54	5189	4500	64	6442	4500	74	6219	4500	84	5479	4500
5	4740	4500	15	5927	4500	25	5659	4500	35	5166	4500	45	4867	4500	55	4960	4500	65	5631	4500	75	5000	4500	85	5240	4500
6	5194	4500	16	5489	4500	26	5933	4500	36	4677	4500	46	4504	4500	56	5139	4500	66	5396	4500	76	5000	4500	86	5057	4500
7	5271	4500	17	5447	4500	27	6896	4500	37	6421	4500	47	5870	4500	57	5441	4500	67	5000	4500	77	5000	4500	87	5007	4500
8	5271	4500	18	7515	4500	28	6770	4500	38	4651	4500	48	7317	4500	58	7991	4500	68	5000	4500	78	5862	4500	88	5383	4500
9	5269	4500	19	7940	4500	29	5712	4500	39	4632	4500	49	4825	4500	59	4898	4500	69	4978	4500	79	8437	4500			
10	5271	4500	20	5592	4500	30	5343	4500	40	4627	4500	50	5769	4500	60	5000	4500	70	5003	4500	80	8892	4500			

INDICATES SLOPE

INDICATES EXISTING PAVEMENT

INDICATES JURISDICTIONAL DELINEATION.

INDICATES PROPOSED BUNDY CANYON PAVEMENT

0' 80' 160' 240' 320'

SCALE: 1" = 80'

EASEMENT NOTES:

⚠8 AN EASEMENT FOR SEWER AND INCIDENTAL PURPOSES, GRANTED TO THE FARM, A CALIFORNIA CORPORATION, RECORDED SEPTEMBER 18, 1978 AS INSTRUMENT NO. 196924 OF O.R.

⚠12 AN EASEMENT FOR PIPELINE OR PIPELINES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO FARM MUTUAL WATER COMPANY, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 27, 2000 AS INSTRUMENT NO. 00–156981 OF O.R.

⚠13 AN EASEMENT FOR PIPELINES, EASEMENT ROADS AND APPURTENANCES WITHIN THE EASEMENT AND FOR INGRESS AND EGRESS AND INCIDENTAL PURPOSES, GRANTED TO FARM MUTUAL WATER COMPANY, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 27, 2000 AS INSTRUMENT NO. 00–156982 OF O.R.



LOT AREA TABLE
PHASE 9 – PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
89	6442	6000	103	6118	6000
90	6408	6000	104	6121	6000
91	6412	6000	105	6029	6000
92	6408	6000	106	8307	6000
93	6415	6000	107	6577	6000
94	6408	6000	108	6659	6000
95	6408	6000	109	6778	6000
96	6654	6000	110	6000	6000
97	6216	6000	111	6322	6000
98	6845	6000	112	6576	6000
99	6566	6000	113	6017	6000
100	6312	6000	114	6538	6000
101	6001	6000	115	6668	6000
102	6224	6000	116	6414	6000

LOT AREA TABLE – PHASE 17A PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
173	9280	7200	186	9049	7200	199	9655	7200	212	9125	7200	225	7200	7200	238	7340	7200	251	7350	7200	264	7300	7200
174	7350	7200	187	7276	7200	200	8060	7200	213	10749	7200	226	7200	7200	239	7891	7200	252	8400	7200	265	7200	7200
175	7350	7200	188	7700	7200	201	8888	7200	214	9949	7200	227	7200	7200	240	7822	7200	253	8281	7200	266	7200	7200
176	7350	7200	189	7700	7200	202	8786	7200	215	7800	7200	228	7200	7200	241	7899	7200	254	7603	7200	267	7200	7200
177	7350	7200	190	7700	7200	203	7200	7200	216	7800	7200	229	8519	7200	242	7799	7200	255	7200	7200	268	7200	7200
178	7350	7200	191	7700	7200	204	7200	7200	217	7800	7200	230	8254	7200	243	7550	7200	256	7200	7200	269	9375	7200
179	7350	7200	192	7700	7200	205	7200	7200	218	7800	7200	231	8140	7200	244	8773	7200	257	7484	7200	270	8281	7200
180	7350	7200	193	7700	7200	206	7200	7200	219	7800	7200	232	7920	7200	245	8813	7200	258	7522	7200	271	7800	7200
181	7350	7200	194	7700	7200	207	7200	7200	220	7800	7200	233	8311	7200	246	8350	7200	259	7523	7200	272	7562	7200
182	7350	7200	195	7700	7200	208	7200	7200	221	7800	7200	234	7607	7200	247	8655	7200	260	7600	7200	273	7500	7200
183	7962	7200	196	7700	7200	209	7200	7200	222	7860	7200	235	7711	7200	248	7800	7200	261	7608	7200	274	7500	7200
184	7962	7200	197	9406	7200	210	7671	7200	223	8335	7200	236	8606	7200	249	7900	7200	262	7685	7200	275	7680	7200
185	7500	7200	198	9011	7200	211	8056	7200	224	9945	7200	237	7437	7200	250	7350	7200	263	7688	7200			

SEE SHEET NO. 3

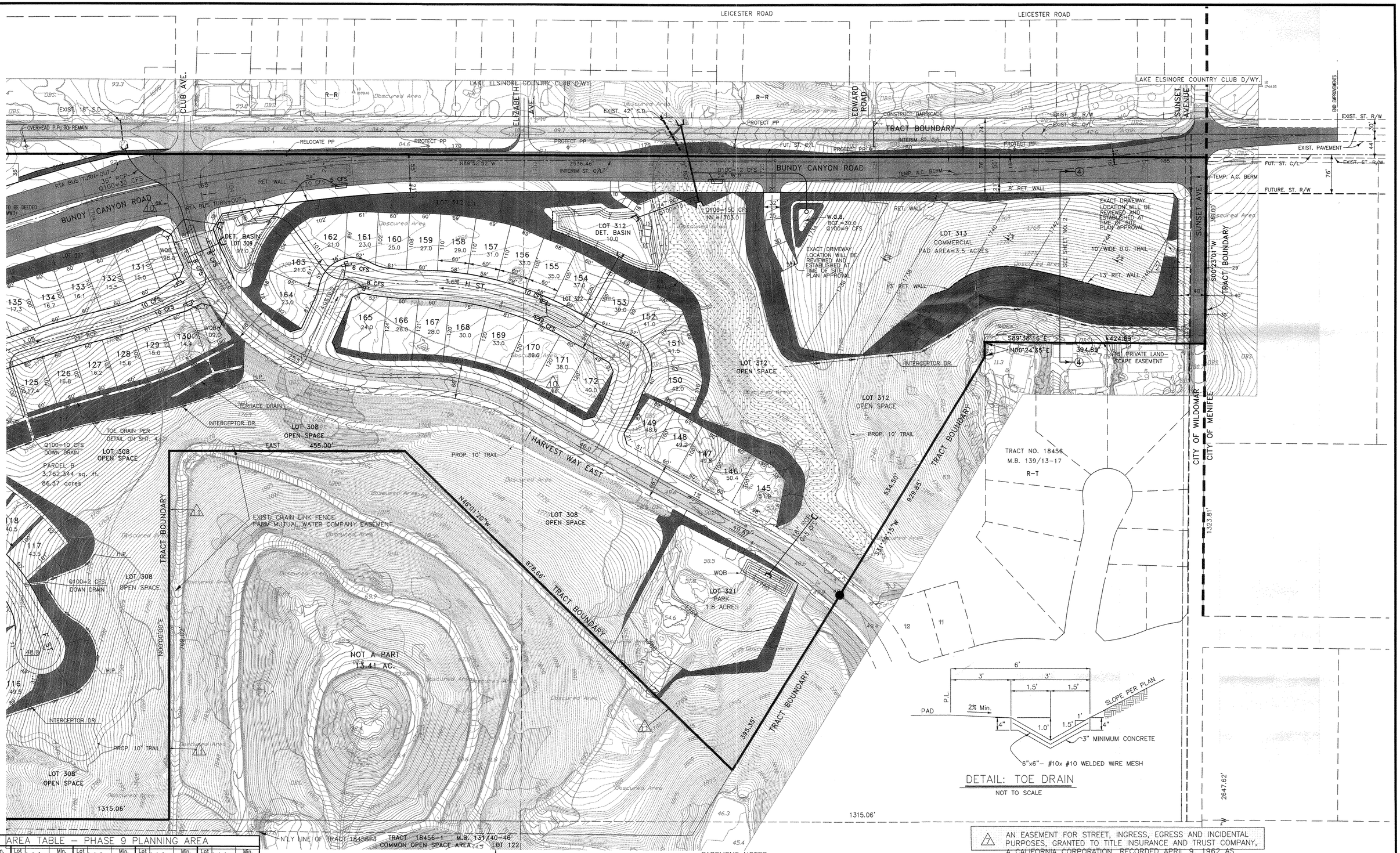
- INDICATES SLOPE
- INDICATES EXISTING PAVEMENT
- INDICATES RIPARIAN HABITAT
- INDICATES JURISDICTIONAL DELINEATION.
- INDICATES PROPOSED BUNDY CANYON PAVEMENT

EASEMENT NOTES:

1. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED FEBRUARY 13, 1948, BOOK 891 PAGE 387, OF O.R.
4. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED MAY 29, 1959, AS INSTRUMENT NO. 47084 OF O.R.
5. AN EASEMENT FOR ROAD PURPOSED, AS SHOWN ON THE MAP OF SAID RECORD OF SURVEY ON FILE IN BOOK 32 PAGE 59 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
6. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA WATER AND TELEPHONE COMPANY, RECORDED JUNE 7, 1961 AS INSTRUMENT NO. 48434 OF O.R.
7. AN EASEMENT FOR STREET, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, RECORDED APRIL 9, 1962 AS INSTRUMENT NO. 32229 OF O.R.
9. AN EASEMENT FOR ROAD, DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES AND INCIDENTAL PURPOSES, GRANTED TO THE COUNTY OF RIVERSIDE, RECORDED SEPTEMBER 15, 1983 AS INSTRUMENT NO. 189325 AND REFERENCED IN DOCUMENT RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587, BOTH OF O.R.

SEE SHEET NO. 4

SEE SHEET NO. 3



DETAIL: TOE DRAIN

NOT TO SCALE

LOT AREA TABLE – PHASE 9 PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
117	6081	6000	129	6093	6000	141	6529	6000	153	6143	6000	165	10100	6000
118	6387	6000	130	6063	6000	142	8212	6000	154	6271	6000	166	7302	6000
119	6000	6000	131	6014	6000	143	6363	6000	155	6604	6000	167	7226	6000
120	6155	6000	132	6013	6000	144	7243	6000	156	6807	6000	168	8120	6000
121	7061	6000	133	6014	6000	145	8002	6000	157	6934	6000	169	8401	6000
122	7677	6000	134	6003	6000	146	6000	6000	158	6995	6000	170	7757	6000
123	7176	6000	135	6000	6000	147	6000	6000	159	6585	6000	171	7200	6000
124	6219	6000	136	6000	6000	148	6000	6000	160	6422	6000	172	8204	6000
125	6101	6000	137	6161	6000	149	6467	6000	161	5538	6000			
126	6102	6000	138	6166	6000	150	8135	6000	162	6357	6000			
127	6125	6000	139	6172	6000	151	6698	6000	163	7730	6000			
128	6139	6000	140	6389	6000	152	7251	6000	164	7161	6000			

0' 80' 160' 240' 320'

SCALE: 1" = 80'

- INDICATES SLOPE
- INDICATES EXISTING PAVEMENT
- INDICATES RIPARIAN HABITAT
- INDICATES JURISDICTIONAL DELINEATION.
- INDICATES PROPOSED BUNDY CANYON PAVEMENT

EASEMENT NOTES:

(2) AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED OCTOBER 3, 1958, BOOK 2342 PAGE 449 OF O.R.

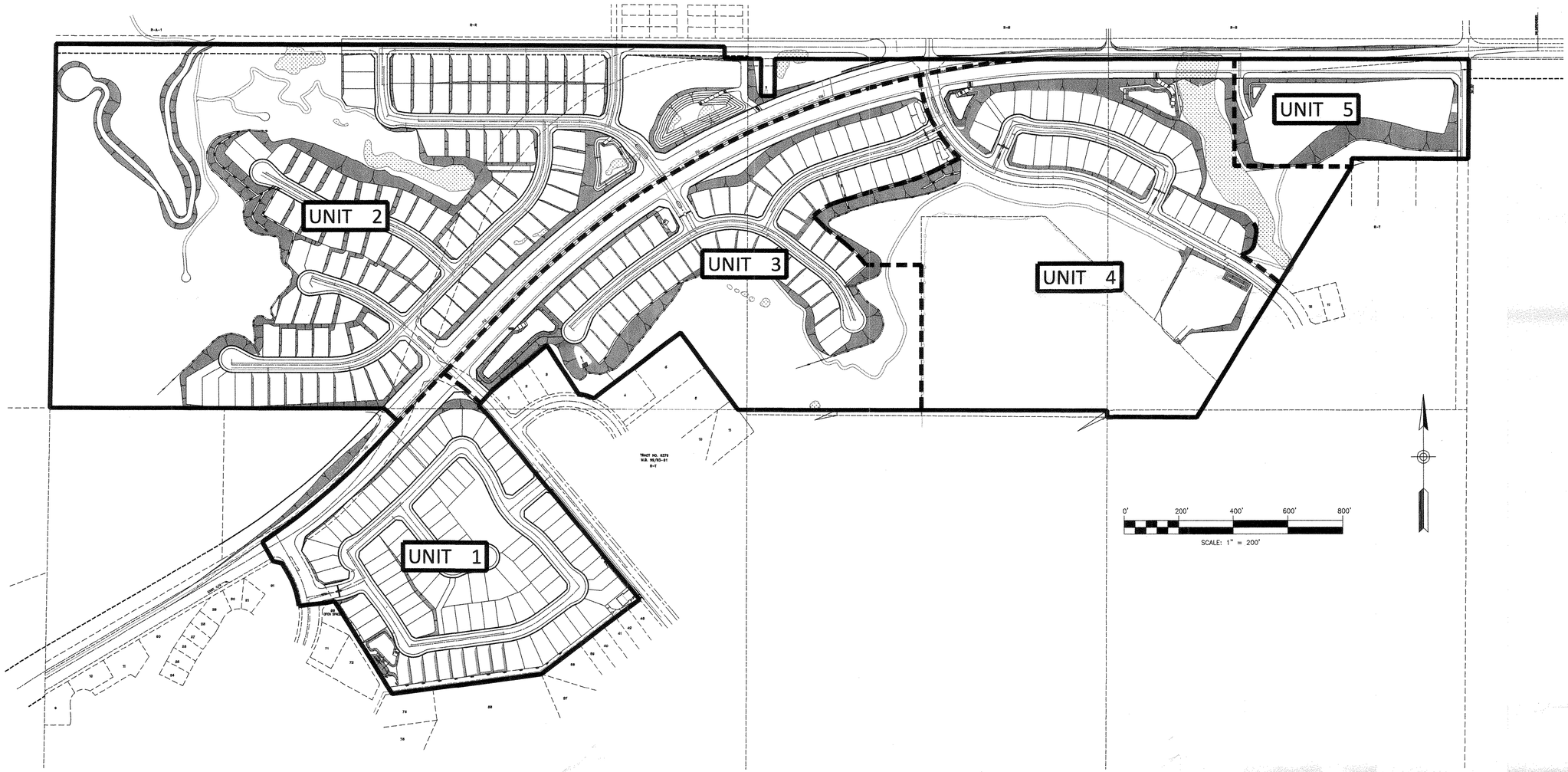
(3) AN EASEMENT FOR INGRESS, EGRESS, PIPELINES AND INCIDENTAL PURPOSES, GRANTED TO M.H. ARMSTRONG, A MARRIED MAN, AS TO AN UNDIVIDED 2/5 INTEREST AND J.A. ERICKSEN, A MARRIED MAN, AS TO AN UNDIVIDED 3/5 INTEREST, RECORDED MARCH 12, 1959 AS INSTRUMENT NO. 20551 OF O.R. EXACT LOCATION AND EXTENT IS NOT DISCLOSED OF RECORD.

(7) AN EASEMENT FOR STREET, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, RECORDED APRIL 9, 1962 AS INSTRUMENT NO. 32229 OF O.R.

(10) AN EASEMENT FOR POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO GENERAL TELEPHONE COMPANY OF CALIFORNIA, RECORDED JANUARY 17, 1984 AS INSTRUMENT NO. 9854 OF O.R.

(11) AN EASEMENT FOR A SEWAGE DISPOSAL FIELD AND INCIDENTAL PURPOSES, GRANTED TO THE FARM MUTUAL WATER COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 25, 1986 AS INSTRUMENT NO. 95022 OF O.R. THE LOCATION OF SAID EASEMENT CANNOT BE DETERMINED FROM PUBLIC RECORDS.

PHASING MAP



PHASE	DESCRIPTION	TOTAL ACREAGE	RESIDENTIAL ACREAGE	NO. OF LOTS	GROSS DENSITY PER ACRE	STREET ACREAGE	NET DENSITY PER ACRE	COMMERCIAL	OPEN SPACE
18	UNIT 1	20.5	11.8	88	4.3	6.6	7.5	0	2.1
17A	UNIT 2	66.2	19.4	103	1.6	13.4	5.3	0	33.4
9	UNITS 3 & 4	45.9	12.8	84	1.8	22.2	6.6	0	33.3
TOTALS		**132.6**	**44**	**275**	**2.1**	**42.2**	**6.3**		**68.8**
19	UNIT 5	5.2	0					5.2	0

NOTE: PROJECT PHASES MAY NOT DEVELOP IN NUMERICAL ORDER.



APRIL 2012

VSL ENGINEERING
31805 TEMECULA PARKWAY #129, TEMECULA, CA. 92591
TEL. (951) 296-3930 FAX. (888) 537-1396

Oak Creek Canyon

BUNDY CANYON ROAD RE-ALIGNMENT

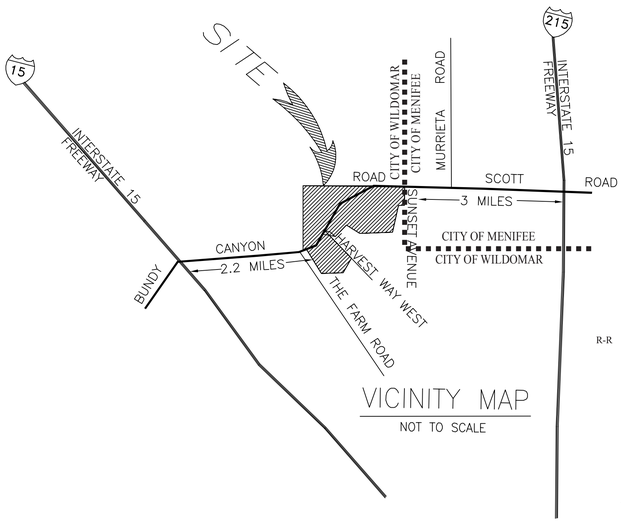
sunbelt communities
CONTACT: BILL LO
27127 CALLE ARROYO, SUITE 1910
SAN JUAN CAPISTRANO, CA 92675
PHONE (949) 218-6023

ATTACHMENT B

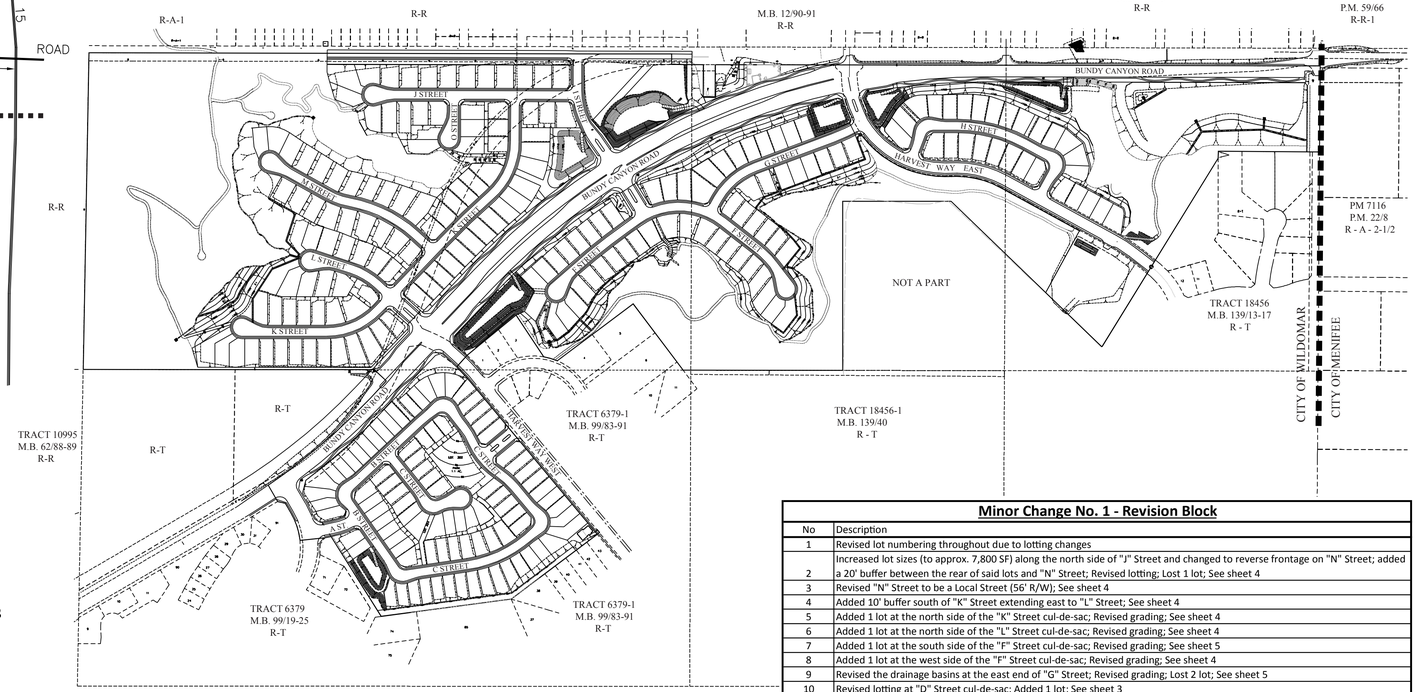
TTM No. 36388 Minor Changes Exhibit

(full size under separate cover of the Commission)

CITY OF WILDOMAR
TENTATIVE TRACT 36388 - MINOR CHANGE NO. 1



VICINITY MAP
NOT TO SCALE



INDEX MAP
SCALE: 1" = 300'

GENERAL NOTES

THOMAS BROS. COORD'S:	PAGE 897, G-1 AND G-2
PROPOSED USE:	RESIDENTIAL (S.F.)
EXISTING ZONING:	SPECIFIC PLAN 116 (THE FARM) AMD. #4
PROPOSED ZONING:	SPECIFIC PLAN 116 (THE FARM) AMD. #4
EXISTING USE:	VACANT
TOTAL SINGLE FAMILY LOTS:	275
TOTAL OPEN SPACE LOTS:	17
LIFT/PUMP STA.	3
TOTAL ACRES:	137.82 AC. GROSS 111.67 AC. NET
MINIMUM LOT SIZE:	4500 S.F.
AVERAGE LOT SIZE:	6,730 S.F.
DENSITY:	1.8 UNIT/AC. (OVERALL) 3.2 UNIT/AC. (DEVELOPED)
PROPOSED IMPROVEMENT SCHEDULE:	SCHEDULE "A"
SCHOOL:	LAKE ELSINORE UNIFIED SCHOOL DISTRICT

UTILITIES

SEWER:	ELSINORE VALLEY MUNICIPAL WATER DISTRICT
WATER:	THE FARM MUTUAL WATER COMPANY
GAS:	SOUTHERN CALIF. GAS CO.
ELECTRIC:	SOUTHERN CALIF. EDISON
TELEPHONE:	VERIZON
CATV:	TIME WARNER

ASSESSOR PARCEL NUMBERS

362-070-001, 362-070-003, 362-070-006, 362-070-010, 362-070-013, 362-070-018, 362-070-021, 362-070-023, 362-070-024, 362-080-004, 362-080-005, 362-080-007, 362-070-008, 362-080-009, 362-080-012, 362-090-009, 362-090-015

DEVELOPER

BILL LO
SUNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6023

OWNER

SUNBELT COMMUNITIES
27127 CALLE ARROYO, SUITE 1920
SAN JUAN CAPISTRANO, CA. 92675
949-218-6023

REPRESENTATIVE

MARKHAM DEVELOPMENT MANAGEMENT GROUP, INC.
41635 ENTERPRISE CIRCLE NORTH, SUITE B
TEMECULA, CA 92590-5614
PHONE: (951) 296-3466
FAX: (951) 296-3476

MAP PREPARED BY

VSL ENGINEERING
31805 TEMECULA PARKWAY, SUITE 129,
TEMECULA, CA. 92591
PHONE: (951) 296-3930

SOURCE OF TOPOGRAPHY

FLOWN AERIAL TOPOGRAPHY BY M.C. SPIRO LAND SURVEYING ON SEPTEMBER 1, 2010.

PRELIMINARY EARTHWORK QUANTITIES

CUT:	700,000 CUBIC YARDS
FILL:	700,000 CUBIC YARDS

NOTE

I HEREBY STATE THAT ALL EASEMENTS AS INDICATED IN ORANGE COAST TITLE COMPANY PRELIMINARY REPORT NO. 1189468-10 DATED AS OF AUGUST 25, 2010, HAVE BEEN SHOWN HEREON AND/OR HAVE BEEN ACCOUNTED FOR IN NOTE PLACE HEREON. ALL EASEMENTS PROPOSED TO BE ABANDONED OR QUIT CLAIMED AND/OR ALL EASEMENTS THAT CAN NOT BE LOCATED ARE NOT HEREON.

William Tim Smith, L.S. 7910
Exp. 12/31/2013

LEGAL DESCRIPTION:

PARCEL 1: THE WEST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF THE NORTHEAST ONE QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN;
EXCEPTING THERE FROM THAT PORTION THEREOF CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
ALSO EXCEPTING THEREFROM THAT PORTION THEREOF CONVEYED TO THE COUNTY WATER COMPANY, INC., A CALIFORNIA CORPORATION BY DEED RECORDED JULY 9, 1986 AS INSTRUMENT NO. 159570 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
(ASSESSOR'S PARCEL NO.'S: 362-070-021-1; 362-080-008-0; 362-080-08-1; 362-080-009-2)

PARCEL 2: THE WEST HALF OF THE NORTHWEST QUARTER (BEING ALSO DESIGNATED AS GOVERNMENT LOT 2); THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER; THE NORTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER; THE EAST HALF OF THE NORTHEAST QUARTER; ALL OF THE ABOVE BEING IN SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; ALSO EXCEPTING THEREFROM THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; EXCEPTING THERTHEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS RECEORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THAT PORTION THEREOF CONTAINED IN BUNDY CANYON ROAD; ALSO EXCEPTING THAT PORTION CONVEYED TOT HE COUNTY OF RIVERSIDE BY DEED RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587 OF OFFICAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THOSE PORTIONS CONVEYED TOT HE FARM, A CALIFORNIA CORPORATION BY DOCUMENTS RECORDED JULY 16, 1976 AS INSTRUMENT NO. 103640 AND APRIL 20, 1979 AS INSTRUMNET NO. 79615 BOTH OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THE FOLLOWING; THAT PORTION OF THE NORTHEAST QUEARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE; BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19; THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLY LINE OF SAID SECTION 19. 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET; THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°54'50", AN ARC DISTANCE OF 155.58 FEET; THENCE SOUTH 9°12'10" EAST, RADIAL TO SAID CURVE, 44.00 FEET; THENCE SOUTH 7°24'16" EAST, 270.19 FEET; THENCE SOUTH 0°17'20" EAST, 222.94 FEET TO THE TRUE POINT OF BEGINNING OF THE DESCRIPTION; THENCE SOUTH 89°42'40" WEST PARALLEL WITH SAID NORTHERLY LINE OF SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST PARALLEL WITH SAID NORTHERLY LINE 200.00 FEET; THENCE NORTH 0°17'20" WEST 200.00 FEET TO THE TRUE POINT OF BEGINNING; ALSO EXCEPTING THEREFROM THAT PORTION THEREOF LYING WITH TRACT NO. 18456-1, AS SHOWN BY MAP ON FILE IN BOOK 131 PAGES 40 THROUGH 46, INCLUSIVE, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND WITH TRACT NO. 18456, AS SHOWN BY MAP ON FILE IN BOOK 139 PAGES 13 THROUGH 17, INCLUSIVE OF MAPS RECORS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THERFROM THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, OF SAID SECTION 19. ALSO EXCEPTING THEREFROM THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 19. (ASSESSORS PARCEL NO.'S 362-070-001-3; 362-070-013-4; 362-070-018-9; 362-070-023-3; 362-080-004-7; 362-080-012-4; 362-090-004-8)

PARCEL 3: THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, BOUNDED BY THE FOLLOWING DESCRIBED LINE: BEGINNING AT THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 19; THENCE SOUTH 89°42'40" WEST, ALONG THE NORTHERLINE OF SAID SECTION19, 85.55 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTH, AND HAVING A RADIUS OF 1000.00 FEET; THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 8°54'50", AND ARC DISTANCE OF 155.58 FEET; THENCE SOUTH 9°112'10" EAST, RADIAL TO SAID CURVE, 44.00 FEET; THENCE SOUTH 7°24'16" EAST, 270.19 FEET; THENCE SOUTH 0°17'20" EAST, 222.94 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 89°42'40" WEST, PARALLEL WITH SAID NORTHERLY LINE OF SAID SECTION 19, 200.00 FEET; THENCE SOUTH 0°17'20" EAST, 200.00 FEET; THENCE NORTH 89°42'40" EAST, PARALLEL WITH SAID NORTHERLY LINE, 200.00 FEET; THENCE NORTH 0°17'20" WEST, 200.00 FEET TO THE TRUE POINT OF BEGINNING. (ASSESSORS PARCEL NO. 362-070-003-5

PARCEL 4: THE SOUTH HALF OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; (ASSESSORS PARCEL NO. 362-080-005-8)

LEGAL DESCRIPTION (CONT.):

PARCEL 5: THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN MY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA TRACT NO. 6379 AS SHOWN BY MAPON FILE BOOK 104 PAGES 92 TO 96, OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, AND TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMNET RECORDED JUNE 26, 1975 AS INSTRUMENT NO. 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSORS PARCEL NO. 362-090-015-8)

PARCEL 6: THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY, THAT PORTION OF THE SOUTHWEST 1/4 AND THE EAST 1/2 OF THE NORTHWEST 1/4 AND THE NORTHEAST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN, LYING WITHIN AN 88 FOOT WIDE STRIP OF LAND, 44 FEET IN RIGHT ANGLE WIDTH ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE: BEGINNING AT THE NORTHEAST CORNER OF SAID SECTION 19; THENCE WESTERLY, ALONG THE NORTH LINE OF SAID SECTION 19, A DISTANCE OF 2719.57 FEET TO THE BEGINNING OF A 1000 FOOT RADIUS CURVE, CONCAVE TO THE SOUTHEAST; THENCE SOUTH WESTERLY ALONG THE ARC OF SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 69°07'30", A DISTANCE OF 1206.45 FEET; THENCE SOUTH 20°25' WEST, A DISTANCE OF 687.91 FEET TO THE BEGINNING OF 1000 FOOT RADIUS CURVE, CONCAVE TO THE NORTHWEST; THENCE SOUTHWESTERLY ALONG SAID 1000 FOOT RADIUS CURVE, THROUGH AN ANGLE OF 38°45', A DISTANCE OF 676.31 FEET; THENCE SOUTH 59°10' WEST, A DISTANCE OF 1356.05 FEET TO A POINT WHICH BEARS NORTH 59°15' WEST, A DISTANCE OF 341.42 FEET FROM THE WEST QUARTER CORNER OF SAID SECTION 19; ALSO EXCEPTING ALL THAT PORTION OF THE ABOVE DESCRIBED PROPERTY LYING NORTH WESTERLY OF THE ABOVE DESCRIBED 88 FOOT WIDE STRIP OF LAND; ALSO EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF RIVERSIDE BY DOCUMENT RECORDED JUNE 26, 1975 AS INSTRUMNET NO 75704 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. (A PORTION OF ASSESSORS PARCEL NO. 362-090-015-8)

PARCEL 7: THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6378 AS SHOWN BY MAP ON FILE IN BOOK 91 PAGES 19 TO 25 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA. ALSO EXCEPTING THEREFROM THAT PORTION LYING WITHIN BUNDY CANYON ROAD AND THAT PORTION LYING NORTHERLY OF THE NORTHWESTERLY LINE OF SAID BUNDY CANYON ROAD. (ASSESSORS PARCEL NO. 362-090-009-3)

PARCEL 8: THE SOUTH 1/4 OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 3 WEST, SAN BERNARDINO MERIDIAN; EXCEPTING THEREFROM TRACT NO. 6379-1 AS SHOWN BY MAP ON FILE IN BOOK 99 PAGES 83 TO 90 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; ALSO EXCEPTING THEREFROM THAT PORTION LYING WITH BUNDY CANYON. (ASSESSORS PARCEL NO. 362-070-006-8; 362-070-010-1; 362-070-024-4)

Minor Change No. 1 - Revision Block

No	Description
1	Revised lot numbering throughout due to lotting changes
2	Increased lot sizes (to approx. 7,800 SF) along the north side of "J" Street and changed to reverse frontage on "N" Street; added a 20' buffer between the rear of said lots and "N" Street; Revised lotting; Lost 1 lot; See sheet 4
3	Revised "N" Street to be a Local Street (56' R/W); See sheet 4
4	Added 10' buffer south of "K" Street extending east to "L" Street; See sheet 4
5	Added 1 lot at the north side of the "K" Street cul-de-sac; Revised grading; See sheet 4
6	Added 1 lot at the north side of the "L" Street cul-de-sac; Revised grading; See sheet 4
7	Added 1 lot at the south side of the "F" Street cul-de-sac; Revised grading; See sheet 5
8	Added 1 lot at the west side of the "F" Street cul-de-sac; Revised grading; See sheet 4
9	Revised the drainage basins at the east end of "G" Street; Revised grading; Lost 2 lot; See sheet 5
10	Revised lotting at "D" Street cul-de-sac; Added 1 lot; See sheet 3
11	Removed water tank and associated grading; See note on Sheet 2
12	Increased drainage basin volume; Lost 1 lot; See sheet 3
13	Updated lot area tables
14	Removed 1 lot at the end of the "M" Street cul-de-sac; See sheet 4
15	Revised grading due to minor change numbers 5, 6, & 14; See sheet 4
16	Revised grading due to minor change number 8; See sheet 4

NOTES

1) ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION OF CITY OF WILDOMAR GUIDELINES.
2) 2010 THOMAS BROS. MAP BOOK PAGE 897, GRIDS G-1, H-1, G-2, & H-2.
3) THIS MAP DOES NOT INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND OWNER.
4) ALL SLOPES ARE 2:1 RATIO UNLESS OTHERWISE NOTED.
5) THIS MAP IS NOT SUBJECT TO FLOODING PER FEMA MAP DESIGNATION ZONE "C".
6) SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE OF CITY OF WILDOMAR.
7) NO EXISTING STRUCTURES ON PROJECT SITE.
8) THIS MAP IS NOT WITHIN THE ALQUIST PRIOLO SPECIAL STUDIES ZONE AND DESERT BLOWSAND AREAS.
9) THIS MAP LIES WITHIN THE LAKE ELSINORE UNIFIED SCHOOL DISTRICT.
10) THE PROJECT SITE IS NOT IN WITHIN A LIQUEFACTION OR OTHER GEOLOGIC HAZARD AREA PER THE RIVERSIDE COUTNY ENVIRONMENTAL HAZARD MAP.
11) RETAINING WALLS SHALL BE VERDURA OR SIMILAR PLANTABLE WALL.
12) AVERAGE LOT SIZE IS GREATER THAN 6,000 SQUARE FEET.
13) PLANNING DEVIATIONS REQUESTED:
    - MINIMUM 30' LOT FRONTAGE LOTS 46, 99, 245, 246, 247, 231, & 232.
    - MINIMUM 55' LOT FRONTAGE LOTS 254, 255, 256, 257, & 258.
14) NO ENGINEERING DEVIATIONS REQUESTED.

LEGEND

- TRACT BOUNDARY
- 27 — PROPOSED LOT NUMBER
- 25.0 — PROPOSED PAD ELEVATION
- S — PROPOSED SEWER LINE
- PROPOSED STORM DRAIN LINE
- FIRE HYDRANT
- PROPOSED 2:1 SLOPE UNLESS NOTED ON PLANS
- 1170 — EXISTING CONTOUR
- DECORATIVE PAVEMENT (PRIVATE STREETS ONLY)

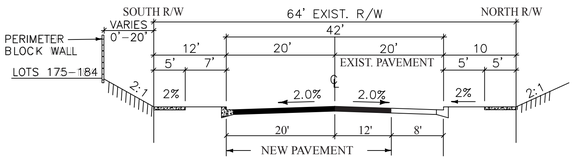
DATE	BY	MARK	REVISIONS
10/11/2012	RV		REVISED PER CITY COMMENTS #3
9/14/2012	RV		REVISED PER CITY COMMENTS #2
3/6/2012	RV		REVISED PER CITY COMMENTS #1

ENGINEER

CITY OF WILDOMAR
TENTATIVE TRACT NO. 36388
MINOR CHANGE NO. 1

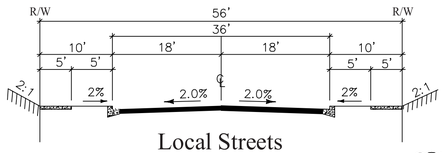
MINOR CHANGE NO. 1 APRIL 2014
DATE PREPARED: NOVEMBER, 2011

SHEET 1 OF 5
PA 14-0052



Old Bundy Canyon Road - Beverly St.

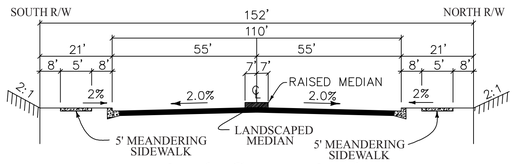
NTS



Local Streets

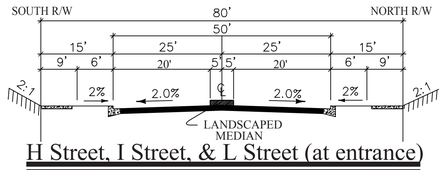
3

B ST., C ST., D ST., F ST., G ST., H ST., I ST., J ST., K ST., L ST., M ST., & N ST.
STD. NO. 105
NTS



Bundy Canyon Road

STD. NO. 91
NTS



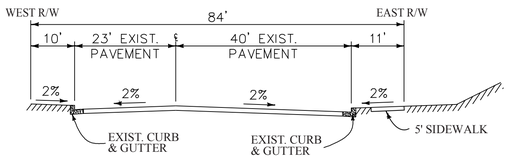
H Street, I Street, & L Street (at entrance)

NOTE:
STAMPED CONCRETE @ ENTRY

ENTRANCE ROAD
NTS

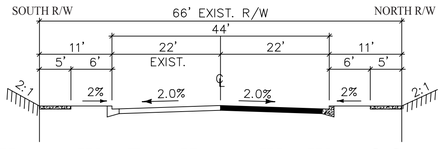
Sunset Avenue

STD. NO. 111
NTS



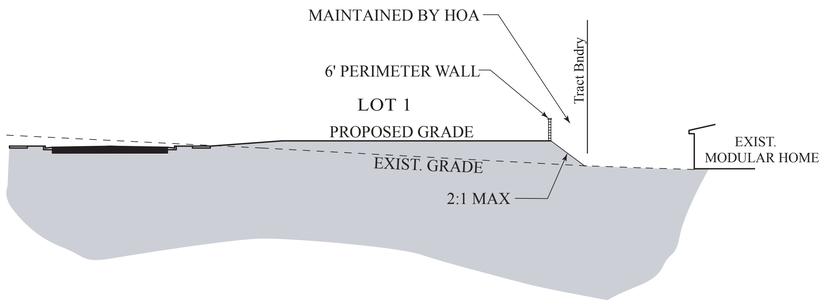
The Farm Road

NTS
NO IMPROVEMENTS PROPOSED



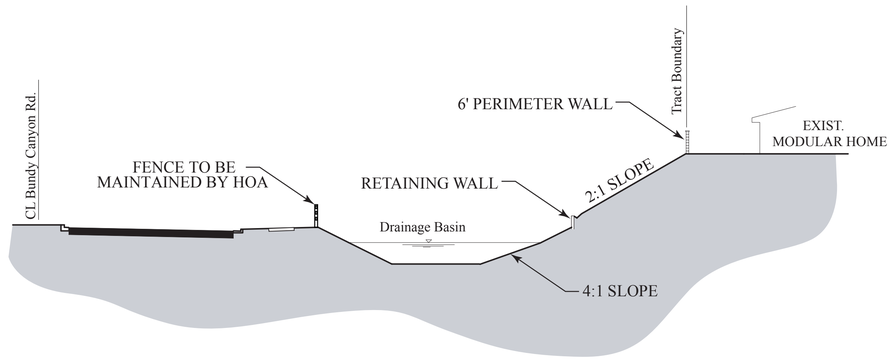
Harvest Way East, Harvest Way West, O Street

STD. NO. 104
NTS



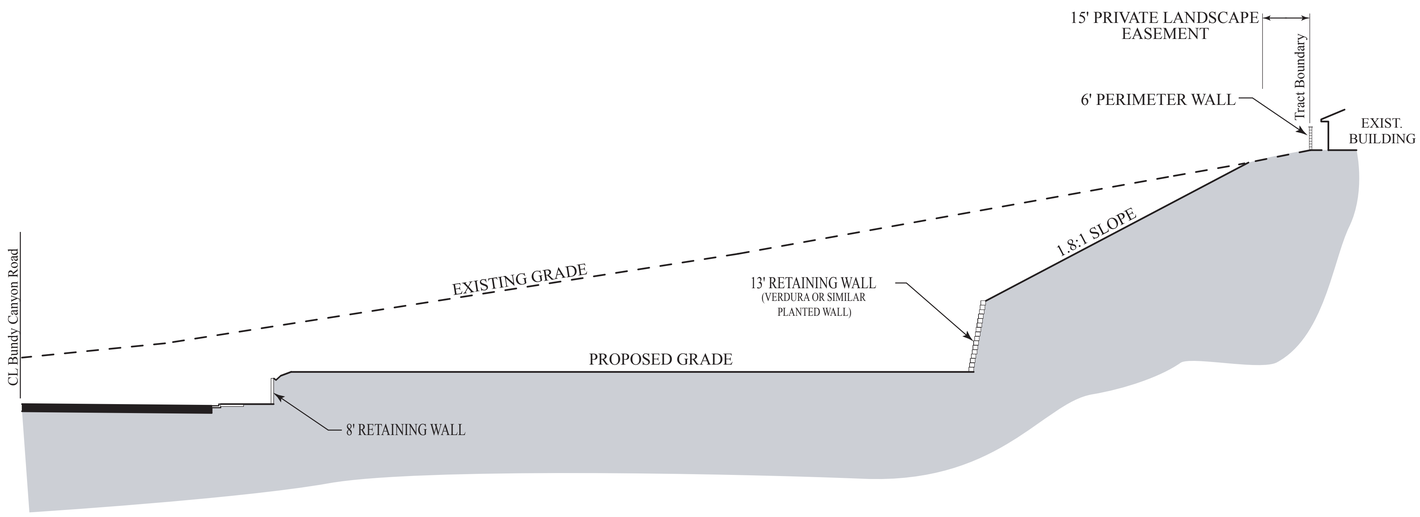
Site Cross Section No. 1

SEE SHEET 3
1"= 20'



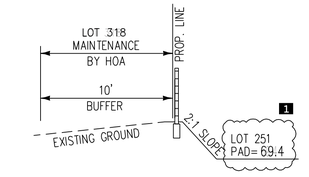
Site Cross Section No. 3

SEE SHEET 4
1"= 20'



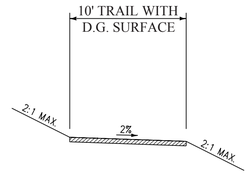
Site Cross Section No. 4

SEE SHEET 5
1"= 20'



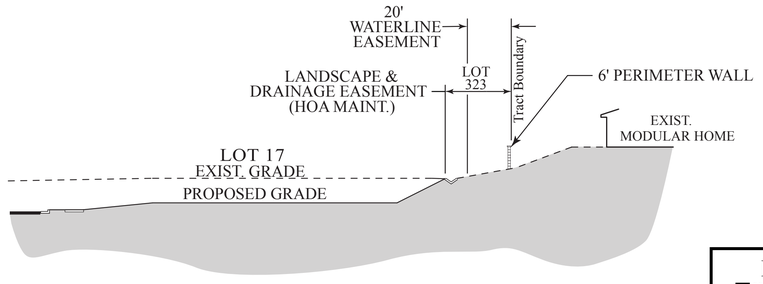
SECTION A - A

NTS



TRAIL DETAIL

NTS



Site Cross Section No. 2

SEE SHEET 3
1"= 20'

11

WATER TANK NOTE

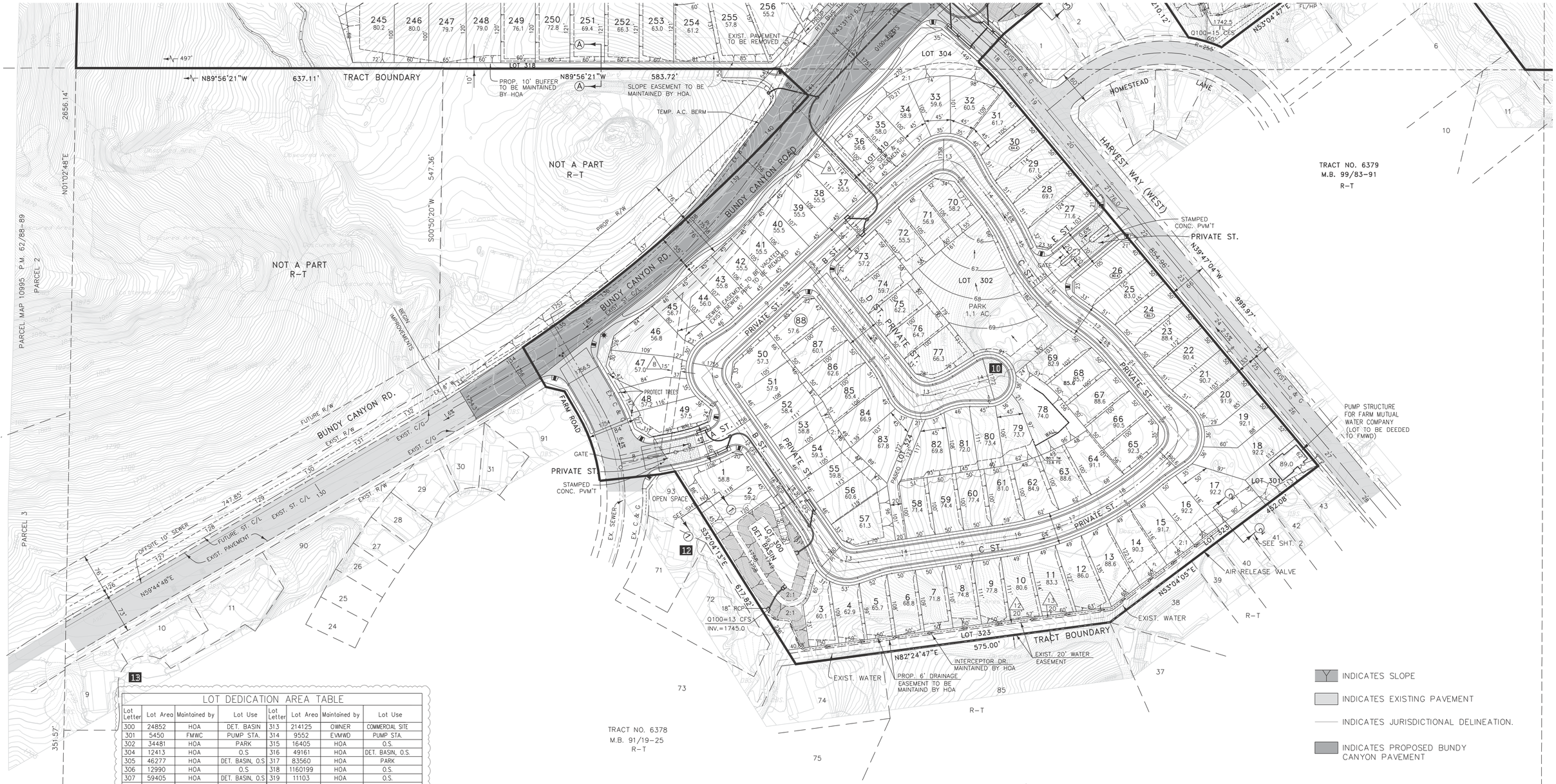
REMOVED GRADING ASSOCIATED WITH WATER TANKS DUE TO ALTERNATIVE WATER SERVICE ARRANGEMENTS WITH FMWC.

REVISION NOTES

1 REVISED LOT NUMBERING THROUGHOUT DU TO LOTTING CHANGES.
3 REVISED "N" STREET TO BE A LOCAL STREET (56' R/W).
11 REMOVED WATER TANK AND ASSOCIATED GRADING, SEE NOTE HEREON.

SEE SHEET NO. 4

SEE SHEET NO. 5



LOT DEDICATION AREA TABLE

Lot Letter	Lot Area	Maintained by	Lot Use	Lot Letter	Lot Area	Maintained by	Lot Use
300	24852	HOA	DET. BASIN	313	214125	OWNER	COMMERCIAL SITE
301	5450	FMWC	PUMP STA.	314	9552	EVMWD	PUMP STA.
302	34481	HOA	PARK	315	16405	HOA	O.S.
304	12413	HOA	O.S	316	49161	HOA	DET. BASIN, O.S.
305	46277	HOA	DET. BASIN, O.S	317	83560	HOA	PARK
306	12990	HOA	O.S	318	1160199	HOA	O.S.
307	59405	HOA	DET. BASIN, O.S	319	11103	HOA	O.S.
308	700320	HOA	O.S	320	42578	HOA	DET. BASIN, O.S.
309	25119	HOA	DET. BASIN, O.S	321	113282	HOA	PARK
310	2855	HOA/EVMWD	SD/SEW. ESTM.	322	1990	HOA	S.D. EASEMENT
311	5416	FMWC	WELL	323	21766	HOA	O.S./WAT. EASEMENT
312	278034	HOA	DET. BASIN, O.S.	324	4425	HOA	PASEO

LOT AREA TABLE– PHASE 18 PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
1	7226	4500	11	6257	4500	21	5317	4500	31	5241	4500	41	4729	4500	51	4878	4500	61	5338	4500	71	5242	4500	81	4985	4500
2	5133	4500	12	6874	4500	22	5594	4500	32	6168	4500	42	4731	4500	52	5010	4500	62	5542	4500	72	5624	4500	82	4910	4500
3	5481	4500	13	6904	4500	23	5600	4500	33	5432	4500	43	4767	4500	53	4944	4500	63	5543	4500	73	5328	4500	83	6620	4500
4	5015	4500	14	6358	4500	24	5646	4500	34	5297	4500	44	4748	4500	54	4804	4500	64	5703	4500	74	5000	4500	84	4843	4500
5	5148	4500	15	6146	4500	25	5933	4500	35	4523	4500	45	4489	4500	55	4989	4500	65	5231	4500	75	5000	4500	85	5112	4500
6	5410	4500	16	5792	4500	26	6944	4500	36	4506	4500	46	7336	4500	56	5371	4500	66	5000	4500	76	5000	4500	86	5000	4500
7	5450	4500	17	8137	4500	27	6213	4500	37	5045	4500	47	6368	4500	57	6831	4500	67	5000	4500	77	6343	4500	87	5000	4500
8	5488	4500	18	8423	4500	28	5946	4500	38	4927	4500	48	4959	4500	58	4992	4500	68	5008	4500	78	9964	4500	88	5291	4500
9	5526	4500	19	5929	4500	29	5738	4500	39	4828	4500	49	6121	4500	59	5000	4500	69	5101	4500	79	5500	4500			
10	5868	4500	20	5085	4500	30	5490	4500	40	4761	4500	50	5710	4500	60	5000	4500	70	5435	4500	80	4838	4500			

REVISION NOTES

1. REVISED LOT NUMBERING THROUGHOUT DUE TO LOTTING CHANGES.
12. INCREASED DRAINAGE BASIN VOLUME; LOST 1 LOT.
10. REVISED LOTTING AT "D" STREET CUL-DE-SAC; ADDED 1 LOT.
13. UPDATED LOT AREA TABLE.

0' 80' 160' 240' 320'

SCALE: 1" = 80'

INDICATES SLOPE

INDICATES EXISTING PAVEMENT

INDICATES JURISDICTIONAL DELINEATION.

INDICATES PROPOSED BUNDY CANYON PAVEMENT

EASEMENT NOTES:

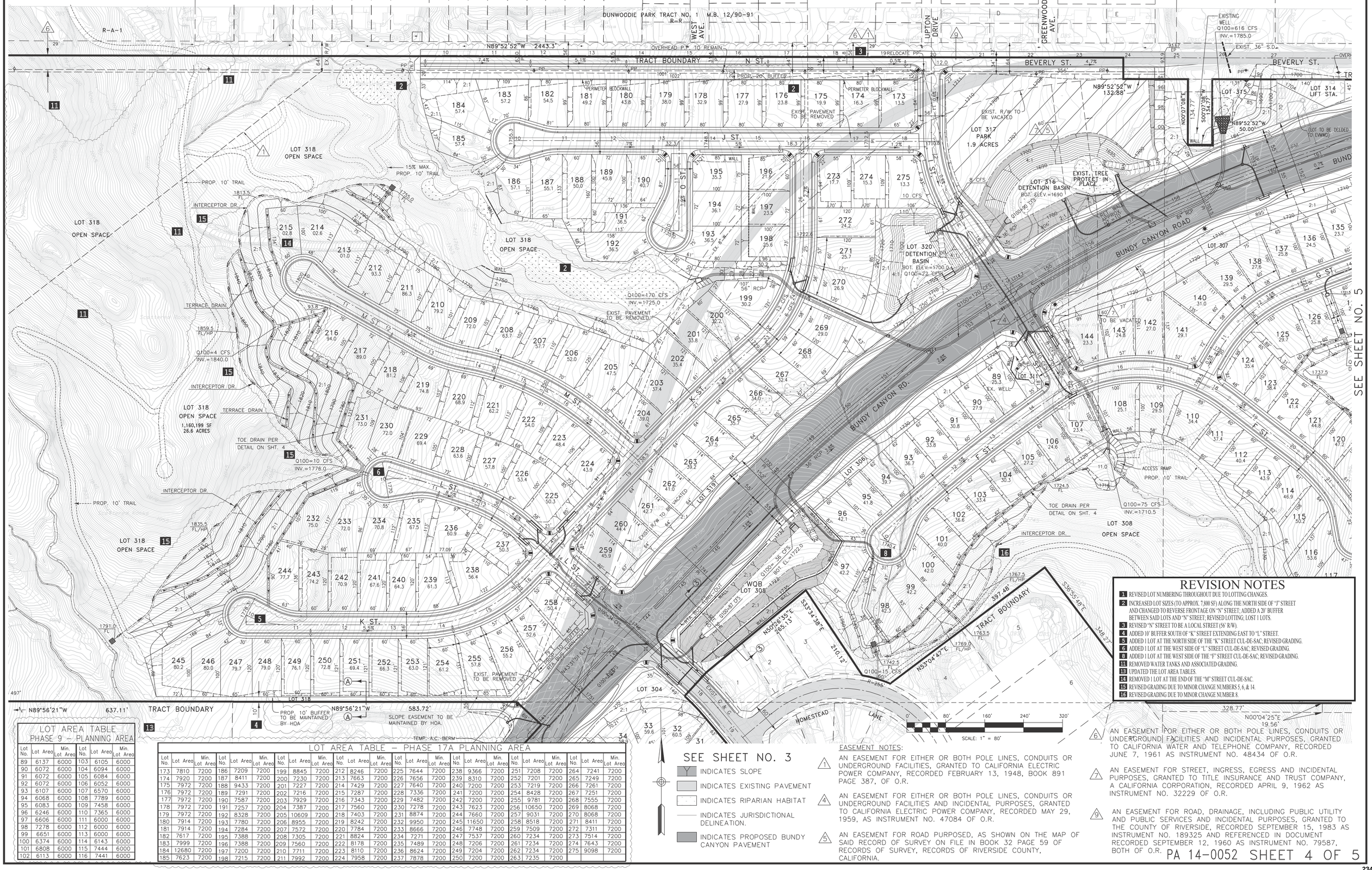
8 AN EASEMENT FOR SEWER AND INCIDENTAL PURPOSES, GRANTED TO THE FARM, A CALIFORNIA CORPORATION, RECORDED SEPTEMBER 18, 1978 AS INSTRUMENT NO. 196924 OF O.R.

12 AN EASEMENT FOR PIPELINE OR PIPELINES, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO FARM MUTUAL WATER COMPANY, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 27, 2000 AS INSTRUMENT NO. 00-156981 OF O.R.

13 AN EASEMENT FOR PIPELINES, EASEMENT ROADS AND APPURTENANCES WITHIN THE EASEMENT AND FOR INGRESS AND EGRESS AND INCIDENTAL PURPOSES, GRANTED TO FARM MUTUAL WATER COMPANY, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 27, 2000 AS INSTRUMENT NO. 00-156982 OF O.R.

SHEET 3 OF 5
PA 14-0052

2342



LOT AREA TABLE PHASE 9 – PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
89	6137	6000	103	6105	6000
90	6072	6000	104	6094	6000
91	6072	6000	105	6084	6000
92	6072	6000	106	6052	6000
93	6107	6000	107	6570	6000
94	6068	6000	108	7789	6000
95	6083	6000	109	7458	6000
96	6246	6000	110	7365	6000
97	6606	6000	111	6000	6000
98	7278	6000	112	6000	6000
99	6651	6000	113	6000	6000
100	6374	6000	114	6143	6000
101	6808	6000	115	7444	6000
102	6113	6000	116	7441	6000

LOT AREA TABLE – PHASE 17A PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
173	7810	7200	186	7209	7200	199	8845	7200	212	8246	7200	225	7644	7200	238	9366	7200	251	7208	7200	264	7241	7200
174	7920	7200	187	8411	7200	200	7230	7200	213	7663	7200	226	7656	7200	239	8310	7200	252	7201	7200	265	7249	7200
175	7972	7200	188	9433	7200	201	7227	7200	214	7429	7200	227	7640	7200	240	7200	7200	253	7219	7200	266	7261	7200
176	7972	7200	189	7291	7200	202	7216	7200	215	7287	7200	228	7336	7200	241	7200	7200	254	8428	7200	267	7251	7200
177	7972	7200	190	7587	7200	203	7929	7200	216	7343	7200	229	7482	7200	242	7200	7200	255	9781	7200	268	7555	7200
178	7972	7200	191	7257	7200	204	7387	7200	217	7560	7200	230	7278	7200	243	7623	7200	256	10650	7200	269	8068	7200
179	7972	7200	192	8328	7200	205	10609	7200	218	7403	7200	231	8874	7200	244	7660	7200	257	9031	7200	270	8068	7200
180	7914	7200	193	7780	7200	206	8955	7200	219	8242	7200	232	9950	7200	245	11650	7200	258	8518	7200	271	8411	7200
181	7914	7200	194	7284	7200	207	7572	7200	220	7784	7200	233	8666	7200	246	7748	7200	259	7509	7200	272	7311	7200
182	7617	7200	195	7388	7200	208	7305	7200	221	8824	7200	234	7271	7200	247	7537	7200	260	7234	7200	273	7514	7200
183	7999	7200	196	7388	7200	209	7560	7200	222	8178	7200	235	7489	7200	248	7206	7200	261	7234	7200	274	7643	7200
184	12680	7200	197	7200	7200	210	7711	7200	223	8110	7200	236	8624	7200	249	7204	7200	262	7234	7200	275	9098	7200
185	7623	7200	198	7215	7200	211	7992	7200	224	7958	7200	237	7878	7200	250	7200	7200	263	7235	7200			

REVISION NOTES

1. REVISED LOT NUMBERING THROUGHOUT DUE TO LOTTING CHANGES.
2. INCREASED LOT SIZES (TO APPROX. 7,800 SF) ALONG THE NORTH SIDE OF "J" STREET AND CHANGED TO REVERSE FRONTAGE ON "N" STREET; ADDED A 20' BUFFER BETWEEN SAID LOTS AND "N" STREET; REVISED LOTTING; LOST 1 LOTS.
3. REVISED "N" STREET TO BE A LOCAL STREET (56' R/W).
4. ADDED 10' BUFFER SOUTH OF "K" STREET EXTENDING EAST TO "L" STREET.
5. ADDED 1 LOT AT THE NORTH SIDE OF THE "K" STREET CUL-DE-SAC; REVISED GRADING.
6. ADDED 1 LOT AT THE WEST SIDE OF "L" STREET CUL-DE-SAC; REVISED GRADING.
8. ADDED 1 LOT AT THE WEST SIDE OF THE "F" STREET CUL-DE-SAC; REVISED GRADING.
11. REMOVED WATER TANKS AND ASSOCIATED GRADING.
13. UPDATED THE LOT AREA TABLES.
14. REMOVED 1 LOT AT THE END OF THE "M" STREET CUL-DE-SAC.
15. REVISED GRADING DUE TO MINOR CHANGE NUMBERS 5, 6, & 14.
16. REVISED GRADING DUE TO MINOR CHANGE NUMBER 8.

SEE SHEET NO. 3

- INDICATES SLOPE
- INDICATES EXISTING PAVEMENT
- INDICATES RIPARIAN HABITAT
- INDICATES JURISDICTIONAL DELINEATION.
- INDICATES PROPOSED BUNDY CANYON PAVEMENT

EASEMENT NOTES:

1. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED FEBRUARY 13, 1948, BOOK 891 PAGE 387, OF O.R.
4. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED MAY 29, 1959, AS INSTRUMENT NO. 47084 OF O.R.
5. AN EASEMENT FOR ROAD PURPOSED, AS SHOWN ON THE MAP OF SAID RECORD OF SURVEY ON FILE IN BOOK 32 PAGE 59 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
6. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO CALIFORNIA WATER AND TELEPHONE COMPANY, RECORDED JUNE 7, 1961 AS INSTRUMENT NO. 48434 OF O.R.
7. AN EASEMENT FOR STREET, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, RECORDED APRIL 9, 1962 AS INSTRUMENT NO. 32229 OF O.R.
9. AN EASEMENT FOR ROAD, DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES AND INCIDENTAL PURPOSES, GRANTED TO THE COUNTY OF RIVERSIDE, RECORDED SEPTEMBER 15, 1983 AS INSTRUMENT NO. 189325 AND REFERENCED IN DOCUMENT RECORDED SEPTEMBER 12, 1960 AS INSTRUMENT NO. 79587, BOTH OF O.R.

SEE SHEET NO. 4

SEE SHEET NO. 3

LAKE ELSINORE COUNTRY CLUB D'WY.

LAKE ELSINORE COUNTRY CLUB D/WY.

COTTONWOOD AVENUE

CLUB AVE.

ELIZABETH AVE.

EDWARD ROAD

SUNSET AVE.

TRACT BOUNDARY

BUNDY CANYON RD.

LOT 314 LIFT STA.

LOT 307

LOT 307 WQB BOT. EL.=1699.0

WQB BOT. EL.=1699.0 LOT 309

LOT 312

BOT. BASIN=1703.00 LOT 312 DET. BASIN

Q100=985 CFS INV.=1703.0 18" RCP Q100=9 CFS

W.Q.B. BOT.=36.0 Q100=9 CFS

LOT 313 COMMERCIAL PAD AREA=3.5 ACRES

LOT 322

LOT 312 OPEN SPACE

LOT 308 OPEN SPACE

LOT 321 PARK 1.8 ACRES

PARCEL B 3,762,344 sq. ft. 86.37 acres

NOT A PART 13.41 AC.

TRACT NO. 18456 M.B. 139/13-17 R-T

CITY OF WILDOMAR

CITY OF MENIFEE

G ST.

H ST.

HARVEST WAY EAST

EXIST. 18" S.D.

EXIST. 42" S.D.

Q100=992 CFS

OVERHEAD P.P. TO REMAIN

RELOCATE PP

PROTECT PP

CONSTRUCT BARRICADE

INTERIM ST. C/L

FUT. ST. C/L

EXIST. ST. C/L

EXIST. ST. R/W

FUTURE. ST. R/W

TEMP. A.C. BERM

8' RET. WALL

RET. WALL

RTA BUS TURN-OUT

RTA BUS TURN-OUT

48" RCP Q100=77 CFS

(LOT TO BE DEEDED TO EVMWD)

EXACT DRIVEWAY LOCATION WILL BE REVIEWED AND ESTABLISHED AT TIME OF SITE PLAN APPROVAL

EXACT WALL HEIGHT & LOCATION WILL BE REVIEWED AND ESTABLISHED AT TIME OF SITE PLAN APPROVAL

10' WIDE D.G. TRAIL

PROP. 10' TRAIL

15' PRIVATE LANDSCAPE EASEMENT

15' SPANNED TRAIL CROSSING

TERRACE DRAIN

INTERCEPTOR DR.

TOE DRAIN PER DETAIL ON SHT. 4

Q100=10 CFS DOWN DRAIN

EXIST. CHAIN LINK FENCE FARM MUTUAL WATER COMPANY EASEMENT

ROCKS

S89°38'16"E 424.89'

N00°24'55"E 394.89'

S00°23'01"W 361.00'

N00°00'00"E 709.02'

N46°01'20"W 878.66'

S31°39'15"W 929.85'

534.50'

395.35'

1315.06'

1323.81'

2647.62'

PROP. 8" AC BERM

EXIST. PAVEMENT

DND IMPROVEMENTS

EXACT DRIVEWAY LOCATION WILL BE REVIEWED AND ESTABLISHED AT TIME OF SITE PLAN APPROVAL

REVISION NOTES

1. REVISED LOT NUMBERING THROUGHOUT DUE TO LOTTING CHANGES.
7. ADDED 1 LOT AT THE SOUTH SIDE OF THE "F" STREET CUL-DE-SAC; REVISED GRADING.
9. REVISED THE DRAINAGE BASINS AT THE EAST END OF "G" STREET; REVISED GRADING; LOST 2 LOTS.
13. UPDATED LOT AREA TABLE.

LOT AREA TABLE - PHASE 9 PLANNING AREA

Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area	Lot No.	Lot Area	Min. Lot Area
117	6387	6000	129	6000	6000	141	9644	6000	153	6395	6000	165	7058	6000
118	7485	6000	130	6000	6000	142	7474	6000	154	6320	6000	166	6900	6000
119	6198	6000	131	6507	6000	143	7085	6000	155	6142	6000	167	7311	6000
120	6088	6000	132	6708	6000	144	8037	6000	156	6220	6000	168	7394	6000
121	6075	6000	133	6000	6000	145	7863	6000	157	6707	6000	169	7393	6000
122	6000	6000	134	6000	6000	146	6518	6000	158	6551	6000	170	7394	6000
123	6023	6000	135	6000	6000	147	7052	6000	159	6888	6000	171	6912	6000
124	7243	6000	136	6000	6000	148	5198	6000	160	7220	6000	172	9112	6000
125	9026	6000	137	6177	6000	149	6221	6000	161	6000	6000	173	7810	6000
126	6283	6000	138	6553	6000	150	6651	6000	162	6000	6000	174	7920	6000
127	6000	6000	139	6871	6000	151	6845	6000	163	6000	6000			
128	6000	6000	140	8118	6000	152	6735	6000	164	7409	6000			

0' 80' 160' 240' 320'

SCALE: 1" = 80'

- INDICATES SLOPE
- INDICATES EXISTING PAVEMENT
- INDICATES RIPARIAN HABITAT
- INDICATES JURISDICTIONAL DELINEATION.
- INDICATES PROPOSED BUNDY CANYON PAVEMENT

EASEMENT NOTES:

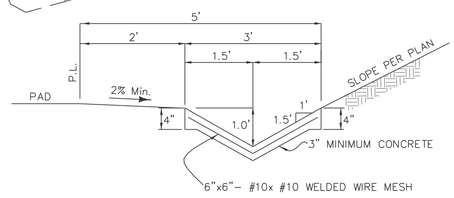
2 AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES, GRANTED TO CALIFORNIA ELECTRIC POWER COMPANY, RECORDED OCTOBER 3, 1958, BOOK 2342 PAGE 449 OF O.R.

3 AN EASEMENT FOR INGRESS, EGRESS, PIPELINES AND INCIDENTAL PURPOSES, GRANTED TO M.H. ARMSTRONG, A MARRIED MAN, AS TO AN UNDIVIDED 2/5 INTEREST AND J.A. ERICKSEN, A MARRIED MAN, AS TO AN UNDIVIDED 3/5 INTEREST, RECORDED MARCH 12, 1959 AS INSTRUMENT NO. 20551 OF O.R. EXACT LOCATION AND EXTENT IS NOT DISCLOSED OF RECORD.

7 AN EASEMENT FOR STREET, INGRESS, EGRESS AND INCIDENTAL PURPOSES, GRANTED TO TITLE INSURANCE AND TRUST COMPANY, A CALIFORNIA CORPORATION, RECORDED APRIL 9, 1962 AS INSTRUMENT NO. 32229 OF O.R.

10 AN EASEMENT FOR POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, GRANTED TO GENERAL TELEPHONE COMPANY OF CALIFORNIA, RECORDED JANUARY 17, 1984 AS INSTRUMENT NO. 9854 OF O.R.

11 AN EASEMENT FOR A SEWAGE DISPOSAL FIELD AND INCIDENTAL PURPOSES, GRANTED TO THE FARM MUTUAL WATER COMPANY, A CORPORATION, ITS SUCCESSORS AND ASSIGNS, RECORDED APRIL 25, 1986 AS INSTRUMENT NO. 95022 OF O.R. THE LOCATION OF SAID EASEMENT CANNOT BE DETERMINED FROM PUBLIC RECORDS.



DETAIL: TOE DRAIN

NOT TO SCALE

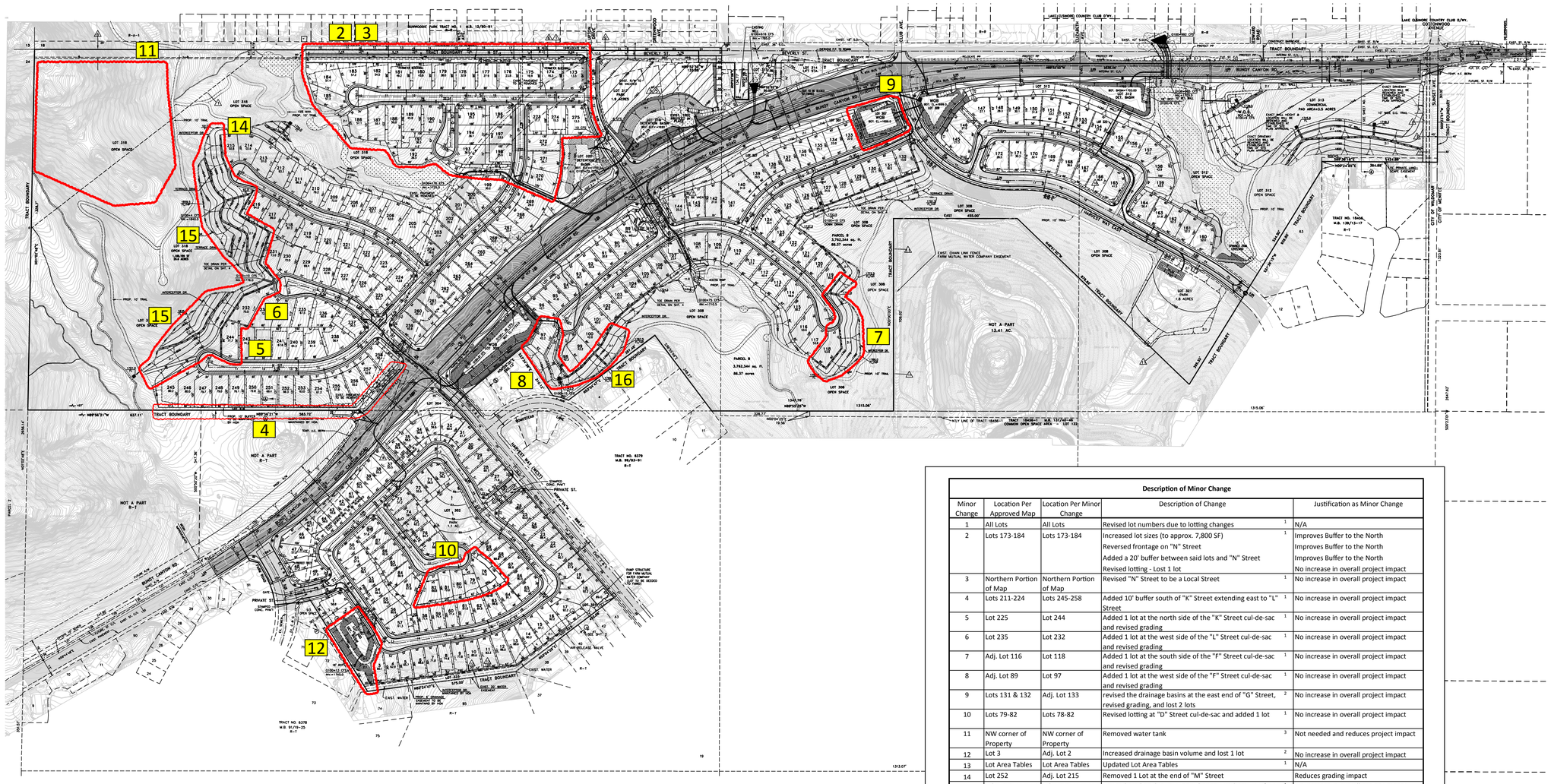
N'LY LINE OF TRACT 18456-1 TRACT 18456-1 M.B. 131/40-46 COMMON OPEN SPACE AREA - LOT 122

SHEET 5 OF 5
PA 14-0052

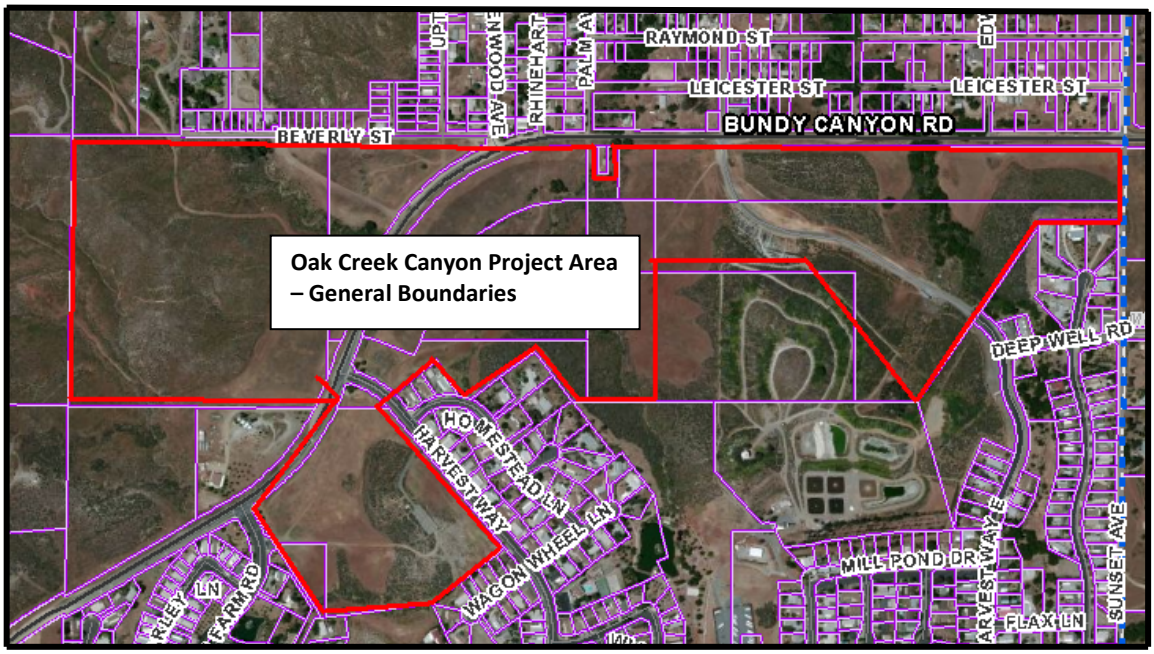
ATTACHMENT C

TTM 36388 Minor Change “Index Exhibit”

CITY OF WILDOMAR
TENTATIVE TRACT 36388 - MINOR CHANGE NO. 1


2
3
11
9
14
15
15
6
5
4
7
8
16
10
12
BUNDY CANYON RD
BEVERLY ST.
TRACT BOUNDARY
NOT A PART
R-T
TRACT NO. 6379
M.B. 95/30-31
R-T
TRACT NO. 6378
M.B. 91/19-25
R-T
PARCEL B
3,783,344 sq. ft.
86.87 acres
LOT 318
OPEN SPACE
LOT 308
OPEN SPACE
LOT 312
OPEN SPACE
LOT 313
COMMERCIAL
PAD AREA=3.5 ACRES
LOT 307
OPEN
1.8 ACRES
LOT 302
OPEN
1.1 AC.
LOT 304
OPEN
1.0 AC.
NOT A PART
13.41 AC.
PRIVATE ST.
STAMPED
CONC. PAVT.
EAST CHAIN LINK FENCE
FIRM MUTUAL WATER COMPANY EASEMENT
EAST 430.00'
PROP. 10' TRAIL
INTERCEPTOR DR.
SEWER MH
WATER VALVE
EAST WATER
TRACT NO. 18456
M.B. 139/13-17
R-1
CITY OF WILDOMAR
SUNSET AVE.
LAKE ELSINORE COUNTRY CLUB R/W
OUTERWOOD AVENUE
CLUB AVE.
LAKE ELSINORE COUNTRY CLUB R/W
CONSTRUCT SWINGLINE
EXIST. 47' S/W
EXIST. 37' S/W
EXIST. 32' S/W
PROJECT NO.
EXIST. 40' C/L

Vicinity/Location Map

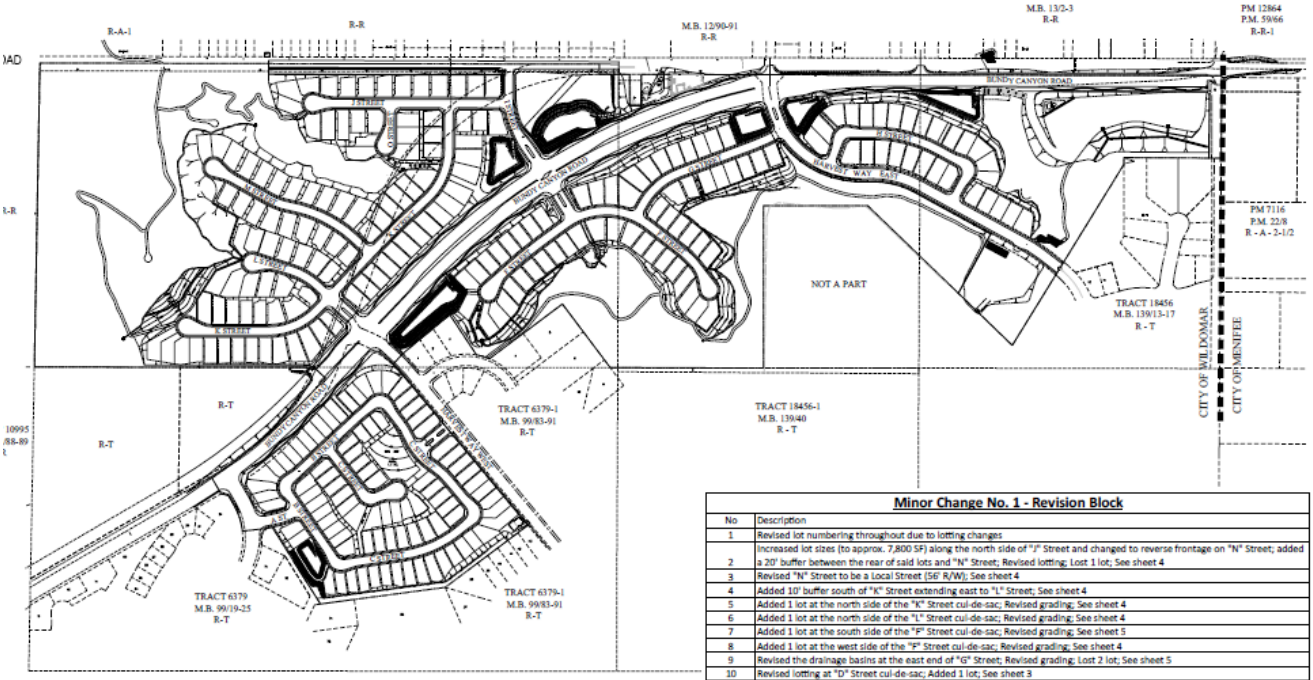


The project site is surrounded by existing residential uses to the north, south, east and west. The table below summarizes the current Land Use, General Plan and Zoning information related to the proposed project.

ADJACENT LAND USE, GENERAL PLAN AND ZONING			
Location	**Current Land Use**	**General Plan Land Use Designation**	**Zoning**
Subject Property	Vacant	MDR & CR	R-1 & C-P-S
North	Residential	LDR-RC & RM	R-1 and R-R
South	Residential/Farm	MDR & MHDR	R-T
East	Residential	City of Menifee	City of Menifee
West	Residential	RM – VLDR – RR – MDR - MHDR	R-R and R-T

Tract Map No. 36388 – Minor Change Approved Exhibit (5/6/15)

CITY OF WILDOMAR
TENTATIVE TRACT 36388 - MINOR CHANGE NO. 1



INDEX MAP

SCALE: 1" = 300'

Minor Change No. 1 - Revision Block

No	Description
1	Revised lot numbering throughout due to lotting changes
2	Increased lot sizes (to approx. 7,800 SF) along the north side of "J" Street and changed to reverse frontage on "N" Street; added a 20' buffer between the rear of said lots and "N" Street; Revised lotting; Lost 1 lot; See sheet 4
3	Revised "N" Street to be a Local Street (56' R/W); See sheet 4
4	Added 10' buffer south of "K" Street extending east to "L" Street; See sheet 4
5	Added 1 lot at the north side of the "K" Street cul-de-sac; Revised grading; See sheet 4
6	Added 1 lot at the north side of the "L" Street cul-de-sac; Revised grading; See sheet 4
7	Added 1 lot at the south side of the "F" Street cul-de-sac; Revised grading; See sheet 5
8	Added 1 lot at the west side of the "F" Street cul-de-sac; Revised grading; See sheet 4
9	Revised the drainage basins at the east end of "G" Street; Revised grading; Lost 2 lot; See sheet 5
10	Revised lotting at "D" Street cul-de-sac; Added 1 lot; See sheet 3
11	Removed water tank and associated grading; See note on Sheet 2
12	Increased drainage basin volume; Lost 1 lot; See sheet 3
13	Updated lot area tables
14	Removed 1 lot at the end of the "M" Street cul-de-sac; See sheet 4
15	Revised grading due to minor change numbers 5, 6, & 14; See sheet 4
16	Revised grading due to minor change number 8; See sheet 4

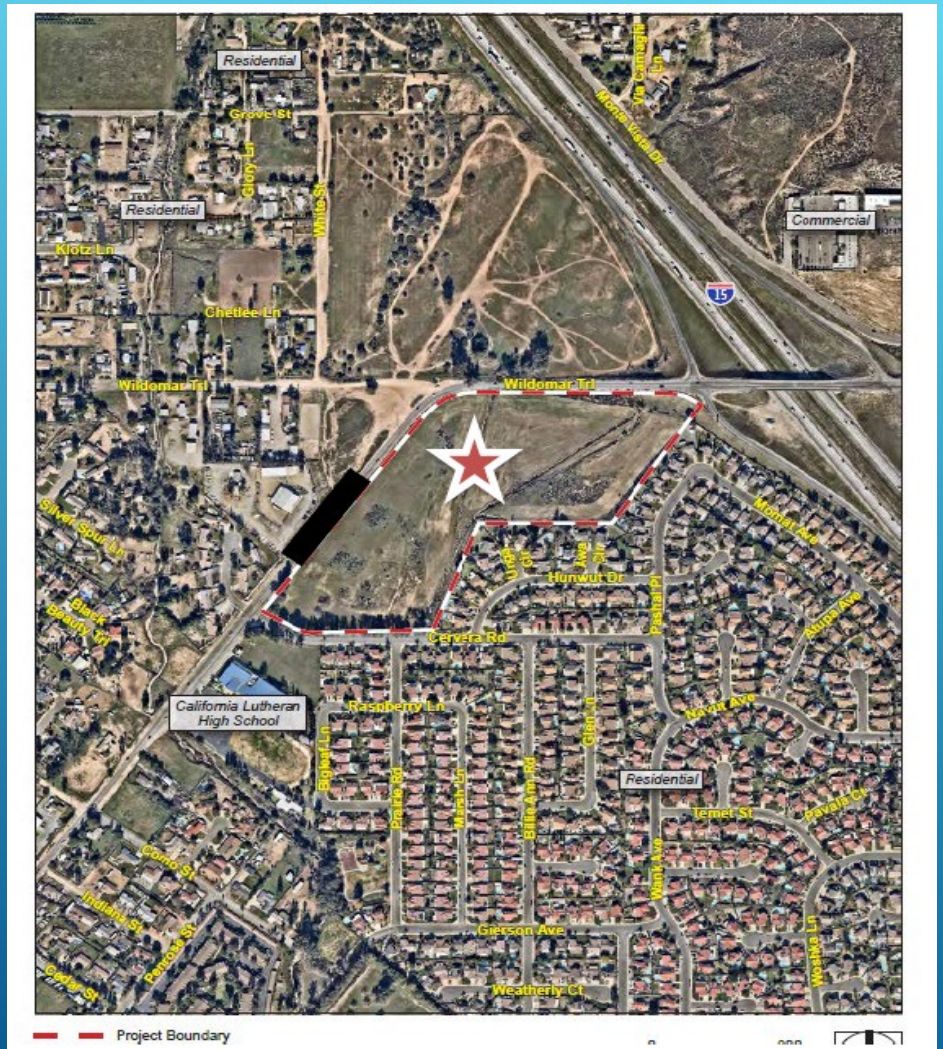
LEGAL DESCRIPTION (CONT.):

WILDOMAR TRAIL TOWN CENTER TTM 37494 & CUP/P[LOT PLAN 20-0039 EOT #1

Planning Commission Meeting

September 4, 2024

Agenda Item 3.2



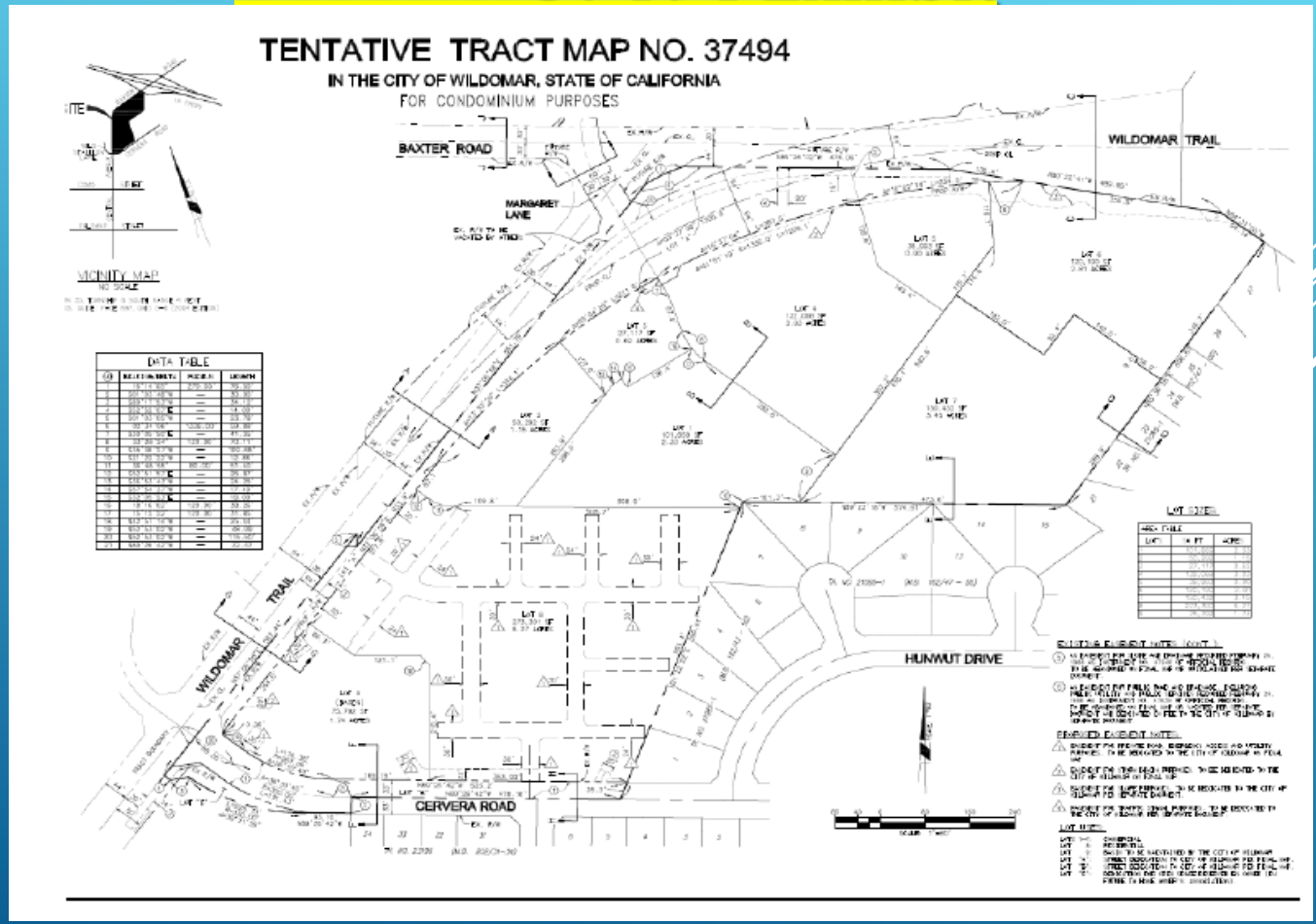
PROJECT LOCATION

- **Located on the Southwest corner of the I-15 freeway and Wildomar Trial**
- **The project site encompasses about 25.8 acres**

PROJECT BACKGROUND:

- The Wildomar Trail Town Center project was originally approved by the City Council on September 8, 2021, and included the following actions:
  - Certification of an Environmental Impact Report (EIR) and adoption of an MMRP;
  - Approval of a GPA and Zone Change; and
  - Approval of TTM 37494 and CUP/Plot Plan No. 20-0039 to subdivide the property and build a mixed-use project.
- The Wildomar Trail Town Center project was required to record the TTM and begin construction on the site before the September 8, 2024 deadline.

TTM No. 37494 Exhibit



CUP / Plot Plan 20-0039 Exhibit



EOT #3 - DESCRIPTION:

- The applicant submitted their EOT application & fee on June 3, 2024…….well in advance of the Sept. 8, 2024, expiration date.
- The Applicant is requesting their 1st EOT (for 3 years) which if approved will make the new deadline September 8, 2027, to record TTM 37494 and begin construction of the mixed-use project approved under CUP/Plot Plan No. 20-0039.
- If the Tentative Map is not recorded and CUP/Plot Plan construction does not happen before the new expiration date, the Applicant may pursue a 2nd Extension of Time (for 2 years).

EOT #1 FINDINGS:

- **The proposed EOT #1 meets the required findings for approval in that:**

1. **The approved TTM 37494 and CUP/Plot Plan 20-0039 remain consistent with the General Plan goals and policies….**
2. **The approved TTM 37494 and CUP/Plot Plan 20-0039 remain in conformance with the Wildomar Municipal Code.**
3. **The approved TTM 37494 and CUP/Plot Plan 20-0039 remain compatible with the area and do not adversely affect the general health, safety, and welfare of the public.**
4. **The EOT application & fee were filed on June 3, 2024, prior to the September 8, 2024, expiration date….**

STAFF RECOMMENDATION:

Staff recommends the Planning Commission adopt PC Resolution No. 2024-14 taking the following actions:

1) **Determine that no new further Environmental Review is needed in accordance with Section 15162 of CEQA; and**

2) **Approve a 3-year Extension of Time (#1 of 3) to September 8, 2027, for Tentative Tract Map 37494 & CUP/Plot Plan 20-0039.**

Note: All original conditions of approval and EIR mitigation measures will remain in full force and effect for this project.